



Our reference  
F19/13/03-D21/26182

17 June 2024

**Extraordinary Meeting of Council**

Notice is hereby given that a Extraordinary Meeting of Council will be held in the **Council Chambers, Stratford District Council, 63 Miranda Street, Stratford** on **Thursday 20 June 2024** beginning at **10.30am** to hear and consider submissions to the Rates Remission and Rates Postponement Policies.

The Ordinary Meeting of Council will be held at 3.30pm.

**Timetable for 20 June 2024 as follows:**

10.30am	Extraordinary Meeting - To discuss the construction of Broadway Pedestrian Crossings
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Yours faithfully

Blair Sutherland  
**Acting Chief Executive**

# 2024 - Extraordinary - June (Construction of Broadway Pedestrian Crossing)



20 June 2024 09:00 AM - 05:00 PM

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8. Questions

9. [Closing Karakia](#)

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# AGENDA

## Extraordinary



F22/55/05 – D24/31139

Date: Thursday 20 June 2024 at 10.30AM  
Venue: Council Chambers, 63 Miranda Street, Stratford

### 1. Welcome

- 1.1 **Opening Karakia**  
D21/40748 Page 6
- 1.2 **Health and Safety Message**  
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### 2. Apologies

### 3. Announcements

- 4. **Declarations of members interest**  
Elected members to declare any real or perceived conflicts of interest relating to items on this agenda.

- 5. **Attendance Schedule**  
Attendance schedule for Ordinary and Extraordinary Council meetings.

### 6. Deputation – Arnold Cox

- 7. **Decision Report – Construction of Broadway Pedestrian Crossing**  
D24/29160 Page 8

#### Recommendations

- 1. THAT the report be received.
- 2. THAT the Stratford District Council approves one or more options described in this report, that address largely stakeholder concerns and satisfy the NZTA funding requirements.

#### Recommended Reason

Substantial progress must be made on the construction of the Broadway pedestrian crossings within this financial year to secure the allocated funding from NZTA. However, feedback from the community may necessitate a change in direction for this project, in accordance with one or more of the options preferred in this report.

/  
Moved/Seconded

### 8. Questions

- 9. **Closing Karakia**  
D21/40748 Page 140

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**Our reference**  
F19/13/03-D21/40748

### **Karakia**

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

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



**Our reference**  
F19/13/03-D22/17082

### **Health and Safety Message**

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

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

# AGENDA

## Extraordinary



### 5. Attendance schedule for 2024 Ordinary and Extraordinary Council meetings.

Date	13/02/24	12/03/24	26/03/24	9/04/24	14/05/24	11/06/24	20/06/24	9/07/24	13/08/24	10/09/24	8/10/24	12/11/24	10/12/24
<b>Meeting</b>	O	O	E	O	O	O	E	O	O	O	O	O	O
<b>Neil Volzke</b>	✓	✓	✓	✓	✓								
<b>Steve Beck</b>	✓	✓	✓	✓	✓								
<b>Grant Boyde</b>	✓	✓	✓	✓	✓								
<b>Annette Dudley</b>	✓	✓	✓	✓	✓								
<b>Jono Erwood</b>	✓	✓	✓	✓	✓								
<b>Ellen Hall</b>	✓	✓	✓	✓	✓								
<b>Amanda Harris</b>	✓	✓	✓	✓	✓								
<b>Vaughan Jones</b>	✓	✓	✓	✓	✓								
<b>Min McKay</b>	✓	✓	✓	✓	✓								
<b>John Sandford</b>	✓	✓	✓	✓	✓								
<b>Clive Tongaawhikau</b>	✓	A	A	A	A								
<b>Mathew Watt</b>	✓	✓	✓	✓	✓								

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

# DECISION REPORT



F22/55/04 – D24/29160

To: Council  
From: Director – Assets  
Date: 18 June 2024  
Subject: Construction of Broadway Pedestrian Crossings

## Recommendations

1. THAT the report be received.
2. THAT the Stratford District Council approves one or more options described in this report, that address largely stakeholder concerns and satisfy the NZTA funding requirements.

## Recommended Reason

Substantial progress must be made on the construction of the Broadway pedestrian crossings within this financial year to secure the allocated funding from NZTA. However, feedback from the community may necessitate a change in direction for this project, in accordance with one or more of the options preferred in this report.

/  
Moved/Seconded

1. Purpose of Report
  - 1.1 The purpose of this report is to seek approval from the Council on the next course of action for the Broadway pedestrian crossings project.
  - 1.2 This project is 100%-funded by NZTA. The funding is allocated to the Stratford District Council with an expectation that, by 30 June 2024, the Council must have a contractor on board, with a reasonable construction programme of work and that substantial progress must have been made *prior* to the end of the 2023/24 financial year.
  - 1.3 Elected Members, however, may decide to not proceed with the project on the strength of the feedback received. In any case, Officers will relay the approved recommendation to NZTA.
2. Executive Summary
  - 2.1 On Wednesday, 1 May 2024, 2 months before the end of the 2023/24 financial year, Officers received confirmation of the NZTA-approved funding for the construction of 2x new pedestrian crossings on Broadway (**Appendix 1**). Note that the email states:  
*'... these costs will need to be invoiced and dated 30<sup>th</sup> of June ... As long as you can have a contractor on board and provide me with a reasonable construction programme, we will release that funding in July'*
  - 2.2 The construction of these pedestrian crossings, generally shown in **Appendix 2** and subject to amendments, is expected to commence prior to the end of the 2023/24 financial year and expedited thereafter.
  - 2.4 At the Workshop held with Elected Members on 23<sup>rd</sup> May 2024, officers sought clarification from Elected Members on how to proceed with the difficult situation



presented before them, in that the timeframe to implement the project was relatively short (**Appendix 3**). The short timeframe meant that;

- There was only time for *Community and Stakeholder Engagement*;
- Timeframe for *community and stakeholder engagement* needed to be reduced;
- There could be no updating of the preferred option design with community and stakeholder feedback; and
- Competitive tendering of the project could not occur - only Direct appointment of the preferred contractor.

2.5 After much consideration, Elected Members agreed for Officers to:

*'improvise to meet the target deadline and obtain the funds to compete project. This would involve, amongst other things:*

- *Undertaking a relatively 'short' Stakeholder Engagement – to be completed over a maximum timeframe of 2 weeks; and*
- *Directly appointing contractors - here Officers propose to use the contractors that were originally involved in the Transport Choices project to save time'.*

2.4 As a result, community and stakeholder engagement commenced on 4 June through:

- letter drops to businesses on Broadway;
- a dedicated project page on YourSay.Stratford.govt.nz;
- an article in the Central Link (Stratford Press and e-newsletter);
- media releases;
- 'Antenno' notice;
- Social Media posts; and
- Emails to key stakeholders in our community database.

2.5 Construction was scheduled to proceed in accordance with the **Programme of Works** provided in **Appendix 5**. Officers have sought for the *Direct Appointment* of the preferred contractor in accordance with Council's **Procurement Policy** and the NZTA-approved **Roading Network Procurement Strategy 2022-2025**.

2.7 Community feedback and stakeholder engagement have highlighted significant opposition to the proposed options. There is a strong demand for a single pedestrian crossing, as well as requests to retain and signalize the existing crossing near the Glockenspiel. Additionally, the community is advocating for a new crossing north of the northern roundabout. However, NZTA has clarified that this can only happen alongside the construction of one (1x) pedestrian crossing within the CBD.

2.8 Officers agree that effective engagement entails genuinely considering all feedback and looking for new areas that may have been overlooked in the options proffered for engagement. However, finding compromise, remembering that everyone will not be happy with the final decision, is key. Unfortunately, a choice must be made *between* taking the funding offered and running with the best possible option **AND** walking away from the entire project.

2.9 In arriving at a decision, Elected Members may need to consider Council's priority for the Stratford community: Is it *Pedestrian Safety* OR *Business growth and prosperity* (given that loss of parking is a key issue for business). Crash statistics and community surveys are provided in this report to support the need for pedestrian safety through the proposed project. Also, relevant parts of Council's Community Outcome of **'Enabling'** underscore Council's commitment to business growth and prosperity including:

- *We are a business-friendly district;*
- *We enable economic growth by supporting business investment and development in our district;*
- *We carefully balance the needs and wants of our district when funding services and infrastructure.*

2.10 Officers have therefore, made no recommendation, but proffered **7 options** for consideration by Elected Members.

3. Local Government Act 2002 – Section 10

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

4. Background

- 4.1 The email received from NZTA on Wednesday, 1 May 2024 confirmed the funding approved by NZTA for the construction of pedestrian crossings on Broadway.
- 4.2 The construction of these pedestrian crossings was to have been completed as part of the **Transport Choices Project**, which was subsequently scrapped by the new government late last year. Officers were under the impression that the government had abandoned the entire project until late April/early May 2024.
- 4.3 As per the email from NZTA attached, Officers now had a limited time to undertake the required process including the following tasks:
- Finalising design options;
  - Obtaining NZTA approval on the design options;
  - Undertaking stakeholder and community engagement;
  - Updating the design options with community feedback;
  - Undertaking competitive tendering of the project;
  - Evaluating tenders received; and
  - Awarding the contract to the successful Tenderer.
- 4.4 Given that it was impossible to complete the above tasks in this limited timeframe, there needed to be improvisation, if the project was to proceed, by:
- Undertaking a short ‘community and stakeholder engagement’, as opposed to a full ‘Consultation’ process; and
  - Procuring a suitable contractor by *Direct Appointment*.
- 4.5 At the Workshop held with Elected Members on 23<sup>rd</sup> May 2024, Elected Members had authorised staff to improvise to ensure the funding was not lost. Officers commenced community and stakeholder engagement on 4<sup>th</sup> June 2024 through to 16<sup>th</sup> June 2024, via a number of channels:
- Letter drops to businesses on Broadway;
  - A dedicated project page on YourSay.Stratford.govt.nz;
  - An article in the Central Link (Stratford Press and e-newsletter);
  - Media releases;
  - An ‘Antenno’ notice;
  - Social Media posts; and
  - Emails to key stakeholders in our community database.
- 4.6 The *Direct Appointment* of the preferred contractor is expected to be undertaken in accordance with Council’s **Procurement Policy** and the NZTA-approved **Roading Network Procurement Strategy 2022-2025**. While allowing flexibility, the outcome of the direct appointment process is expected to be consistent with the purpose and principles of the policy which include ‘value for money’ and ‘support for local

*procurement*'. This will be carried out through an 'Exception' to the Procurement Policy, which Officers have sought and obtained from the Chief Executive.

- 4.7 The *Programme of Works* attached in **Appendix 4** highlights the scheduled commencement and completion dates for the project, which includes:
- Construction of 1x safe pedestrian crossing in the vicinity of the southern roundabout;
  - Construction of 1x safe pedestrian crossing in the vicinity of the northern roundabout;
  - Removal of the existing pedestrian crossing adjacent to the Glockenspiel (clock tower) and the creation of a viewing platform in its vicinity;
  - Removal of existing crossing at the northern roundabout;
  - Improvements to the northern refuge at the southern roundabout;
  - Installation of lighting for the 2x pedestrian crossing between the 2x roundabouts;
  - Implementation of other associated road works and roadmarking.
- 4.8 Improvements to pedestrian access across Broadway have been on Council's wish list for some time, having been identified as a key priority in the *Connecting our Communities Strategy*. Once completed, the 2x new pedestrian crossings are expected to provide safe crossing points for pedestrians, to support the business activities on either side of SH3 on Broadway.
- 4.9 Being 100% funded, this project will represent savings to the ratepayers.
- 4.10 Below is a summary of crash statistics derived from NZTA's Crash Analysis System (CAS):
- For 5 years, between 2019 and 2024 (noting that non-injury crashes take 6 months to get into CAS) - **2 crashes**:
    - Minor injury - pedestrian crossing from clock tower to library side on zebra, hit by southbound vehicle, driver distracted by large group on Library side of the road. Going slow so impact speed low as able to brake.
    - Non-Injury - pedestrian on bike crossing the clock tower to library side of zebra, hit by southbound vehicle.
  - For the previous 5 years, between 2014 and 2018 - **3 Crashes**:
    - Non-injury - A mobility scooter crossing from Clock tower to Library side, driver of northbound vehicle; didn't see at all. Mobility scooter driver took evasive action, may have clipped car and did a 360 deg (or so) turn, ended up stuck on the central traffic islands.
    - Serious injury - Southbound car hit pedestrian crossing from clock tower to library side in foggy low light conditions.
    - One other crash involved a vehicle running into the rear of a stationary vehicle stopped at pedestrian crossing.
- 4.11 There are other crashes (car vs car), close by, involving reversing vehicles from angle parking (including one hitting a pedestrian **not** using pedestrian crossing)
- 4.12 The Central Taranaki Safe Community Trust (CTSCT) an active community group in Stratford, undertook a survey of pedestrians crossing Broadway in 2023. Their survey was undertaken on Monday, 30<sup>th</sup> October through to Friday, 3<sup>rd</sup> November 2023 between the hours of 8:20am – 9:00am and 2:50pm – 3:30pm, at 6x different locations in Stratford, five of which were located on SH3 Broadway. The results of that survey are shown in (**Appendix 5**) and summarised for the 3x locations in the CBD below:
- Northern Roundabout – 308 pedestrians comprising 82 children; 31 teenagers and 195 adults.
  - Existing pedestrian crossing near the Clocktower – 383 pedestrians comprising 69 children; 39 teenagers; 275 adults; and
  - Southern Roundabout - 205 pedestrians comprising 7 children; 37 teenagers; 161 adults.
- 4.13 The survey highlights that the *Northern Roundabout* and *Existing pedestrian crossing near the Clocktower* are well-used crossing points within the CBD.
- 4.14 Taking the feedback into consideration, Officers have proffered 7 options for Elected Members to consider in their decision-making. These options are to:

- Approve the construction of the pedestrian crossings, being **Option 1** of the consultation document (see **Appendix 2**).
- Approve the construction of the pedestrian crossings, being **Option 2** of the consultation document (see **Appendix 2**).
- Retain and signalise the existing crossing adjacent to the Glockenspiel.
- Approve the construction of a single crossing on SH3, north of the current crossing and in the vicinity the Prospero Place grassed area (see **Appendix 6**).
- Construct a pedestrian 'courtesy' crossing north of the northern roundabout, the location of which is to be confirmed.
- Defer the commencement of the Broadway Crossings project and authorise Officers to investigate the possibility of securing an extended timeframe for project implementation from NZTA; and
- Do Nothing and forfeit the funding.

- 4.15 Following discussions with the NZTA, the Project Manager has clarified the following:
- That the scope of the project is to deliver 2x pedestrian crossings along the SH3 corridor *which are not to be raised platforms or to be signalised*;
  - That the Council would have to demonstrate to NZTA that signalising the existing crossing is beneficial, which is not achievable by 30 June 2024, given the timeframe for the funding for this financial year;
  - That, if the funding is not used at this time, there is a real risk that signalising the existing crossing will not meet the *draft* Government Policy Statement (GPS) for Land Transport, given that its new focus is to encourage economic growth and productivity by connecting people and freight quickly and safely;
  - That if Council sought to defer the funding to 2024/25 financial year, a 'Change Request' to the Activity Class Manager will need to be submitted, for the deferral of the project. This deferral will result in the project being included in the pool of road safety projects from around the country for consideration. A decision as to whether this project is successful or not will not be made until September 2024, and there is no guarantee the project will be funded. NZTA, however, recognises that some work needs to be undertaken to make the SH3 corridor through Stratford safer for pedestrians.

## 5. Consultative Process

### 5.1 Public Consultation - Section 82

- 5.1.1 As per Sections 2 & 4 above, community and stakeholder engagement was undertaken between 4<sup>th</sup> June and 16<sup>th</sup> June, 2024. Feedback (**Appendix 7**) was welcomed via the engagement tools available at [YourSay.Stratford.govt.nz](https://YourSay.Stratford.govt.nz) or by emailing [feedback@stratford.govt.nz](mailto:feedback@stratford.govt.nz).

- 5.1.2 A summary of feedback provided below

- On Council's dedicated project page – [YourSay.Stratford.govt.nz](https://YourSay.Stratford.govt.nz), there were:
  - 10 votes for Option 1;
  - 7 votes for Option 2; and
  - 19 votes for 'A mix between Options 1 & 2.'
- On Facebook, there were:
  - 4 votes for Option 1;
  - 1 vote for Option 2; and
  - 57 responses against both Options 1 & 2.

- 5.1.3 The key issues highlighted in the responses include:

- **Issue 1 - Loss of Parking in the CBD**

*Officer Response* - Options 1 and 2 would require the removal of 22 of the 133 on-street parks within the CBD. This represents 16% of the available parking. Subtle design changes to the size and shape of the islands could result in gaining up to 3 additional parks on each side. Aerial imagery shows that Miranda Street has numerous empty parks along with the War Memorial Centre car park. Regan Street

and Fenton Street also have parking readily available all of which are within 250m of the existing crossing on Broadway.

- **Issue 2 - Signalisation of existing crossing.**

*Officer Response* - This is not included in the scope of works for the project. As discussed in Section 4.15 above, NZTA approval is needed which would require Council to demonstrate the benefits of signalising the existing crossing over a 'manual' crossing point. The timeframe for redesign is 30 June 2024. Council would also need to fund and undertake a Business Case to pursue this course of action.

- **Issue 3 - Congestion**

*Officer Response* - The residents have made comment about the congestion in the CBD. As part of the SH3/43 Safety Project undertaken by NZTA in 2017/18, this issue of congestion was raised. NZTA Project Engineers at the time determined that the typical delay at peak times in the CBD was less than 2 minutes. NZTA considered that a delay of 20 minutes or more constitutes a congestion problem worthy of investigation for alternative treatments and solutions. While this may be an issue for Stratford, it is considered of very low priority for NZTA.

- **Issue 4 - Traffic Blocking the Northern Roundabout**

*Officer Response* - This is likely to occur if drivers are not paying attention or commit to travelling through or around the northern roundabout when vehicles are stationary at the pedestrian crossings shown in Options 1 & 2, near the northern end of the CBD.

- **Issue 5 - Truck Bypass**

*Officer Response* - This will require careful consideration as the volume of trucks that currently travel on the State Highway would be moved onto local roads. This could put an additional burden on Council to maintain the local side road to a higher standard to withstand the weight of the large vehicles. Further consultation with affected traders and residents would be required to pursue this option.

- **Issue 6 - Removing and Signalising the roundabouts**

*Officer Response* - This is outside the scope of this project. Also, the cost of signalisation and removal of the roundabouts is approximately \$1M per roundabout. Given the theme of the GPS, signalising these intersections is highly unlikely to be supported by NZTA. Signalising these two crossroads would cause extreme traffic delays due to the timing of the four-way lights including the pedestrian phases.

## 5.2 Māori Consultation - Section 81

No specific consultation with Māori has been undertaken.

## 6. Risk Analysis

### 6.1 The following corporate risk is relevant to this report.

- *Risk 78 – Government Policy Impacting on Local Government - If Government Policy significantly changes the services Council delivers or the way they are delivered, THEN this could put financial pressure on the district to fund investment in changes, or it may mean previous investment has become redundant.*

In this case, NZTA's late notification of approved funding and associated terms and conditions has had a significant impact on the consultation process. Officers have had to adopt an improvised process to enable the delivery of the proposed project.

- *Risk 92 - If Council does not engage with the community in line with its Significance and Engagement Policy and the requirements of sections 76-82 of the Local*

*Government Act 2002, THEN Council decisions will lack a community mandate, may not be fit for purpose, and may be scrutinised and subject to legal challenge.*

In this case, engagement has been undertaken within the constraints of time that exist. However, without a community mandate, and given the divergent feedback from the options presented, it is highly likely that the outcome of this decision will be unsatisfactory to some and may lead to *reputational damage*.

7. Decision Making Process – Section 79

7.1 **Direction**

	Explain
Is there a strong link to Council's strategic direction, Long Term Plan/District Plan?	Yes, the project is part of the <i>Connecting Our Communities Strategy</i> and having it 100% funded by NZTA is a fantastic outcome.
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	The proposed project will support the current and future needs of the community.

7.2 **Data**

The project is part of the **Connecting Our Communities** Strategy. Officers have also relied on data from the **Crash Analysis System** (CAS) and the **Central Taranaki Safe Community Trust** (CTSCT) survey results.

7.3 **Significance**

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long-Term Plan?	No	
Is it:	No	
• considered a strategic asset; or	No	
• above the financial thresholds in the Significance Policy; or	No	
• impacting on a CCO stakeholding; or	No	
• a change in level of service; or	No	
• creating a high level of controversy; or	No	
• possible that it could have a high impact on the community?	No	

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

7.4 **Options**

The Council has **seven (7x) options** for consideration. Elected Members may decide to combine one or more options, to address stakeholder feedback and concerns, provided the resultant option meets NZTA funding requirements.

**Appendix 8** shows the location of the first 5 options, relative to one another:

- **Option 1** – Approve the construction of the pedestrian crossings, being **Option 1** of the consultation document.

The scope of this works includes:

- the construction of 2x new pedestrian crossings located on Broadway in the vicinity of the northern and southern roundabouts as shown in the attached draft plan prepared by RedJacket Consultants and dated 30 May 2024;
- Removal of the existing pedestrian crossing adjacent to the Glockenspiel (clock tower) and the creation of a viewing platform in its vicinity;
- Removal of existing crossing at the northern roundabout;
- Improvements to the northern refuge at the southern roundabout;
- Installation of lighting for the 2x pedestrian crossing between the 2x roundabouts; and
- Implementation of other associated road works and roadmarking.

The scope of works may be amended as required to meet NZTA requirements and approval. The start date would be June 2024 for the commence of the construction work, in general accordance with the programme of work attached to this report.

Data supporting the construction of 2x crossings on Broadway include CAS data (**Section 4.10**); the Central Taranaki Safe Community Trust survey results (**Section 4.12 and Appendix 5**) and the Council's *Connecting Our Communities Strategy*, which can be found on Council's website.

- **Option 2** – Approve the construction of the pedestrian crossings, being **Option 2** of the consultation document.

The scope of this works, similar to Option 1, albeit in slightly different locations includes:

- the construction of 2 new pedestrian crossings located on Broadway in the vicinity of the northern and southern roundabouts as shown in the attached draft plan prepared by Red Jacket Consultants and dated 30 May 2024;
- Removal of the existing pedestrian crossing adjacent to the Glockenspiel (clock tower) and the creation of a viewing platform in its vicinity;
- Removal of existing crossing at the northern roundabout;
- Improvements to the northern refuge at the southern roundabout;
- Installation of lighting for the 2x pedestrian crossing between the 2x roundabouts; and
- Implementation of other associated road works and roadmarking.

Again, scope of works may be amended as required to meet NZTA requirements and approval. The start date would be June 2024 for the commence of the construction work, in general accordance with the programme of work attached to this report.

Also, data supporting the construction of 2x crossings on Broadway include CAS data (**Section 4.10**); the Central Taranaki Safe Community Trust survey results (**Section 4.12 and Appendix 5**) and the Council's *Connecting Our Communities Strategy*, which can be found on Council's website.

- **Option 3** – Retain and signalise the existing crossing adjacent to the Glockenspiel (clock tower).

This is in response to the stakeholder and community engagement which called for the maintenance of the status quo, in addition to the signalisation of the existing pedestrian crossing adjacent to the Glockenspiel.

- While there is public support for this proposal, signalisation is outside of the project scope funded by NZTA, and will be subject to NZTA approval for scope change.
- Council would need to undertake and fund a Business Case to pursue this proposal.
- This proposal will require traffic modelling to understand the impacts of the signalisation on the existing crossing, and thereafter, the design of the signalised intersection.
- The cost of traffic modelling, signalisation and the implementation of other associated features will exceed the allocated funding;
- This proposal will require an extended timeframe to complete the planning work.

- Under the current NZTA funding terms, there is insufficient time to undertake the required planning work as discussed in Section 4 of this report. This could lead to loss of the funding.

- **Option 4** – Approve the construction of a single crossing on SH3, north of the current crossing and in the vicinity the Prospero Place grassed area as shown in **Appendix 3**.

This is in response to the stakeholder and community engagement which inferred preference for one single crossing over two. This should also satisfy feedback received that loss of parking near the southern crossing roundabout was not acceptable.

- While there is public support in principle for this proposal, it is subject to NZTA approval.
- The effects of this crossing will be similar to that which already exist at the existing crossing adjacent to the Glockenspiel.
- Under this proposal, the existing crossing at the northern and southern roundabouts will remain;
- This proposal will necessitate the removal of the existing pedestrian crossing adjacent to the Glockenspiel
- The proposal will result in a **net** loss of 10 parking on Broadway.

The scope of this work will include:

- the construction of 1x new pedestrian crossings located on Broadway in the vicinity of the Prospero Place grassed area, as shown in the attached draft plan prepared by Red Jacket Consultants and dated 14 June 2024 (**Appendix 6**).
- Removal of the existing pedestrian crossing adjacent to the Glockenspiel (clock tower) and the creation of a viewing platform in its vicinity;
- Improvements to the southern refuge at the northern roundabout;
- Improvements to the northern refuge at the southern roundabout;
- Installation of lighting for the pedestrian crossing;
- Implementation of other associated road works and roadmarking.

The scope of works may be amended as required to meet NZTA requirements and approval. The start date would be June 2024 for the commence of the construction work, in general accordance with the programme of work attached to this report.

- **Option 5** – Construct a pedestrian ‘courtesy’ crossing on SH3 Broadway, north of the northern roundabout.

This is a request from some of our stakeholders as received in the stakeholder and community engagement responses. NZTA has clarified that this option can only happen alongside the construction of only one (1x) pedestrian crossing within the CBD.

The design of this crossing will be similar to the existing courtesy crossing on SH43 Regan Street by the Skate Park, in that the crossing will feature:

- two(2x) kerb extensions, one on either side of SH3;
- A central refuge for pedestrians to wait until it is safe to cross Broadway; and
- Road markings and associated signage.

- **Option 6** – Defer the commencement of the Broadway Crossings project and authorise Officers to investigate the possibility of securing an extended timeframe for project implementation from NZTA:
  - That assures allocated funding;
  - To allow meaningful stakeholder and community consultation to occur;
  - That enables investigation of the feasibility of stakeholder and community feedback and allow its inclusion into the final design; and
  - That enables competitive tendering of the project construction.



However, feedback from NZTA suggests that any uncommitted money must now be subject to the new Government Policy Statement (GPS) on Land Transport 2024-25 – 2033/34, and there is a risk that the project does not meet the necessary threshold to attract funding.

If this option is chosen, the Project Manager representing NZTA will have to put forward a “Change Request” to the Activity Class Manager for approval to carry forward the funds into the 2024/27 NLTP period. This will put the project on hold for consideration along with other State Highway safety projects. The decision will not be known until September 2024.

There is a real risk that NZTA will not agree to extending the timeframe, or the project is not supported considering the new GPS. If this is the case, the funding, and the opportunity for provision of safe crossings on SH3, will be lost.

- **Option 7** – Do Nothing - Decline to progress the construction of the pedestrian crossings project.

The implication is that both the funding and the opportunity for provision of safe crossings on SH3 will be lost.

#### 7.5 **Financial**

The financial implication is favourable to Stratford district ratepayers as NZTA are fully funding this project.

#### 7.6 **Prioritisation & Trade-off**

There is no benefit in deferring this project, a preferred contractor has been appointed and there is no issue with regards to Council's capacity to deliver. Any delays will result in the funding being taken away.

#### 7.7 **Legal Issues**

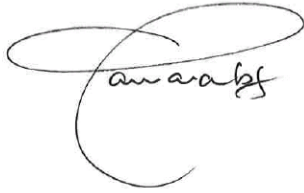
No legal opinion is needed.

#### 7.8 **Policy Issues - Section 80**

There are no policy issues with any of the options.

#### **Attachments:**

- **Appendix 1** – Email from NZTA (D24/26058)
- **Appendix 2** – Pedestrian Crossing proposal including **Options 1 & 2** proffered for Community Engagement (D24/29160)
- **Appendix 3** – Workshop Memo (D24/26004)
- **Appendix 4** – Programme of Work (D24/30316)
- **Appendix 5** – Central Taranaki Safe Community Trust Survey report (D24/31137)
- **Appendix 6** – Proposed pedestrian Crossing - north of the current crossing and in the vicinity the Prospero Place grassed area (D24/31136)
- **Appendix 7** – Survey Responses; Summary of feedback and Feedback from previous relevant community surveys (D24/31141)
- **Appendix 8** – Approximate Locations of Recommended Options 1 – 5.

A handwritten signature in black ink, appearing to read 'V Araba', with a large, stylized flourish above the name.

[Prepared by]  
V Araba  
**DIRECTOR – ASSETS**

A handwritten signature in blue ink, appearing to read 'Blair Sutherland', with a large, stylized flourish above the name.

[Approved by]  
Blair Sutherland  
**Chief Executive (Acting)**

**Date** 18 June 2024

**From:** [Chris Nally](#)  
**To:** [Stephen Bowden](#)  
**Cc:** [Chris Lai](#)  
**Subject:** Stratford Pedestrian Crossings.  
**Date:** Wednesday, 1 May 2024 12:50:52 PM  
**Attachments:** [image001.png](#)

---

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

Hi Steve

Thanks for the call. It's good for us to reconnect and get a solution in place for the Broadway crossings.

As discussed, please get Red Jacket to provide the compliant drawings and I will get our safety team to review quickly. Chris Lai, CC'd, is our safety engineer and he will review them. There will probably be no need for a safety audit, but we can make that call quickly once Chris has the drawings.

In terms of funding, there is \$460,000 available to cover design and construction of the new crossings, removal of the existing crossing, and SDC managed costs. These costs will need to be invoiced and dated 30<sup>th</sup> of June. Close off for June invoicing is about the 16<sup>th</sup> of July, but I will need to know how much to accrue by the 9<sup>th</sup> of July. As long as you can have a contractor on board and provide me with a reasonable construction programme, we will release that funding in July. Note, there will be no further funding available beyond the 30<sup>th</sup> of June for this project. I will get this presented for you in a standard funding agreement. In the meantime, please accept this email as a record of our agreement.

Please don't hesitate to call if you have any questions.

Cheers, Chris

**Chris Nally** Principal Project Manager  
**Infrastructure Delivery – Central North Island**

Transport Services

Email: [chris.nally@nzta.govt.nz](mailto:chris.nally@nzta.govt.nz)

Mobile: 021 192 5186

**Waka Kotahi** NZ Transport Agency




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# STRATFORD DISTRICT COUNCIL BROADWAY MINOR SAFETY IMPROVEMENTS PRELIMINARY DESIGN STATE HIGHWAY 3, STRATFORD

SHEET No.	DESCRIPTION	17.08.23			20.11.23			30.05.24											
		A	B	C	A	B	C	A	B	C									
C0-1	TITLE SHEET	A	B	C															
C0-2	GENERAL NOTES	A	B	C															
C1-0	EXISTING SITE OVERVIEW PLAN			C															
C1-1	OPTION 1 - PROPOSED SITE OVERVIEW PLAN	A	B	C															
C1-2	OPTION 1 - NORTHERN RAISED PEDESTRIAN CROSSING	A	B	C															
C1-3	OPTION 1 - SOUTHERN RAISED PEDESTRIAN CROSSING	A	B	C															
C1-4	OPTION 2 - PROPOSED SITE OVERVIEW PLAN			C															
C1-5	OPTION 2 - NORTHERN RAISED PEDESTRIAN CROSSING			C															
C1-6	OPTION 2 - SOUTHERN RAISED PEDESTRIAN CROSSING			C															

PRELIMINARY

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 <p>3 DAVIDSON STREET NEW PLYMOUTH 4310 Ph: 06 753 0888 © COPYRIGHT RED JACKET LTD</p>							Client STRATFORD DISTRICT COUNCIL	Project PEDESTRIAN IMPROVEMENTS STATE HIGHWAY 3 BROADWAY, STRATFORD	Sheet Title TITLE SHEET	Drawing No. 100-571-03	A3 REV. C													
	<table border="1"> <tr> <td>30.05.24</td> <td>C</td> <td>DRAFT FOR APPROVAL</td> <td>CP</td> <td>CM</td> <td>-</td> <td>-</td> </tr> <tr> <td>DATE</td> <td>REV</td> <td>REV RECORD</td> <td>BY</td> <td>CHD</td> <td>VER</td> <td>APP</td> </tr> </table>	30.05.24	C	DRAFT FOR APPROVAL	CP	CM	-	-	DATE	REV		REV RECORD	BY	CHD	VER	APP								
30.05.24	C	DRAFT FOR APPROVAL	CP	CM	-	-																		
DATE	REV	REV RECORD	BY	CHD	VER	APP																		

**GENERAL CIVIL NOTES**

1. ALL WORK TO BE IN ACCORDANCE WITH NPDC, STDC AND SDC LAND DEVELOPMENT AND SUBDIVISION INFRASTRUCTURE STANDARD LOCAL AMENDMENTS VERSION 3 BASED ON NZS 4404 2010 - PLANS AND STRATEGIES INFRASTRUCTURE AND DEVELOPMENT STANDARD LOCAL AMENDMENTS DOCUMENT.
2. REFER PROJECT TECHNICAL SPECIFICATIONS.
3. ANY UTILITY SERVICES DISPLAYED ARE INDICATIVE ONLY. ALL UTILITY SERVICE PROVIDERS SHALL BE CONTACTED BEFORE CONSTRUCTION COMMENCES AND UTILITY SERVICES LOCATED AND PROTECTED DURING CONSTRUCTION.
4. CHECK ALL DIMENSIONS AND LEVELS ON SITE BEFORE STARTING CONSTRUCTION WORK.
5. ALL PLUMBING AND DRAINAGE TO BE INSTALLED AS PER NZ BUILDING CODE INCLUDING G13/AS1 AND AS2. DRAINAGE WORKS TO BE CONFIRMED ON SITE BY PLUMBER.
6. ENGINEER TO INSPECT ALL CUT BANKS AND FILL BATTERS POST CONSTRUCTION FOR INTEGRITY.
7. ADVISE DESIGN ENGINEER OF ANY CHANGES IN THE EXISTING CONSTRUCTION AND/OR GROUND CONDITIONS TO THAT SHOWN OR IMPLIED ON THE PLANS AND OBTAIN DECISION BEFORE PROCEEDING FURTHER.
8. COMPLY WITH CONTRACTORS HSE PLAN AND COMPLY WITH HEALTH & SAFETY IN EMPLOYMENT ACT & REGULATIONS AND MAINTAIN SAFE SITE AND WORK PRACTICES AT ALL TIMES.
9. OBTAIN COMPREHENSIVE INSURANCE COVER FOR THE WORK INCLUDING PROTECTION OF ADJACENT STRUCTURES.
10. ALL WORK AND MATERIALS SHALL COMPLY WITH THE BUILDING ACT & REGULATIONS.
11. EXCAVATION AND BACKFILLING TO COMPLY WITH TNZ SPECIFICATIONS F1 & B2 UNLESS OTHERWISE SPECIFIED.
12. SEQUENCING OF THE WORK IS BY THE CONTRACTOR UNLESS SPECIFICALLY GIVEN HERE.
13. COMPLY WITH RESOURCE CONSENT AND BUILDING CONSENT AT ALL TIMES. CALL FOR ALL SCHEDULED INSPECTIONS INCLUDING FINAL COMPLETION.
14. FINAL CERTIFICATION WILL ONLY BE GIVEN WHEN UNDER THE DIRECT CONTROL OF RED JACKET LTD.

LEGEND	
EXISTING LEGAL BOUNDARY	
EXISTING LEGAL EASEMENT	
EXISTING FENCELINE	
EXISTING TOP OF BATTER	
EXISTING BOTTOM OF BATTER	
EXISTING EDGE OF SEAL	
EXISTING EDGE OF METAL	
EXISTING SEWER	
EXISTING WATER	
EXISTING STORMWATER	
EXISTING TELECOM	
EXISTING POWER	
EXISTING BUILDING	
EXISTING DRAIN	
NEW LEGAL BOUNDARY	
NEW LEGAL EASEMENT	
NEW FENCELINE	
NEW TOP OF BATTER	
NEW BOTTOM OF BATTER	
NEW EDGE OF SEAL	
NEW EDGE OF METAL	
NEW SEWER	
NEW WATER	
NEW STORMWATER	
NEW TELECOM	
NEW POWER	
NEW BUILDING	
NEW DRAIN	
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NEW FILL BATTER	
NEW GRAVEL	
NEW CONCRETE	
NEW ASPHALTIC CONCRETE	
NEW CHIPSEAL	

PRELIMINARY

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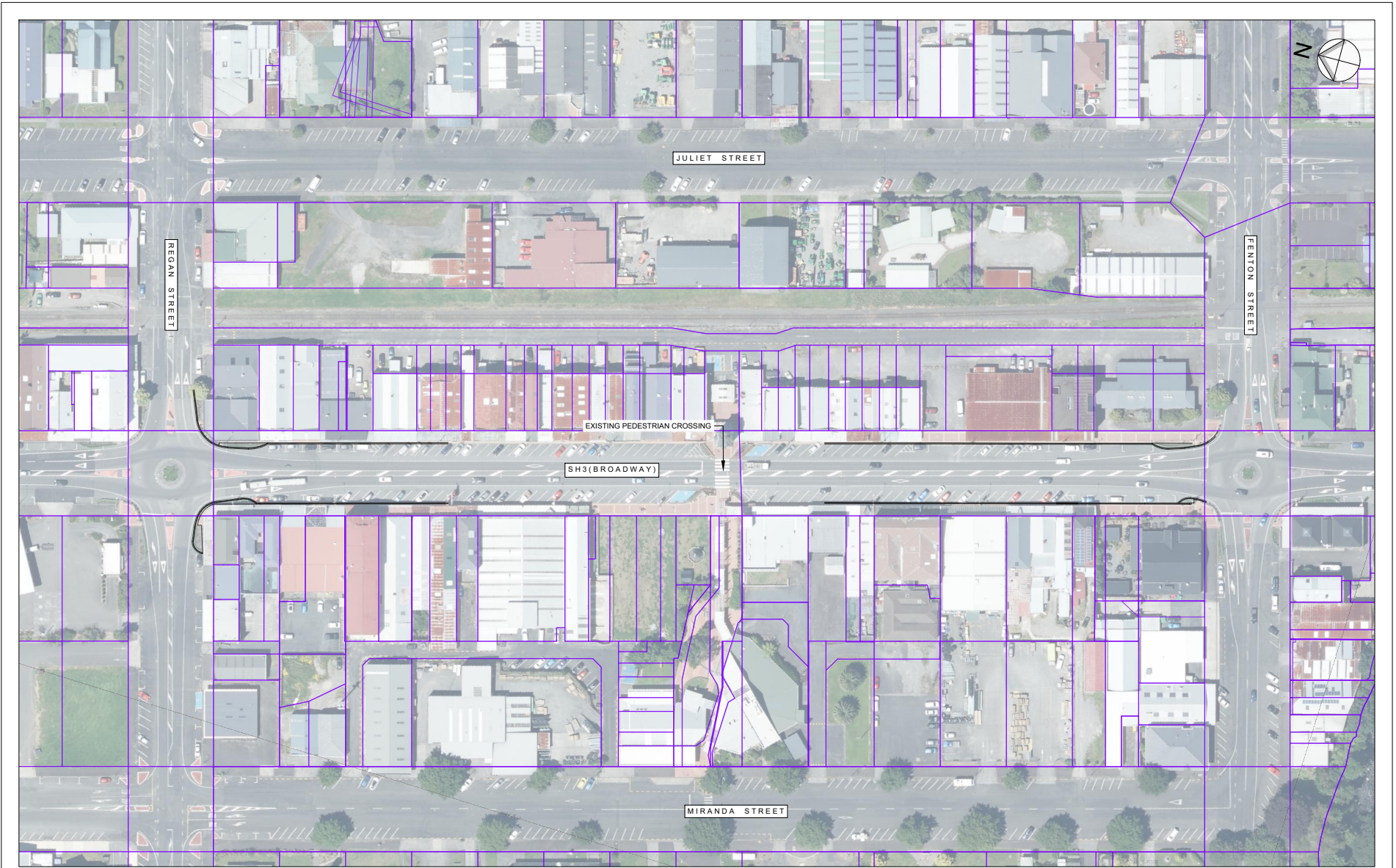
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Sheet Title  
GENERAL NOTES


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Job No. 5630	Sheet No. C0-2	



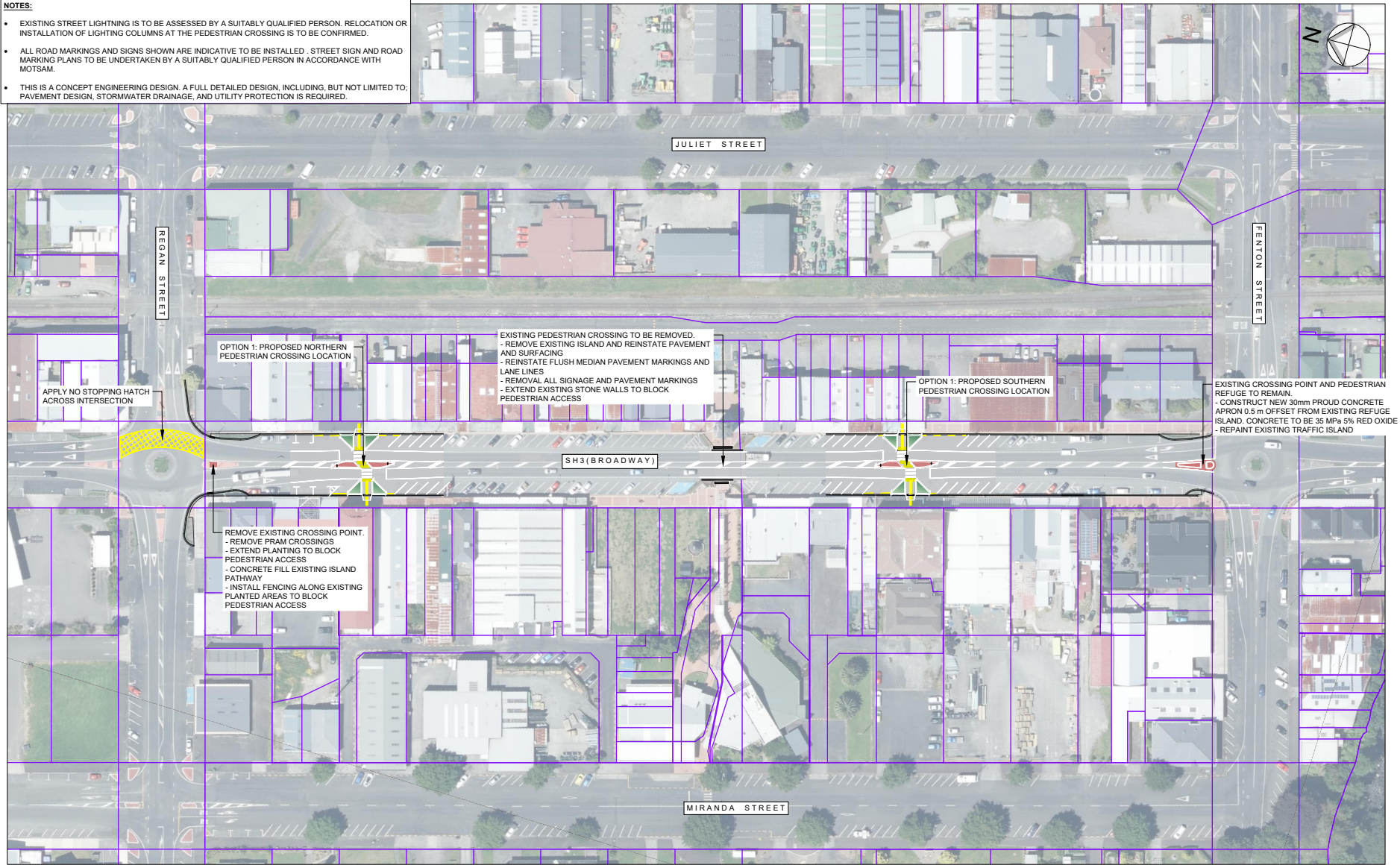
**EXISTING SITE OVERVIEW PLAN**  
SCALE 1:1250

**PRELIMINARY**

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	<p>30.05.24</p>	<p>C</p>	<p>DRAFT FOR APPROVAL</p>	<p>CP</p>	<p>CM</p>	<p>-</p>	<p>-</p>	<p>Job No. 5630</p>		<p>Sheet No. C1-0</p>				
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**PROPOSED OPTION 1 - SITE OVERVIEW PLAN**  
SCALE 1:1250

**PRELIMINARY**

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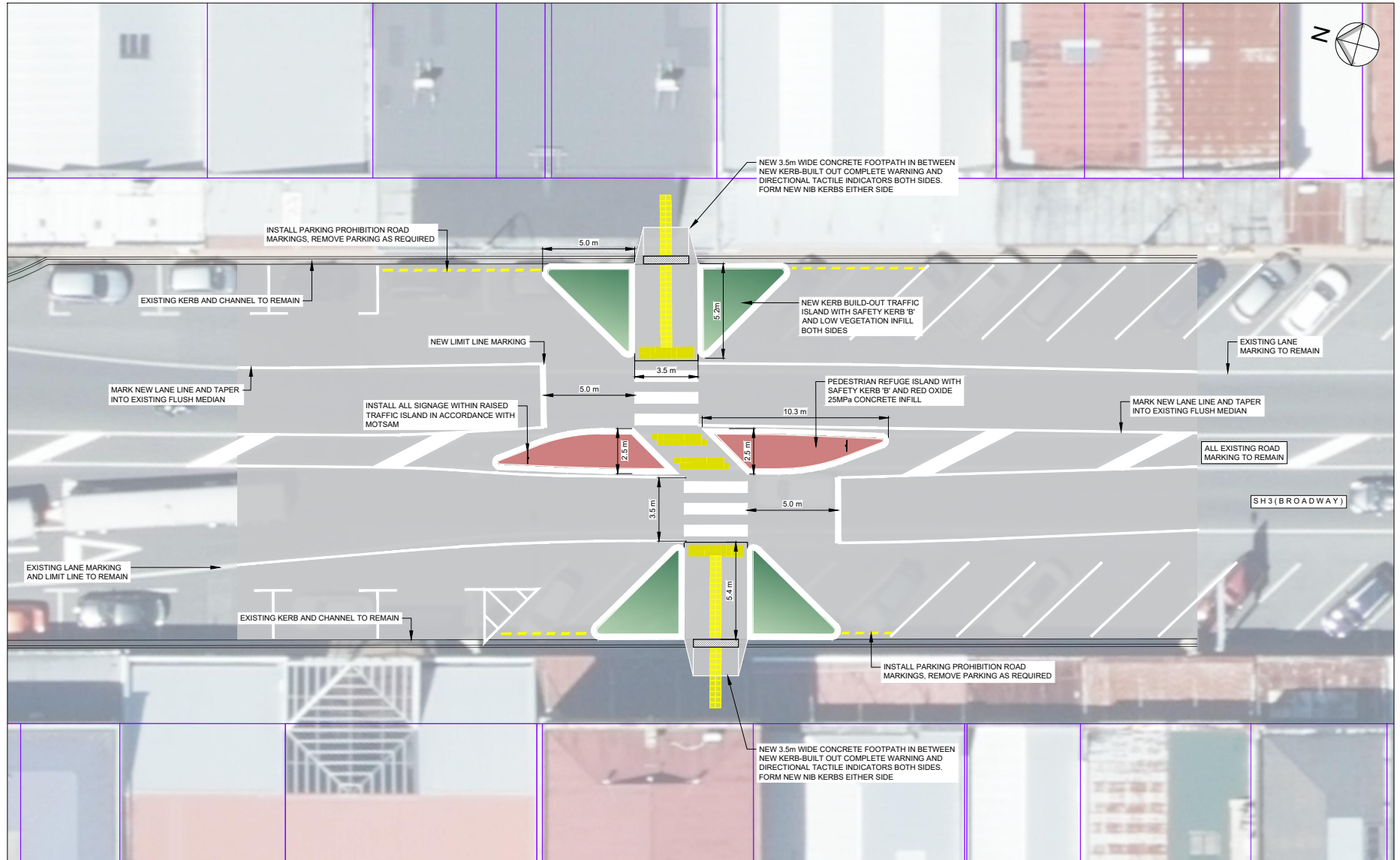
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Sheet Title  
OPTION 1  
PROPOSED SITE OVERVIEW  
PLAN

Drawing No. 100-571-01		A3 REV. C
Job No. 5630	Sheet No. C1-1	



**OPTION 1 - NORTHERN STATE HIGHWAY CROSSING LAYOUT PLAN**  
SCALE 1:200

**PRELIMINARY**

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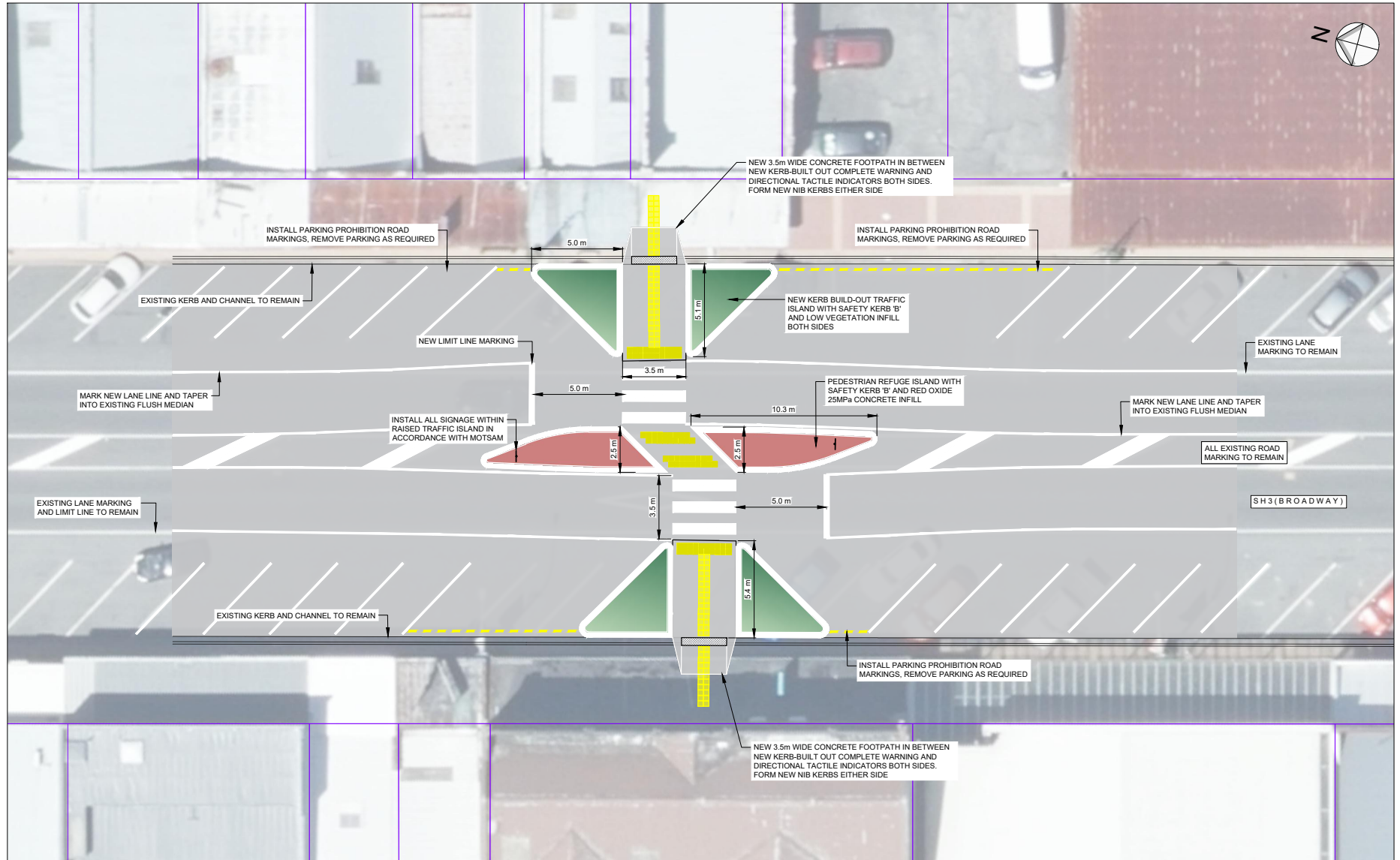
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OPTION 1  
NORTHERN RAISED  
PEDESTRIAN CROSSING

Drawing No.  
100-571-02

Job No. 5630  
Sheet No. C1-2

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**OPTION 2 - SOUTHERN STATE HIGHWAY CROSSING LAYOUT PLAN**  
SCALE 1:200

**PRELIMINARY**

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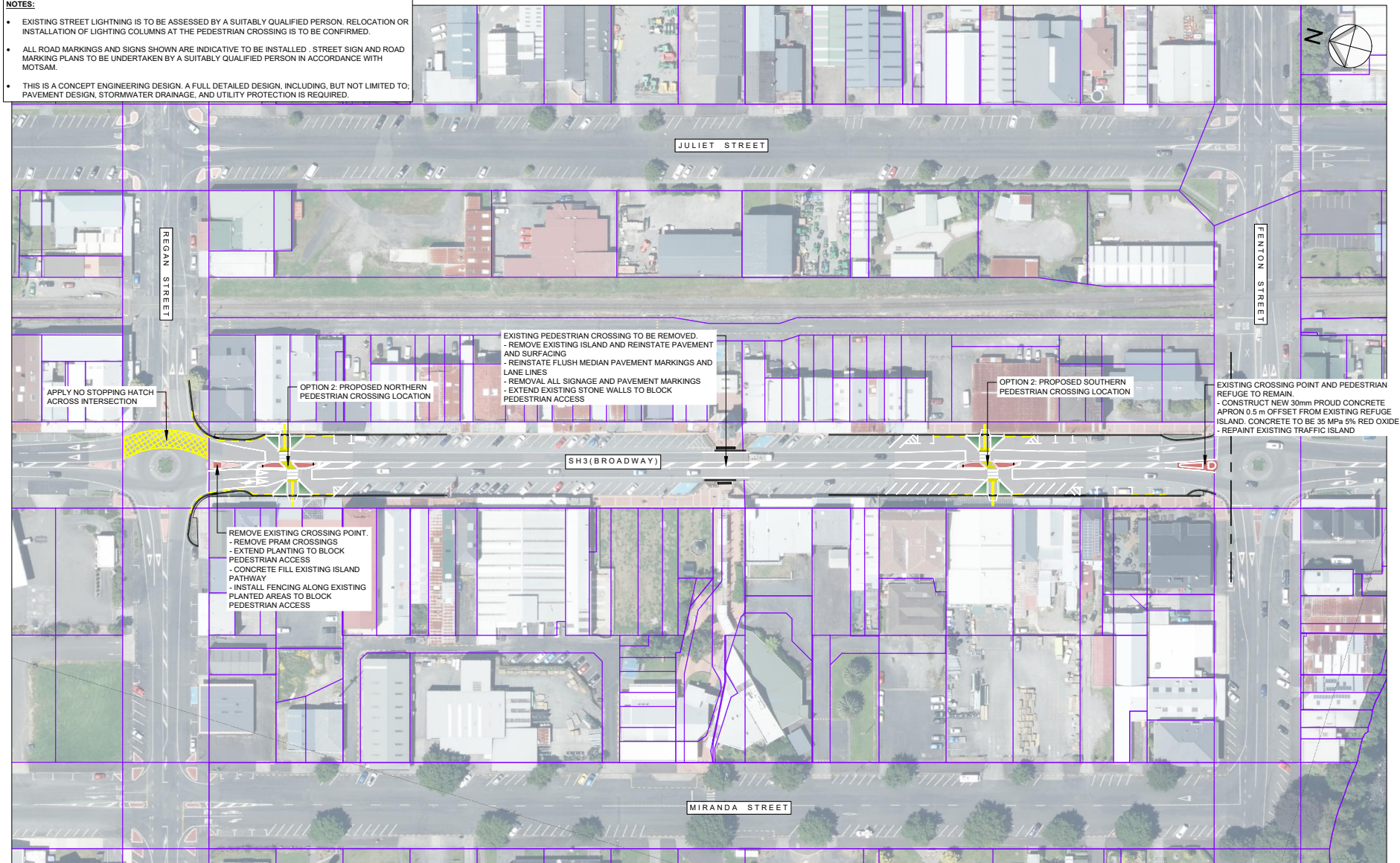
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STATE HIGHWAY 3  
BROADWAY, STRATFORD

Sheet Title  
OPTION 1  
SOUTHERN RAISED  
PEDESTRIAN CROSSING

Drawing No. 100-571-02		A3 REV. C
Job No. 5630	Sheet No. C1-6	

- NOTES:**
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  - ALL ROAD MARKINGS AND SIGNS SHOWN ARE INDICATIVE TO BE INSTALLED. STREET SIGN AND ROAD MARKING PLANS TO BE UNDERTAKEN BY A SUITABLY QUALIFIED PERSON IN ACCORDANCE WITH MOTSAM.
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**PROPOSED OPTION 2 - SITE OVERVIEW PLAN**  
SCALE 1:1250

**PRELIMINARY**

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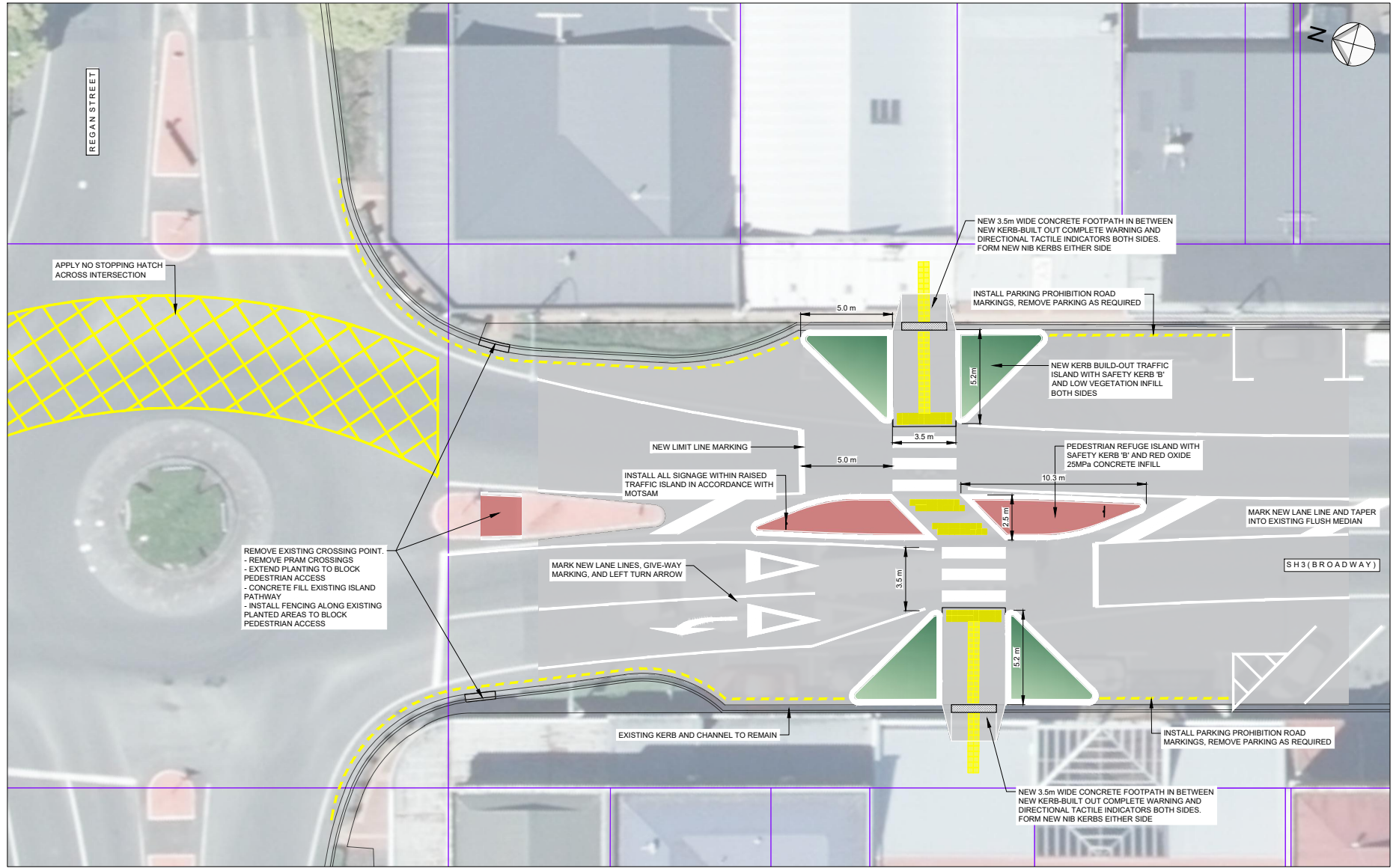
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PEDESTRIAN IMPROVEMENTS  
STATE HIGHWAY 3  
BROADWAY, STRATFORD

Sheet Title  
OPTION 2  
PROPOSED SITE OVERVIEW  
PLAN

Drawing No. 100-571-01		A3 REV. C
Job No. 5630	Sheet No. C1-4	



REMOVE EXISTING CROSSING POINT.  
 - REMOVE FRAM CROSSINGS  
 - EXTEND PLANTING TO BLOCK PEDESTRIAN ACCESS  
 - CONCRETE FILL EXISTING ISLAND PATHWAY  
 - INSTALL FENCING ALONG EXISTING PLANTED AREAS TO BLOCK PEDESTRIAN ACCESS

**OPTION 2 - NORTHERN STATE HIGHWAY CROSSING LAYOUT PLAN**  
 SCALE 1:200

**PRELIMINARY**

File Name: Z:\0858\501-601005601-56506630 Broadway Street Pedestrian Crossing\Drawings\DWG-100-571.dwg - C1-5 Plot Date: 30/05/2024 Plot Time: 19:04

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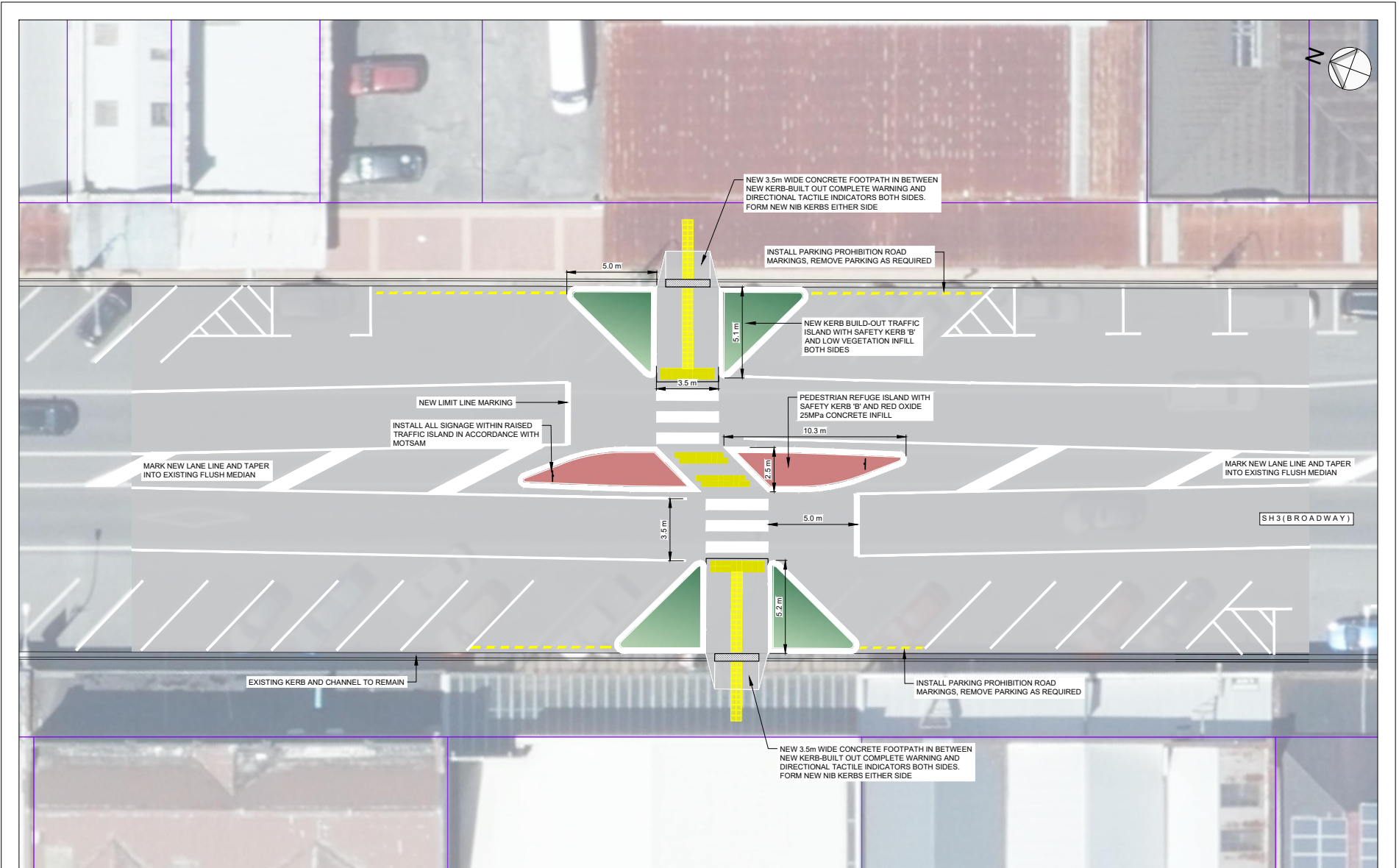
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 STATE HIGHWAY 3  
 BROADWAY, STRATFORD

Sheet Title  
 OPTION 2  
 NORTHERN RAISED  
 PEDESTRIAN CROSSING

Drawing No. 100-571-02		A3 REV. C
Job No. 5630	Sheet No. C1-5	



**OPTION 2 - SOUTHERN STATE HIGHWAY CROSSING LAYOUT PLAN**  
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STATE HIGHWAY 3  
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Sheet Title  
OPTION 2  
SOUTHERN RAISED  
PEDESTRIAN CROSSING

Drawing No.  
100-571-02

Job No. 5630  
Sheet No. C1-6

A3  
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File Name: Z:\0858\561-601005601-56505630 Broadway, Street Pedestrian Crossing\Drawings\DWG-100-571-02.dwg - C1-6 Plot Date: 30/05/2024 Plot Time: 9:04

# MEMORANDUM



F22/18 - D24/26004

**To:** Elected Members  
**From:** Director - Assets  
**Date:** 23 May 2024  
**Subject:** Construction of Broadway Pedestrian Crossings

## 1. Objective of workshop

- To present the proposed construction of two new pedestrian crossings on Broadway to Elected Members. This is 100%-funded by NZTA. Council is expected to have, by 30 June 2024, a contractor on board with a reasonable construction programme.
- To discuss options and implications of each option, because of the constrained timeframe.

## 2. Background

Attached in **Appendix 1** is the email from NZTA confirming the funding approved by NZTA for the construction of pedestrian crossings on Broadway. This email was received on Wednesday, 1 May 2024, 2 months to the end of the 2023/24 financial year. Note that the email states:

*'... these costs will need to be invoiced and dated 30<sup>th</sup> of June ... As long as you can have a contractor on board and provide me with a reasonable construction programme, we will release that funding in July'*

The construction of these pedestrian crossings see **Appendix 2**, was to be delivered as part of the Transport Choices Project which was subsequently scrapped by the new government late last year. Officers were under the impression that the government had abandoned the entire project until late April / early May. However, as per the email from NZTA attached, Officers have less than 2 months (by 30 June 2024) to undertake the following:

- Finalise design options;
- Obtain NZTA approval on the preferred option;
- Undertake stakeholder and community engagement/consultation;
- Update preferred option design with feedback;
- Undertake competitive tendering of the project;
- Evaluate tenders received; and
- Award the contract to the successful Tenderer.

It is impossible to complete the above tasks in 2 months unless Officers can improvise, by:

- Undertaking *'Stakeholder Engagement'* only as opposed to *'Stakeholder and Community Consultation'*;
- Reducing *Stakeholder Engagement* timeframe; and
- Procurement of Contractor by *Direct Appointment*;

## 3. Options

Essentially, Council has 2 options:

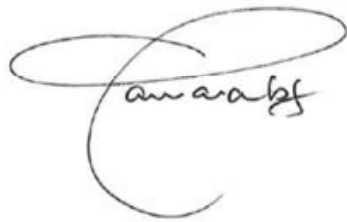
- **Option 1** - Improvise to meet the target deadline and obtain the funds to compete project. This would involve, amongst other things,:
  - Undertaking a relatively 'short' *Stakeholder Engagement* – to be completed over a maximum timeframe of 2 weeks; and
  - Directly appointing contractors - here Officers propose to use the contractors that were originally involved in the Transport Choices project to save time.
- **Option 2** - Decline the funding based on the constrained timeframe. This option is suggested if Elected Members consider adequate stakeholder engagement is necessary and will require more than 2 weeks.

#### 4. Next Steps

Officers will seek a Council resolution on this matter at the next available meeting of Council in June 2024.

#### 5. Attachments

- **Appendix 1** – Email from NZTA
- **Appendix 2** – Most recent Concept drawings

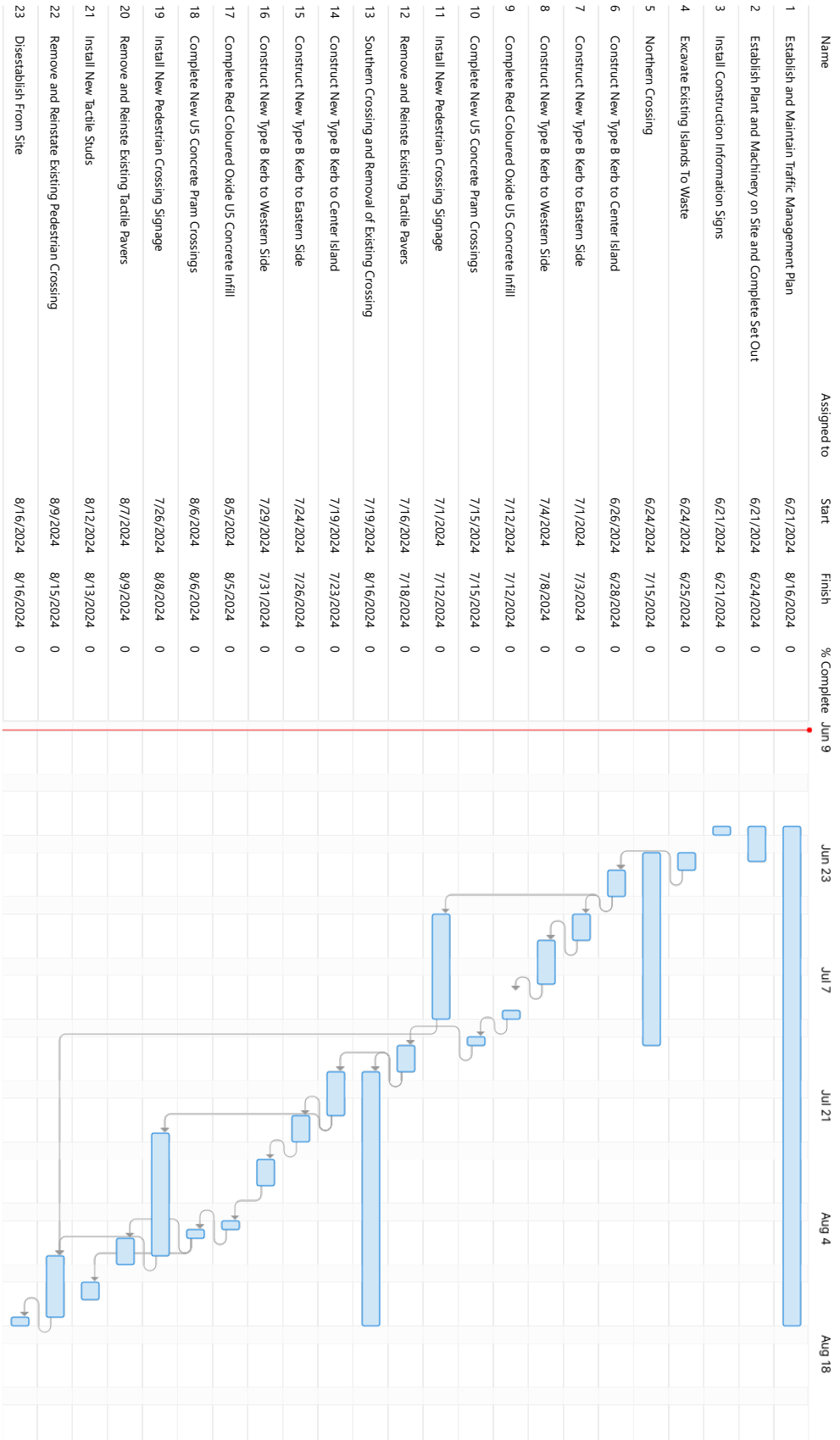
A handwritten signature in black ink, appearing to read 'Victoria Araba', with a large, stylized flourish above the name.

Victoria Araba  
**Director – Assets**

A handwritten signature in blue ink, appearing to read 'Sven Hanne', enclosed within a thin blue rectangular border.


[Approved by]  
Sven Hanne  
**Chief Executive**

SDC - Pedestrian Improvements SH3, Broadway, Stratford Southern Crossing and Existing Crossing Removal



# Project: Cross Safe

Central Taranaki Safe Community Trust

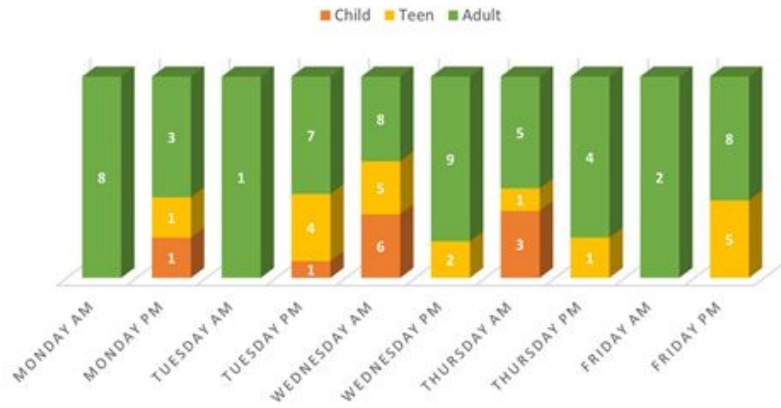
<b>RESEARCH</b>	<p>Is there an issue with children not using the existing Pedestrian Crossings on Broadway and outside Stratford Primary School, Regan Street before and after school</p>
<b>DATA COLLECTION</b>	<ul style="list-style-type: none"> <li>Monday 30th October to Friday 3rd November</li> <li>8.20am to 9.00am and 2.50pm to 3.30pm</li> <li>6 different locations in Stratford                     <ul style="list-style-type: none"> <li>Broadway North</li> <li>Northern Roundabout</li> <li>Town Centre – existing Pedestrian Crossing</li> <li>Southern Roundabout</li> <li>Broadway South – existing Pedestrian Crossing</li> <li>Stratford Primary School – existing Pedestrian Crossing</li> </ul> </li> </ul>
<b>LOCATIONS</b>	 <p>The map shows Broadway running north-south through Stratford. Six locations are marked with numbered circles: 1 (Broadway North), 2 (Northern Roundabout), 3 (Town Centre), 4 (Southern Roundabout), 5 (Broadway South), and 6 (Stratford Primary School). Other streets shown include Juliet St, Miranda St, Portia St, and the Patea River.</p>
<b>POSSIBLE SOLUTIONS</b>	<ul style="list-style-type: none"> <li>Work alongside Police on Child and Adult Pedestrian Crossing education</li> <li>Work alongside Council on the Pedestrian Crossing locations</li> <li>Support the community with a suitable road safety project</li> </ul>





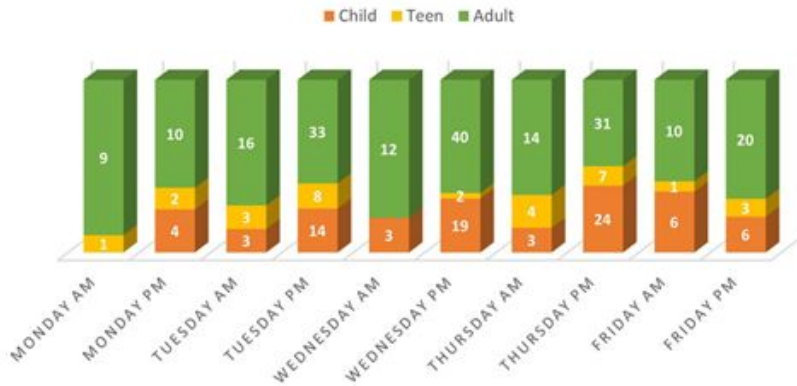
*Location #1*

**PEOPLE CROSSING BROADWAY NORTH  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023  
(FACING NORTH FROM FIELD TORQUE)**

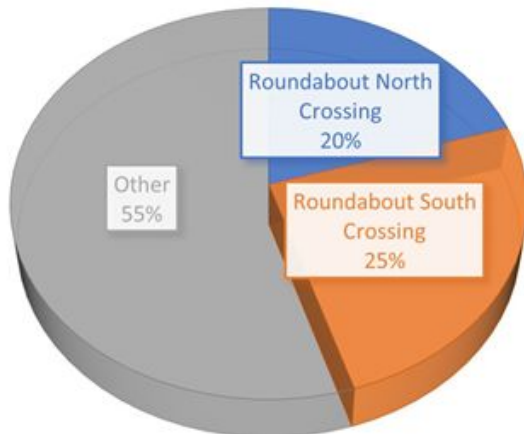


*Location #2*

**PEOPLE CROSSING AT NORTHERN  
ROUNDBOUT STRATFORD  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023**

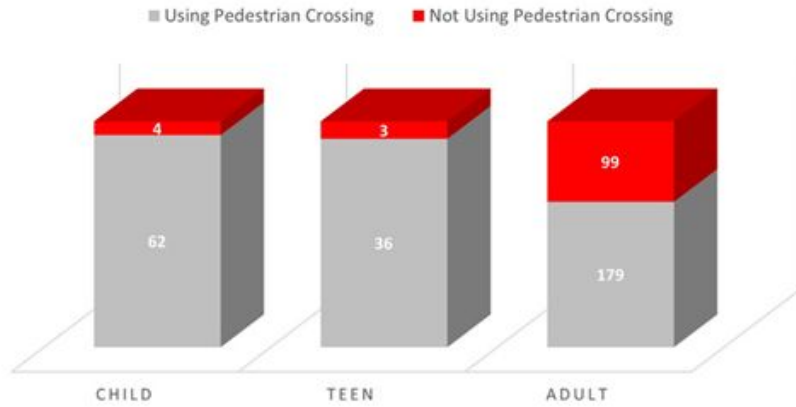


**CROSSING LOCATIONS  
NORTHERN ROUNDBOUT**

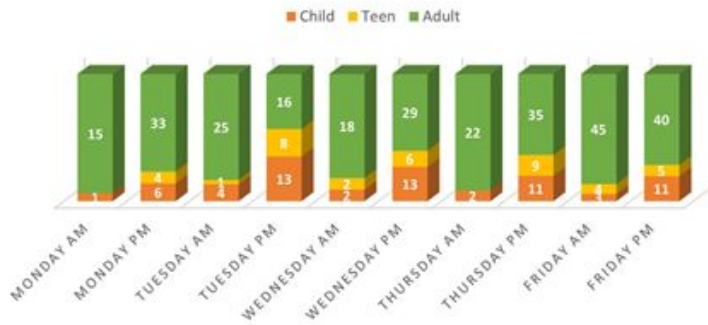


**PEOPLE USING THE PEDESTRIAN CROSSING AT THE CLOCK TOWER  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023**

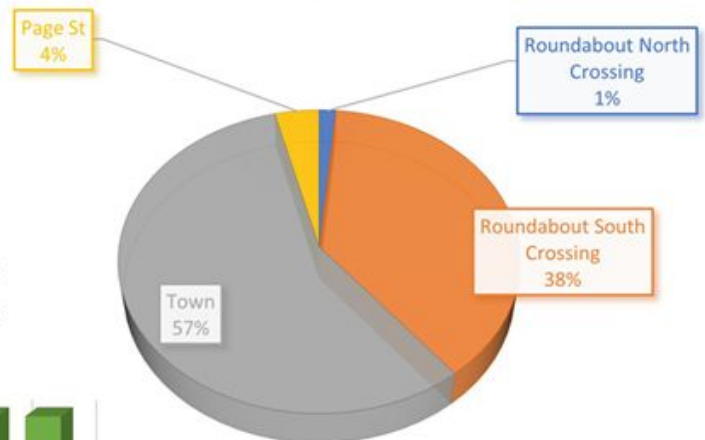
*Location #3*



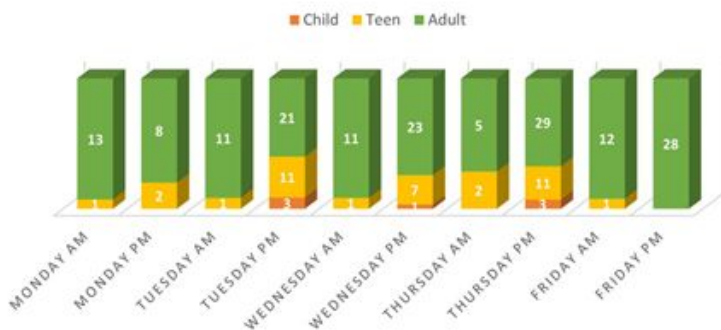
**PEOPLE CROSSING AT CLOCK TOWER PEDESTRIAN CROSSING AREA  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023**



**CROSSING LOCATIONS SOUTHERN ROUNDABOUT**



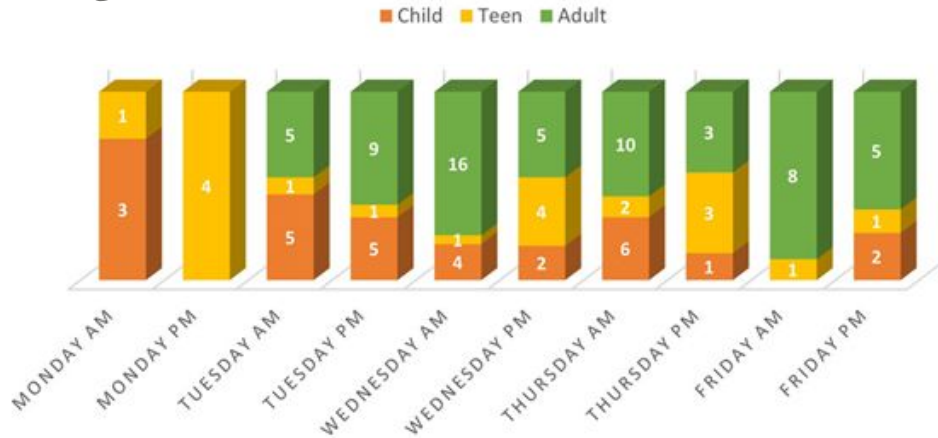
**PEOPLE CROSSING AT SOUTHERN ROUNDABOUT STRATFORD  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023**



*Location #4*

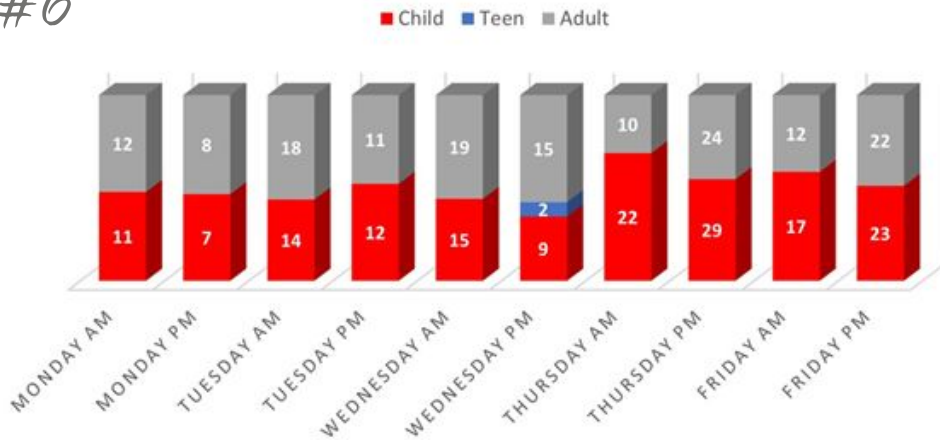
**PEOPLE CROSSING BROADWAY SOUTH  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023  
(FACING SOUTH FROM EAGERS)**

*Location #5*

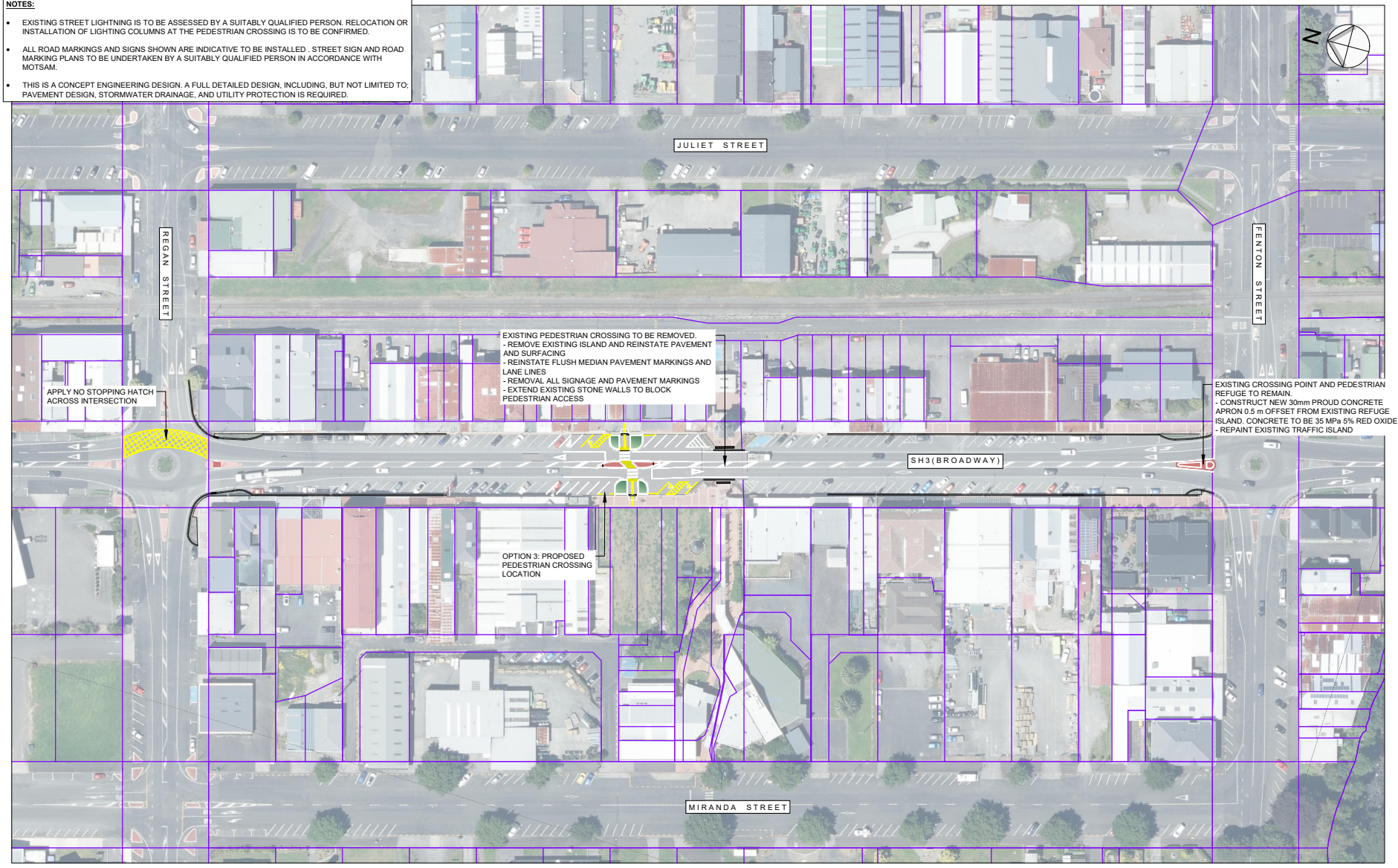


**PEOPLE NOT USING THE  
PEDESTRIAN CROSSING OUTSIDE  
STRATFORD PRIMARY SCHOOL REGAN ST  
8.20AM - 9AM & 2.50PM - 3.30PM  
WEEK STARTING 30 OCTOBER 2023**

*Location #6*



- NOTES:**
- EXISTING STREET LIGHTNING IS TO BE ASSESSED BY A SUITABLY QUALIFIED PERSON. RELOCATION OR INSTALLATION OF LIGHTING COLUMNS AT THE PEDESTRIAN CROSSING IS TO BE CONFIRMED.
  - ALL ROAD MARKINGS AND SIGNS SHOWN ARE INDICATIVE TO BE INSTALLED. STREET SIGN AND ROAD MARKING PLANS TO BE UNDERTAKEN BY A SUITABLY QUALIFIED PERSON IN ACCORDANCE WITH MOTSAM.
  - THIS IS A CONCEPT ENGINEERING DESIGN. A FULL DETAILED DESIGN, INCLUDING, BUT NOT LIMITED TO, PAVEMENT DESIGN, STORMWATER DRAINAGE, AND UTILITY PROTECTION IS REQUIRED.



**PROPOSED OPTION 3 - SITE OVERVIEW PLAN**  
SCALE 1:1250

**PRELIMINARY**

File Name: Z:\0858\5501-4000\5601-565\06\630 Broadway Street Pedestrian Crossing\Drawings\DWG-100-571.dwg - C1-7 Plot Date: 14/06/2024 Plot Time: 16:52

3 DAVIDSON STREET  
NEW PLYMOUTH 4316  
Ph: 06 753 0988  
© COPYRIGHT RED JACKET LTD

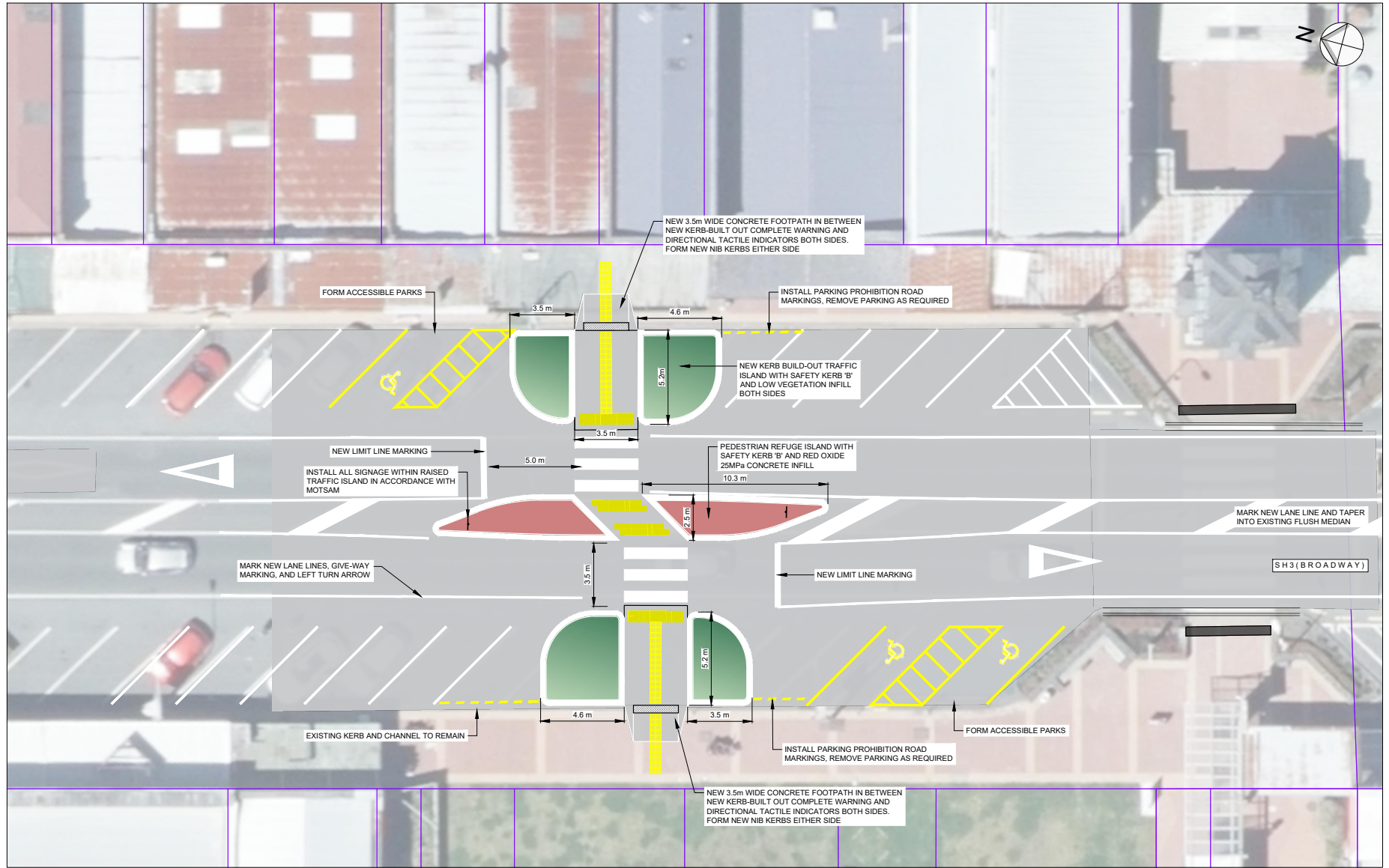
30.05.24	C	DRAFT FOR APPROVAL	CP	CM	-	-
DATE	REV	REV RECORD	BY	CHD	VER	APP

Client  
STRATFORD DISTRICT COUNCIL

Project  
PEDESTRIAN IMPROVEMENTS  
STATE HIGHWAY 3  
BROADWAY, STRATFORD

Sheet Title  
OPTION 3  
PROPOSED SITE OVERVIEW  
PLAN

Drawing No. 100-571-01		A3 REV. C
Job No. 5630	Sheet No. C1-7	



**OPTION 3 - STATE HIGHWAY CROSSING LAYOUT PLAN**  
SCALE 1:200

**PRELIMINARY**

File Name: Z:\JOB\81-5501-4000\5601-5650\630 Broadway, Street Pedestrian Crossing\Drawings\DWG-100-571.dwg - C1-8 Plot Date: 14/06/2024 Plot Time: 15:52



3 DAVIDSON STREET  
NEW PLYMOUTH 4310  
Ph. 05 759 0999

© COPYRIGHT RED JACKET LTD

30.05.24	C	DRAFT FOR APPROVAL	CP	CM	-	-
DATE	REV	REV RECORD	BY	CHD	VER	APP

Client  
STRATFORD DISTRICT COUNCIL

Project  
PEDESTRIAN IMPROVEMENTS  
STATE HIGHWAY 3  
BROADWAY, STRATFORD

Sheet Title  
OPTION 3  
RAISED PEDESTRIAN CROSSING

Drawing No.  
100-571-02

Job No.  
5630

Sheet No.  
C1-8

A3

REV.

C

# Project Report

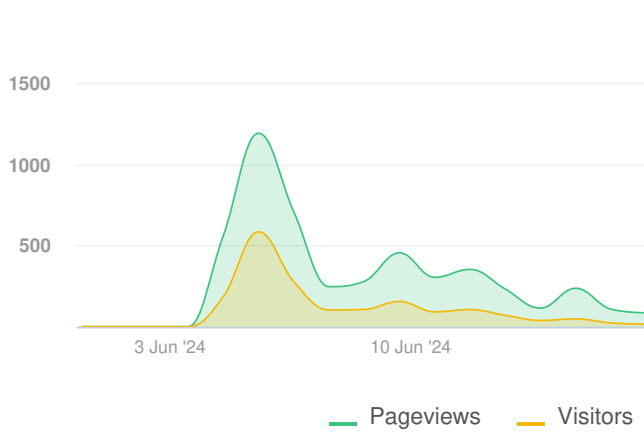
30 April 2024 - 16 June 2024

# Your Say Stratford

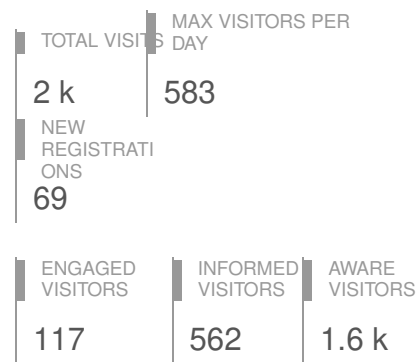
## New Pedestrian Crossings - Broadway, SH3



### Visitors Summary

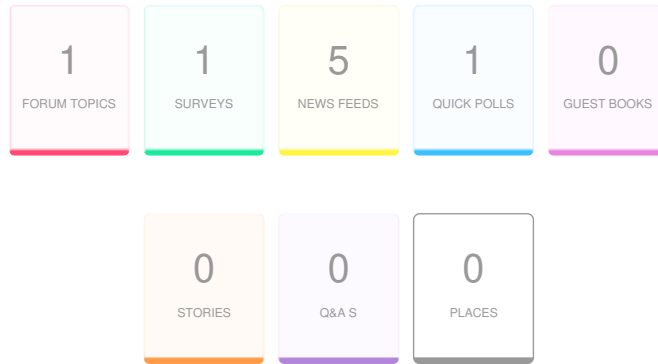


### Highlights



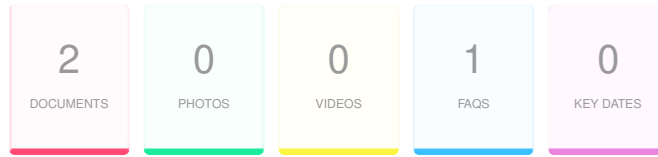
<b>Aware Participants</b>	<b>1,564</b>	<b>Engaged Participants</b>	<b>117</b>		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,564				
<b>Informed Participants</b>	<b>562</b>	Contributed on Forums	30	0	0
Informed Actions Performed	Participants	Participated in Surveys	36	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	16	45	0
Downloaded a document	258	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	182	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	438	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	117				

## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Forum Topic	Pedestrian Crossings Forum	Archived	124	30	0	0
Newsfeed	Key details for each option	Published	2	0	0	0
Newsfeed	Why are we doing this?	Published	1	0	0	0
Newsfeed	Safety features	Published	1	0	0	0
Newsfeed	Broadway statistics	Published	0	0	0	0
Newsfeed	Extraordinary meeting called	Published	0	0	0	0
Survey Tool	Pedestrian Crossings - Feedback form	Archived	149	36	0	0
Quick Poll	Take a look at the 2 options available and let us know yo...	Archived	62	16	45	0

## INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Option 1	245	264
Document	Option 2	159	169
Faqs	faqs	182	198



## FORUM TOPIC

### Pedestrian Crossings Forum

Visitors <b>124</b>	Contributors <b>30</b>	CONTRIBUTIONS <b>183</b>
---------------------	------------------------	--------------------------

05 June 24			I don't understand why there is a need for two crossings on broadway? The removal of 11 car parks is ridiculous, the position of the current crossing is central to the middle of town. With the cost of things on the rise, I would imagine that the council would want to do things that are advantageous for the community. I feel this is unnecessary expenditure when the current crossing it fit for purpose, having two crossings would also effect the flow of traffic on broadway and congest the roundabouts.
P			
AGREES <b>6</b>	DISAGREES <b>1</b>	REPLIES <b>1</b>	

06 June 24			I'm not sure of the reasoning behind the need for more pedestrian crossings on Broadway. Businesses are struggling enough without taking away more carparks, therefore discouraging customers from stopping in Stratford. What needs to be looked at are the roundabouts at either end of Broadway. It is very hard to see if cars are coming around or indicating and an absolute nightmare at school dropoffs or pickups. I'm also sure that Stratford is one of the very few towns left without a bypass for trucks and tankers. Council would be better off investigating these options instead of putting them into the too hard basket.
Deborah Clough			
AGREES <b>7</b>	DISAGREES <b>1</b>	REPLIES <b>2</b>	

06 June 24			I totally agree. The Northern roundabout visibility is not good and very hard to see traffic coming.
Lisa			
AGREES <b>5</b>	DISAGREES <b>0</b>	REPLIES <b>0</b>	

06 June 24			The feedback form gives no option to disagree with the options suggested. I do not feel that two crossings is necessary. It will cause traffic chaos and backlogs. I don't see how it improves safety when they are so close to the roundabouts where traffic already is too fast through there. Why not traffic lights and a raised crossing where the existing crossing is. Then traffic know not to stop when the lights are green. Also, the suggested removal of carparks is not in the best interests of Stratford businesses.
Lisa			
AGREES <b>7</b>	DISAGREES <b>1</b>	REPLIES <b>1</b>	

## FORUM TOPIC

### Pedestrian Crossings Forum

06 June 24			2 pedestrian crossings will make the back up traffic a lot worse. Taking out a large number of carparks will deter visitors and locals to stop and shop in Stratford. Its bad enough now. Put traffic lights at the crossing we already have in place. To help with the flow of traffic at the roundabouts, remove the hedges that you can't see over, causes more near misses as people are not sure if anything is coming. Feedback form needs an option of "Disagree with all options", to get a clear indication.
TLB	AGREES 6	DISAGREES 1	
06 June 24			Two more pedestrian crossings in Broadway is an absolute waste of time I fully understand about the safety features it provides but the damages to businesses and also the extra back up of traffic through Broadway. How about a heavy traffic bypass so the trucks get out of town ? Or traffic lights instead of roundabouts ? Even just take the hedges off the roundabout and put a low lying flower bed in to help visibility for safety. the council needs a fully disagree option .
Cody bibby	AGREES 5	DISAGREES 1	
06 June 24			This is an absolute waste of money, and not necessary! It is already hard to find a car park in town, removing this many parks will detour people from coming into town - this then takes a toll on the local businesses on our Main Street. There is no need to spend money on an unnecessary project!
Christine	AGREES 4	DISAGREES 0	
06 June 24			The current pedestrian is not the problem. The problem is the raised gardens making it hard to see pedestrians, maybe just remove the gardens and replace with pool like fencing so vehicles can actually see pedestrians approaching.
Joy	AGREES 4	DISAGREES 1	
06 June 24			Having two crossings on the main street is going to be a nightmare. Traffic will be backed up even more than what it is now. It is hard enough to back out of parks as it is. Our town can't afford to lose more car parks, this will have a huge negative effect on our retailers in town. You really need to come up with a better option because the two you have provided are terrible.
C	AGREES 3	DISAGREES 1	
09 June 24			Traffic lights is the only solution to the problem. Honestly the risk people take trying to cross the main street is scary. Pedestrian crossings are NOT the answer and will be frustrating for traffic, pedestrians and businesses causing accidents and possibly even deaths. We can't afford to lose parking spaces in town nor to waste the money it would take to put them in. Honestly who comes up with these ideas!!!! Listen to the people.
Lyn	AGREES 1	DISAGREES 1	
09 June 24			My first question is what is the reasoning behind this? Will this help the already struggling businesses. Will 2 pedestrian crossings help with the traffic flow? I would think 2 would double the chance of traffic coming to a standstill. My second is why does the survey railroad you into making a decision without the option to disagree with either options?
Hsw	AGREES 0	DISAGREES 0	

## FORUM TOPIC

### Pedestrian Crossings Forum

<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi P, thanks for your comment. This will be shared with Elected Members when they make their final decision. Just to clarify, the development of these crossings is fully funded by NZ Transport Agency Waka Kotahi, and not from rates. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Thanks for your comment Deborah. This will be shared with Elected Members when they make their final decision. I'll pass on your query about a heavy vehicle bypass on to our roading team who work closely with NZ Transport Agency Waka Kotahi on the do's and don'ts for state highways. I believe there are requirements to be met in order for a bypass to exist. One thing I think they'd need to consider is when there is a need for hook ups or wind turbines to be moved throughout the region, this would require staying on the state highway. Definitely something to ponder though! - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Kia ora Lisa, thanks for your comment. Yes the purpose of the feedback form is to seek your preference of the options available under this funding. Any feedback on the project as a whole will be captured here in the forum, and via emails to feedback@stratford.govt.nz. Thanks again for your comment. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Kia ora TLB, thanks for your comment. All the comments provided in this forum will be shared with Elected Members when they make their final decision. A number of people have suggested traffic lights as an alternative. This isn't within the scope of the funding available from NZ Transport Agency Waka Kotahi, but Elected Members will discuss all feedback and alternative suggestions in their meeting later this month. The purpose of the feedback form is to seek your preference of the options available under this funding. Any feedback on the project as a whole will be captured here in the forum, and via emails to feedback@stratford.govt.nz - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Kia ora Cody, thanks for these suggestions. They'll be shared with Elected Members next week before they meet to discuss the final outcome. Appreciate you joining the conversation. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi Christine, thanks for your comment. This will be shared with Elected Members when they make their final decision. Just to clarify, the development of these crossings is fully funded by NZ Transport Agency Waka Kotahi, and not from rates. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGREES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Thanks Joy for your comment, these will be shared with Elected Members when they meet later this month to determine the final outcome. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					

## FORUM TOPIC

### Pedestrian Crossings Forum

<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Kia ora C, thanks for your comment. Just letting you know your feedback will be shared Elected Members when they discuss the final outcome. Appreciate you sharing your views on this - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi Lyn, thanks for your comments. These will be shared with Elected Members when they meet to discuss the final outcome later this month. Traffic lights has been coming through strong in the comments, so I imagine that topic will be included in their discussions with NZ Transport Agency Waka Kotahi. Thanks again - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi Hsw, improvements to pedestrian access across SH3 in Stratford's CBD has been on SDC's wish list for some time and was identified as a key priority in its Connecting our Communities Strategy which was adopted last year. It also coincides with plans to upgrade the town centre, Prospero Place, which is due to begin within the next 12 months. Ideally, by allowing safer accessibility around town by foot, wheel-chair, pram and mobility scooter, we should see an increase in foot traffic to our shops, not a decrease. SDC believes there is plenty of parking in close distance to our wonderful businesses on the main street. But your views and those of everyone else are welcomed, and will be shared with Elected Members to help them make their final decision. The reason the form doesn't have a 'disagree' option is because the purpose of that form is to understand what the preferred option is, from the options that are available to SDC through this NZ Transport Agency Waka Kotahi funding. Comments on the project as a whole are collected here in this forum and via <a href="mailto:feedback@stratford.govt.nz">feedback@stratford.govt.nz</a>. Thanks again for being part of the conversation! - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>10 June 24</p> <p>MattMcDonald</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>2</td> <td>1</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	2	2	1	<p>As a business on the main street and involve with community events held on Broadway the idea of two crossing is missing the mark and will create more problems. If the council are developing Prospero Place and more community events are to be held here moving the crossing will also move people away from the toilets already there. The removal of car parks will also reduce access to our business and cause more inconvenience for the public. The issue around the crossings are safety with motorist confusing bystanders for people wanting to cross, and the only logical solution is a raised controlled crossing similar to the new one in Inglewood. If the council has traffic lights in a bike park I'm sure if NZTA don't fund them you could always relocate those ones.</p>
AGREES	DISAGREES	REPLIES					
2	2	1					
<p>10 June 24</p> <p>Steven</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0</td> <td>1</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	1	0	1	<p>I think this is a great idea. having pedestrian crossings closer to the roundabouts will encourage people to use those rather than crossing at the roundabout, which is the real issue I see. Having two young kids just trying to get across to go to the parks is a real annoyance having to go all the way up to the middle of Broadway then all the way back down. just to cross safely. I Would like to see the crossings moved in a bit further though so its split into thirds more. Then it spaces the crossing for the shops on either side of the clock tower more evenly. to everyone moaning about loss of car parks. boo hoo! lots of parks at war memorial hall, with a crossing straight to Prospero place. Its no more inconvenient to park there and walk, than parking on one end, having to walk all the way to the other. Bet none of you complain at center city, not been able to park at the shops door.</p>
AGREES	DISAGREES	REPLIES					
1	0	1					

## FORUM TOPIC

### Pedestrian Crossings Forum

<p>11 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi Matt, thanks for your comments. These will be shared with Elected Members when they meet to discuss the final outcome later this month. - Gemma</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>11 June 24</p> <p>Your Say Stratford</p> <p>Team</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	<p>Hi Steven, thanks for your comments. These will be shared with Elected Members when they meet to discuss the final outcome later this month.</p>
AGREES	DISAGREES	REPLIES					
0	0	0					
<p>11 June 24</p> <p>Steph</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>1</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	1	2	1	<p>Has anyone from the council actually spent some time on Broadway in Stratford to witness the flow of traffic? Obviously not. There is already major issues with congestion, which would further be exacerbated with two roundabouts. I agree that the new crossing in Inglewood would be a better option for us here too. Lots of aspects which haven't been considered here, especially for the business' who will lose those parks outside of their establishments. Can we actually for once treat our little town as it's own, it's a rural service town, not a mini Auckland or Tauranga, and not try and bring in a one-size-fits-all approach. How about also not simply giving us a this or that option as it looks like this is being heavily opposed.</p>
AGREES	DISAGREES	REPLIES					
1	2	1					
<p>11 June 24</p> <p>hg01</p> <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>2</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	1	2	2	<p>Working on the roundabouts I don't think pedestrian crossings is going to ease the issue. There are issues with cars just barreling through without looking and pedestrians thinking it's safe to cross when it's clearly not. It would make more sense to install traffic lights either end of town to make a fair flow of traffic, especially at peak times after school and after work when it is almost difficult to get out due to traffic, and make it entirely safe for pedestrians to cross at those junctions. And if there is going to be an upgrade to a prosperous place and increased foot traffic, why not make it safer for all. #futureplanning</p>
AGREES	DISAGREES	REPLIES					
1	2	2					

## FORUM TOPIC

### Pedestrian Crossings Forum

11 June 24		
Councillor Min Mckay		
AGREES	DISAGREES	REPLIES
0	0	1

Kia Ora Stratford Thank you to everyone who cares to engage in the conversation about Pedestrian Crossings in Stratford The location of the current pedestrian crossing has been a regular piece of feedback from the community for as long as I have been on council. I wanted to ensure that the topic being discussed is what is actually in the proposal. SDC has had funding become available from Waka Kotahi for 2 pedestrian crossings between the Roundabouts. There are many suggestions of traffic lights and crossings further north. This is NOT what the funding has been available for from Waka Kotahi, therefore is not part of this proposal. I am hearing you loud and clear that further traffic congestion is a concern. The pedestrian crossing is ONE factor in the traffic congestion on Broadway alongside slow driving, people back out, cars backed up from roundabouts and people crossing the road. It is absolutely likely that an additional crossing will impact this, how much? We are not sure. I am not seeing many comments or feedback through other channels about Pedestrian Safety. It is all heavily based on the impact of traffic. So I would be really keen to see the communities views on the safe crossing for pedestrians along Broadway. Are we satisfied that there is no designated crossing for our Young people near Regan Street which is a main thoroughfare for children accessing school, playground, bike park, skate park and pool? Are we satisfied that there is only one crossing available on Broadway for Elderly people to use? We have an aging demographic here in Stratford Waka Kotahi has told us that due to the sloping nature of the road that further disability car parks are not an option. Are we satisfied that our less abled community members only have one crossing to access all shops on Broadway? We are a very family friendly town. When young families with multiple children need to cross the road – are we happy that they only have the one option? Everyone will have a different view on this which is so welcome. I just want to make sure that some of the conversation actually centres around Pedestrian safety, not just traffic congestion. All Elected Members are available should people wish to discuss this further, you can find details on the SDC website to get in touch. Thank you again for taking time to share your views and show that people care about what is happening in our beautiful district. Your Deputy Mayor. Min McKay @MattMcDonald @P @Deborah Clough @Lisa @TLB @Cody bibby @Christine @Joy @C @Lyn @Hsw @Steven @Steph @hg01

## FORUM TOPIC

### Pedestrian Crossings Forum

12 June 24			<p>While I believe having two pedestrian crossings will definitely congest traffic even more, if this about pedestrian safety why not look at reducing the speed limit through town, I feel like nzta and sdc have already made their mind up and will do what ever they were already going to and this is just a matter of ticking boxes, if this is not the case then why can't sdc go back to Waka Kotahi and fight for traffic lights as it seems to be everyone's consensus that it is the only thing that would work. Also getting rid of 22 parks will add more pressure to a already struggling town.</p>
<b>Aimee</b>			
AGREES <b>1</b>	DISAGREES <b>3</b>	REPLIES <b>2</b>	
12 June 24			<p>I don't think either of these options are ideal, painted markings won't stop drivers from entering the roundabout without room to exit it and visibility at these intersections is already not great. The proposals for the northern end in particular do not seem to leave much room for a southbound truck/bus or two to stop at the crossing without causing issues further back at the roundabout. If confusion about people watching the clock tower is actually an issue, that could be resolved by moving the existing crossing slightly north or south and blocking the centre off for viewing. Or, as has also been proposed by others - a raised speed hump and pedestrian crossing signals as in Inglewood so that clearer intentions to cross are given, and vehicles clearly signalled to slow down and stop as required.</p>
<b>Andrew</b>			
AGREES <b>2</b>	DISAGREES <b>3</b>	REPLIES <b>1</b>	
12 June 24			<p>Why do we have to choose only from the new options on the feedback form? Clearly decisions have been made regardless of community consultation... Personally it's works perfectly fine as is. The crossing leads to the public toilets from prospero place, where community gatherings take place. It leads on from the bus stop, gallery &amp; library and extra parking spaces to access the Main Street. At what part of this "plan" makes sense in stopping congestion?? This clearly will create absolute chaos at each roundabout!!! Not only more congestion through the Main Street but affecting the side streets. Just because you have the money doesn't mean you need to spend it!! Focus on community projects that matter, isn't this why we are paying more in rates now?? Improve earthquake strengthening in the CBD area, better and brighten our Main Street, become appealing to attract new businesses, Once you have completed the massive task at hand then it would be an idea to look at what the Main Street requires... Surely our council has more common sense? Or do none of you drive the Main Street of Stratford?</p>
<b>Alex</b>			
AGREES <b>1</b>	DISAGREES <b>2</b>	REPLIES <b>2</b>	
13 June 24			<p>I have a few questions on the proposed pedestrian crossing changes. If this proposal is based on safety issues, can you please supply the number of people that have been injured crossing Broadway in the past? If it is based on making it easier for our aging population to cross, how does removing car parking spaces which most need to get into town, help? Has there been any survey done to see how many people will be willing to ditch their cars to walk into town, because of lesser car parks? If Waka Kotahi have said this money can only be used for pedestrian crossings, is there an option to decline it, and suggest they use it to fix potholes in the area? How does reducing the already limited car parking spaces in any way encourage people into town? On a side note, having read the comments on several forums, are you planning to remove the brick walls currently on the roundabouts, as they are particularly dangerous and I know you hold the safety of your constituents in the highest regard. I look forward to hearing back from you as unfortunately I won't be able to attend the public meeting due to a previous commitment... Work.</p>
<b>Hsw</b>			
AGREES <b>0</b>	DISAGREES <b>3</b>	REPLIES <b>2</b>	

## FORUM TOPIC

### Pedestrian Crossings Forum

13 June 24		
Ellen Wallace		
AGREES	DISAGREES	REPLIES
2	1	1

Hi there, As a community, we should be celebrating any funding that comes our way from NZTA that will make it safer for all pedestrians and road users, particularly when it is not coming out of our rates. If we decline this now, it may not come our way again in the future for some time. As a household, we have considered the options available and agree that option two is the better choice of the three options. We have chosen this option because: - The northern crossing is closer to Regan St which is safer and more likely to be utilised by families and school children crossing before and after school. - This option means the loss of only 9 car parks up the northern end of town where it is generally busier for shopping. - Having the crossing closer to the northern roundabout will slow down heavy vehicles entering the at the northern end, from the state highway. As a road user, I can't tell you the amount of times I have not been given way to by trucks travelling through here as they have been going too fast and are unable to stop in time. - The hatching of the roundabout at Regan street will stop vehicles blocking the roundabout and allow traffic from east and west to better flow through at peak times, while pedestrians are crossing, making it easier for us locals to get around town. - The design of the new crossings have what I can see as a "break" or "rest area" in the middle which will allow traffic to continue to go once the pedestrian has reached that point, as opposed to the current outdated crossing where all vehicles must wait for pedestrians to cross the whole road. - Both crossings seem to be bright with updated lighting, signage and tactile indicators for vision impaired. The no parking areas near the crossings will make it easier for pedestrians and motorists to see each other more clearly. - The fencing that is proposed at the northern end is a huge safety improvement which will force people to use the crossing and not cut across the road. - The southern crossing location is great as this end of town is usually not as busy parking wise as the northern end and will allow shoppers a safe option to cross to access those shops more easily. Currently with the lack of pedestrian crossings available at each end of Broadway, I have observed numerous amounts of young school children and families trying to cross at the islands near the roundabouts dodging traffic and making a quick dash for it in a slight gap of traffic. It appears people aren't looking at any great detail into the plans provided here. Why are we so fixated on traffic congestion and not concerned at all about the lack of safe crossing areas and vehicle speeds. At least if traffic is going a bit slower, they might be more courteous and let people back out of car parks. Town is busy regardless of the proposed pedestrian crossings and could benefit from the slower speeds going through.

13 June 24		
Ellen Wallace		
AGREES	DISAGREES	REPLIES
1	1	0

Reducing the speed limit to 30km is a great idea but is not going to magically create safe crossing options at these ends of town, if anything it will encourage people to cross randomly even more. Are you meaning traffic lights at the current crossing? Or as a replacement of roundabouts at Fenton and Regan Street for traffic lights? If it is at the crossing I disagree regarding the traffic light options. They will slow down the traffic even more than the proposed crossings, as traffic only need to give way to the pedestrians on their side.

13 June 24		
Ellen Wallace		
AGREES	DISAGREES	REPLIES
1	0	0

Yes I agree the current pedestrian is not safe, I too see pedestrians trying to cross here and cars not giving way. You have made a valid point. Traffic lights would be great but I think that would cost mega money and NZTA aren't proposing that option here.



Your Say Stratford : Summary Report for 30 April 2024 to 16 June 2024

## FORUM TOPIC

### Pedestrian Crossings Forum

13 June 24			It's my understanding that the funding for the pedestrian crossings comes from NZTA and is not funded by our rates.
Ellen Wallace			
AGREES	DISAGREES	REPLIES	
1	0	1	
14 June 24			Kia ora Ellen, that's correct. This funding is from NZ Transport Agency Waka Kotahi. - Gemma
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			Kia ora Alex, thanks for these comments. They will be shared with Elected Members next week who will be meeting on Thursday 20 June at 10.30am to make their final decision. This money is not coming from rates, it's from NZ Transport Agency Waka Kotahi, therefore it cannot be allocated to something outside of this project. Elected Members will be reviewing all feedback prior to deciding whether this project should go ahead or not. We'll share the outcome of the meeting online at the end of next week. - Gemma
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			Kia ora, thanks for these comments. They will be shared with Elected Members next week who will be meeting on Thursday 20 June at 10.30am to make their final decision. We'll share the outcome of the meeting online at the end of next week. - Gemma
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			Kia ora Aimee, thanks for these comments. They will be shared with Elected Members next week who will be meeting on Thursday 20 June at 10.30am to make their final decision. We'll share the outcome of the meeting online at the end of next week. - Gemma
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			Kia ora Ellen, thanks for these comments and for contributing to the conversations in this online forum. All comments in this forum will be shared with Elected Members next week who will be meeting on Thursday 20 June at 10.30am to make their final decision. We'll share the outcome of the meeting online at the end of next week. - Gemma
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			Hi crossings a good idea for pedestrians safety. Just the ramps leading to the crossings looking like a safety issue for mobility scooters maybe plates from kerb to crossings as used on Swansea rd. The no stopping hatch at north end could also work for the south end.
1eye			
AGREES	DISAGREES	REPLIES	
3	0	1	

## FORUM TOPIC

### Pedestrian Crossings Forum

14 June 24			Kia ora, thanks for your comment. This will be shared with Elected Members next week to inform their final decision on the project. - Gemma
Your Say Stratford			
Team	AGREES	DISAGREES	
	0	0	0

14 June 24			Hi Andrew, thanks for joining the conversation. All comments in the forum will be shared with Elected Members next week before they meet on Thursday 20 June to make their final decision. - Gemma
Your Say Stratford			
Team	AGREES	DISAGREES	
	0	0	0

14 June 24			Kia ora Steph, thanks for being part of the conversation. All comments from the online forum will be shared with Elected Members next week before they make their final decision on Thursday 20 June. - Gemma
Your Say Stratford			
Team	AGREES	DISAGREES	
	0	0	0

14 June 24			Could I perhaps spin this another way? If the bulk of the comments you are getting from the community are around congestion / impact on traffic then perhaps that means those are the things concerning the community?
Ivan			
AGREES	DISAGREES	REPLIES	
1	1	2	

14 June 24			Some great comments in these threads. Awesome to see people contributing and a good amount of common sense. Here's hoping the majority are listened to rather than the minority. Some points from me: 1. As previously mentioned, it's a shame that the decision appears to have been made limiting things to two options especially when looking at the amount of people that don't seem to support either option. 2. Central government funding is certainly hard to turn down but please don't forget we the people are still the ultimate source of that funding (rates or taxes - it all comes from us so lets spend it wisely). If something doesn't suit the town then let's not be afraid to turn it down. Let's not celebrate getting some funding but then annoying the town with how it's been spent. 3. It would be good to see some empirical evidence supporting the safety reasoning i.e. how many people are injured on the current crossing. It would be great if this evidence singled out injury at the current crossing vs people crossing in random places as that will no doubt continue to happen. Confusion is annoying but if no one is getting hurt then lets not expend funds fixing a problem that doesn't exist. Society seems to be making too many decisions based on feelings rather than evidence (which is probably why we're broke). 4. The traffic lights at the Inglewood crossing seem to tick multiple boxes (minus the raised crossing) i.e. traffic is only stopped when someone has hit the button / pedestrians have a safe option to cross. The raised crossing increases emissions / noise as vehicles have to brake and then accelerate rather than maintain a consistent speed. 5. Lets please remember this is a State Highway. the options steer us into only considering pedestrian safety without consideration for productivity and people getting the places they need to go.
Ivan			
AGREES	DISAGREES	REPLIES	
0	0	2	

## FORUM TOPIC

### Pedestrian Crossings Forum

14 June 24			<p>Absolutely Ivan. If my response did not make it clear that I hear that loud and clear, please know I absolutely do. I am just interested in people's view on the pedestrian safety question as well as traffic congestion. Eg do you believe what we have is sufficient as it is? Or would you like to see more Crossing options? (I see you have addressed exactly that in your post above - so thank you!) seeing people's views on all aspects of a crossing will help me to make a better informed decision. Thanks so much for taking the time to share your views through the formal channels. Min</p>
Councillor Min McKay			
AGREES	DISAGREES	REPLIES	
1	0	0	
14 June 24			<p>I actually really support the crossing as a mix so option 3 I have grandkids the cross to school Regan street end and it's dangerous to say the least So for the safety of people this definitely should go ahead I am also older and having to walk to the middle of town to cross never happens again leaving all people in danger of being hurt I have read some of the comments complaining about rate payers money The way I read this is that it is funded by Transit NZ so not a rate payer money drain Shops need people to walk past y them to allow an opportunity to get public in your shops So having safe places to cross would actually help the shops not detract from The opportunity One thing I feel should be done is to stop the speed to 30 K in the Main Street Those trucks rattle through at 55 ton doing 50 k plus They need to slow down and make the town safer So in final comment I support 110 % the crossing for the safety of all residents and visitors to our beautiful town</p>
Johnm			
AGREES	DISAGREES	REPLIES	
1	1	2	
14 June 24			<p>I see your point about the Inglewood crossing, however I don't see how that would work here, in the middle of town, the button would be being pushed so much more often than the one in Inglewood. Their crossing isn't in their most busy area, it's further on down the road away from town. In my opinion it will slow traffic down even more. Inglewood do however have two pedestrian crossings in their cbd. And re the evidence, why would you want to act after an accident when the option is there now to make accidents less likely? If these new crossings save even one accident from happening, then it's money well spent. These comments concerning the traffic congestion seem pretty selfish and one-sided. I'm all for the safety improvements particularly for our growing community.</p>
Ellen Wallace			
AGREES	DISAGREES	REPLIES	
1	1	1	
14 June 24			<p>I see a huge contradiction here, you are clearly saying that the traffic and congestion is an issue, which I think is the exact reason there is a need for more safer crossings for pedestrians.</p>
Ellen Wallace			
AGREES	DISAGREES	REPLIES	
2	1	0	
14 June 24			<p>Thanks Ivan for your comments - great to hear you enjoy the use of the online forum! Appreciate you sharing your view which Elected Members will consider next week when they make their final decision. - Gemma</p>
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	
14 June 24			<p>Hi John, thanks for your comments and being part of the conversation. Elected Members will be reviewing these next week when they make their final decision. - Gemma</p>
Your Say Stratford Team			
AGREES	DISAGREES	REPLIES	
0	0	0	

## FORUM TOPIC

### Pedestrian Crossings Forum

14 June 24		
Ivan		
AGREES	DISAGREES	REPLIES
0	0	1

I think the point with the central government funding is that while it may not come out of our rates, it is coming out of all of our taxes anyway so it's not free money as such i.e. we either get higher rates or higher taxes if we spend money unwisely. I agree with the comment about people needing to walk past the shops, I just wonder if more pedestrians will result from more crossings i.e. are people currently staying home in Stratford because they don't feel safe crossing the road? I think it's a shame we single out trucks. I think if we were provided some statistics we'd find that cars generally speed more than trucks. The heavy transport industry is more regulated than light vehicles and most trucks also have speed monitoring as well as suite of safety features many cars do not. Trucks are bigger and more intimidating but let's not forget those machines bring us everything we need to survive and thrive in this world so let's support them.

14 June 24		
Ivan		
AGREES	DISAGREES	REPLIES
0	1	2

Great discussion, really cool that we're getting a few varied opinions and perspectives! Re the Inglewood lights: these are pretty clever. If you push the button and walk away, they reset i.e. even with someone pushing the button, if there's no one there to cross the lights will stay green. If people are pushing the button and wanting to cross that's a great outcome because it means they can then cross safely when the lights stop the traffic. Another advantage of traffic light controlled crossings is they then stay red for a set period afterward to ensure traffic still has an opportunity to clear. With a standard crossing it is possible that someone crosses, then just as they get across someone else crosses and so it goes on. Re the evidence: The evidence helps us ensure the funds go to the highest need. If there's an incident in Stratford on a daily basis (or even monthly) then I'll back a change 100%. If presented with the numbers, we may find there are other areas with higher rates of incidents in which case the money should go there first as it would have the potential to save more lives. I have no idea what the numbers are but if there have been zero incidents in 10 years resulting in serious injury / death, but there have been four in Midhurst, then let's put a crossing down there instead. Re the selfish comments about congestion: I think this is where the numbers come to our rescue. In 2018, approx. 15,000 vehicles travelled through Stratford each day (I assume it's more now). Last year the population of Stratford was a little over 10,000 people. What does that tell us? Well it's a safe bet that the entire population of Stratford does not walk across the road each day which means the vast majority of people affected by these changes are the people in the vehicles. If taking some time to consider the majority is selfish then I guess I'm guilty of being selfish.

14 June 24		
Gemma - SDC		
AGREES	DISAGREES	REPLIES
1	0	1

Hey Ivan, to help with stats, we've added some information re police reported incidents (not high numbers, but numbers we'd rather not have at all) and some research that the Safe Trust carried out last year on pedestrian numbers/crossing behaviour to our main projects page in the news feed: [https://www.yoursay.stratford.govt.nz/new-pedestrian-crossings?tool=news\\_feed#tool\\_tab](https://www.yoursay.stratford.govt.nz/new-pedestrian-crossings?tool=news_feed#tool_tab) - Gemma

14 June 24		
c.mcdonald		
AGREES	DISAGREES	REPLIES
2	1	0

Moved down here 2 years ago with my family from Auckland. Taranaki has nothing on traffic compared to there. Waiting a few more minutes to help people cross safely is worth it in my mind. Have checked out designs and like option 2 but have the southern crossing closer to Fenton roundabout. More reflecting the north one and add markings to south roundabout too to stop traffic blocking it like they do now. Crossing outside Malones will be helpful after a few cold brewskies haha all about the safety team, even more so for the kids.

## FORUM TOPIC

### Pedestrian Crossings Forum

14 June 24 <b>c.mcdonald</b>	Ivan NZTA get money from our regos, rucs and fuel tax. Rates dont come into this at all . Rates aint going to go up to pay for this. Rather use the money here then somewhere else like Auckland. Yeah my grandkids are dropped to school most days, Son doesnt want them walking and knowing them they will try take shortcuts across the roundabouts which isnt a safe crossing. Lots of people drop there kids to school, this might get more kids out walking to school more which is good for them. Not saying trucks cant use the road, they dont need to do 50 through there though. Agree with John here, two crossings will be more safe.						
<table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	1	1	1	
AGREES	DISAGREES	REPLIES					
1	1	1					
14 June 24 <b>c.mcdonald</b>	Think the council would have done the homework on the crossings. They no more about what crossings will work best and why than the public, that is there job. Does there need to be a death or serious injury first for you to agree like that young girl in inglewood a few years back? Most cars driving through town aint even from here, stuff em make them wait for our kids and oldies to cross. Maybe they see a house for sale in the real estate window and move here then they can have a say about the crossings to haha						
<table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>1</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	1	
AGREES	DISAGREES	REPLIES					
0	0	1					
14 June 24 <b>Ivan</b>	I love your optimism! Unfortunately, there are no shortage of examples where councils haven't managed to get things right which is the beauty of forums like this. We the people get to have our say / ask a few questions to make sure the homework has indeed been done. We need to be smart with what we spend our money on and be sure we're getting the best bang for our buck. We appear to be spending money based on some potential when there are probably other uses of the money that would guarantee a life saved i.e. fund some more cancer medicines / treatments,						
<table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	
AGREES	DISAGREES	REPLIES					
0	0	0					
14 June 24 <b>Ivan</b>	Maybe we spend the money / some of our time on educating our kids to cross the road safely. That way we can have some more confidence they'll be safer crossing the road anywhere in Stratford / New Zealand (not just between Fenton and Regan St). That's probably a smarter move otherwise we'll need pedestrian crossings every 100m.						
<table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>1</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	1	0	
AGREES	DISAGREES	REPLIES					
0	1	0					
15 June 24 <b>Ivan</b>	Thanks Gemma, really appreciate you sharing some data. Looking at those numbers one could say it would seem there is not a significant problem that needs fixing AND a reasonable portion of the people of Stratford don't seem to use the proposed solution anyway (pedestrian crossings). Why have I said that: In the 10 years between 2014 - 2023 there were five crashes reported to Police. Your note about these just being the crashes that were reported is a good one but we can only work with the data we've got and, arguably, if Police weren't involved then we can assume they weren't serious. Of those five crashes, only one resulted in a serious injury and two didn't result in an injury at all. The council website tells us that in 2018, an estimated 15,000 cars travelled through Stratford each day. If we extrapolate that out over a ten year period, that's nearly 55 million vehicles. So the rate of serious injury per vehicle is 1: 54,750,000. The crash rate is 1:10,950,000. I'm left wondering if these are the numbers that need addressing or if there are other things in our district that are hurting more people which the funds would be better spent on them. I also had a quick look at the "Cross Safe" data and focused on the Stratford Primary School crossing as forum respondents are rightly concerned about our children. I see on average 59 people a day do not use the pedestrian crossing outside Stratford Primary. This is a crossing that's right outside the school gates and 59 people a day don't use it! Does this evidence support two new roundabouts actually being used or will people just continue to cross where they please?						
<table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	AGREES	DISAGREES	REPLIES	0	0	0	
AGREES	DISAGREES	REPLIES					
0	0	0					

## FORUM TOPIC

### Pedestrian Crossings Forum

15 June 24			
<b>J Smith</b>			
AGREES	DISAGREES	REPLIES	
0	1	1	
<p>Kia ora all, personally I feel the crossings at both ends of Broadway are a great idea for the safety of our tamariki and rangatahi to cross safely. There seems to be a lot of people crossing at these locations. I sat down with my rangatahi prior to writing this and asked them where they cross now on their way to kura and how they go about this, their answer was they cross right at the roundabout and just make a run for it. I was not that surprised by their answer as I see this method happen multiple times a day on a daily basis with tangata of all ages. When I asked them if there were to be crossings close to the roundabouts would they cross at these new crossings, they said they would. They asked could you still cut across at the roundabout? I said there would be fencing all the way around to the crossing to guide pedestrians to the new crossings from the roundabouts. they said they would have no option but to use them then. This is why I feel we should be using option 2 with the option 2 northern crossing and possibly shift the southern crossing further south if possible and add the yellow markings to the southern crossing north bound lane to stop motorists blocking the roundabouts which is what happens now.</p>			
16 June 24			
<b>JWS</b>			
AGREES	DISAGREES	REPLIES	
1	0	1	
<p>This is a shocking waste of time and money, and truly shows how out of touch many of our council representatives now are! A very small, insignificant number of minor issues at our current pedestrian crossing, and now SDC wish for us to select from 2 options they have already decided on (what did these cost to have Redjacket draw up by the way?) with no option to disagree? It appears the ship has already sailed and this "consultation" is just a box ticking exercise. Very little consideration has been given here to traffic flow, and no consideration at all to impacts on businesses on Broadway. With the issues Stratford is already facing around traffic movement, dilapidated shop frontages, empty buildings and an absolute lack of interest in anyone investing in repairing and maintaining their buildings here, it is little wonder that Stratford struggles to attract new businesses and maintain the custom of locals and visitors. Please do the right thing here SDC - the opposition to these new crossings has been made loud and clear both here and on other forums. Listen to those you are paid to represent, even if that opinion is different to your own. Improve the existing crossing, don't introduce a list of new problems for the sake of spending money.</p>			
16 June 24			
<b>Your Say Stratford Team</b>			
AGREES	DISAGREES	REPLIES	
0	0	0	
<p>Thanks JWS for your feedback. Elected members will be making a final decision on Thursday this week. It's not set in stone yet, and all feedback will be considered as part of the decision making process. We'll provide an update to the website with the outcome at the end of the week. Any costs to date on the project is paid by NZ Transport Agency Waka Kotahi as part of the available funding. - Gemma</p>			
16 June 24			
<b>Your Say Stratford Team</b>			
AGREES	DISAGREES	REPLIES	
0	0	0	
<p>Thanks J Smith for your feedback. Elected members will be making a final decision on this project on Thursday 20 June. We'll provide an update to the website with the outcome. - Gemma</p>			

## FORUM TOPIC

### Pedestrian Crossings Forum

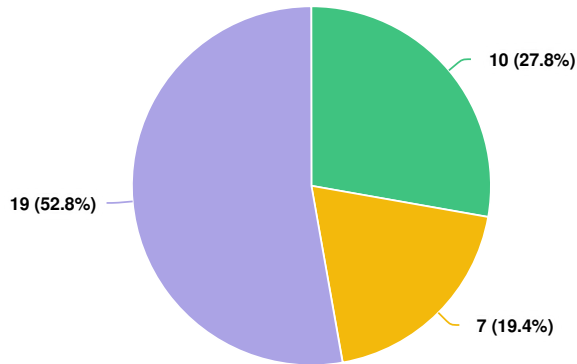
16 June 24			<p>After reading through these comments on here and taking into consideration the safety problems I experience daily at the roundabouts mostly Regan St I would like to share my thoughts. I own a small earth moving company based in Stratford. Driving my truck I have had school kids and teenagers cross over the drawbar of my truck and trailer just as I have had the right of way at the roundabout. My trailer regularly weighs close to 20ton and if I didn't notice the children in my mirror, I wouldn't even feel them if I ran them over, this is my biggest concern also the speed that freight trucks enter the roundabouts is scary, I witness them not giving way all the time. I think it is only a matter of time before there is a fatality or serious injury at one of the roundabouts. So I support option 2. I feel if the existing crossing had lights we as motorists would lose say 1 minute every time someone wants to cross the crossing and the vehicles would just back up through Broadway blocking parking. I think you might only receive the same hold up of time with the crossing options. If I had a shop in Broadway or Prospero Pl I would be encouraging foot traffic past the front of my shop, I know if I am going to Broadway fast food I always look in McDonald real estate window displays or the florist. Or if I have to park up by Masla Bay when I am wanting to go to Magnum Sports I look in McDonald and Co or I stop at the central butchery and get some droewors so I personally feel that shop owners would see more interest in these shops. If I am worried about congestion and I can see it when I am up by the northern dairy, I will turn down Seyton St and go along Juliet and Orlando and come out by Pioneer village at the southern end of town saving myself a few minutes. Or vice versa heading north I will turn at Fenton and go along Miranda St and come out on Pembroke not much traffic those ways. I think the congestion argument is a poor one on safety.</p>
AGREES	DISAGREES	REPLIES	
0	1	0	
16 June 24			<p>Sounds like spending money for the sake of spending money. The problem is the public will still J-walk no matter where the crossings are. If the public can't take the time to walk to the crossing we already have then what makes you think they will walk to the 2 new crossings. The cross options that are close to the roundabouts, I believe will result in people crossing getting hit, mostly by vehicles coming from the side roads as the visibility will be poor &amp; they will possibly be still looking the wrong way as they watch the traffic coming toward them. The congestion will cause an issue as traffic will back up across the Roundabouts. Taking 21 parks away from this small part of the main street will create more problems than you think you have now. The few Traffic incident reports you have from the last 5 years, would not make me think the 1 crossing is a huge problem.</p>
AGREES	DISAGREES	REPLIES	
1	0	0	
16 June 24			<p>Instead of having 2 pedestrian crossings in Broadway which seems like an overkill could we not remove the existing one and have it put up or down Broadway so that it is sufficiently away from Prospero Place. That way people can still stand on the footpath to view the Town Clock and there will be no worries about having to stop to see if anyone is waiting to cross the road at the crossing.</p>
AGREES	DISAGREES	REPLIES	
0	0	0	

## ENGAGEMENT TOOL: SURVEY TOOL

### Pedestrian Crossings - Feedback form

Visitors <b>149</b>	Contributors <b>36</b>	CONTRIBUTIONS <b>36</b>
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After looking at the 2 options available, let us know what your preferred option is below.



#### Question options

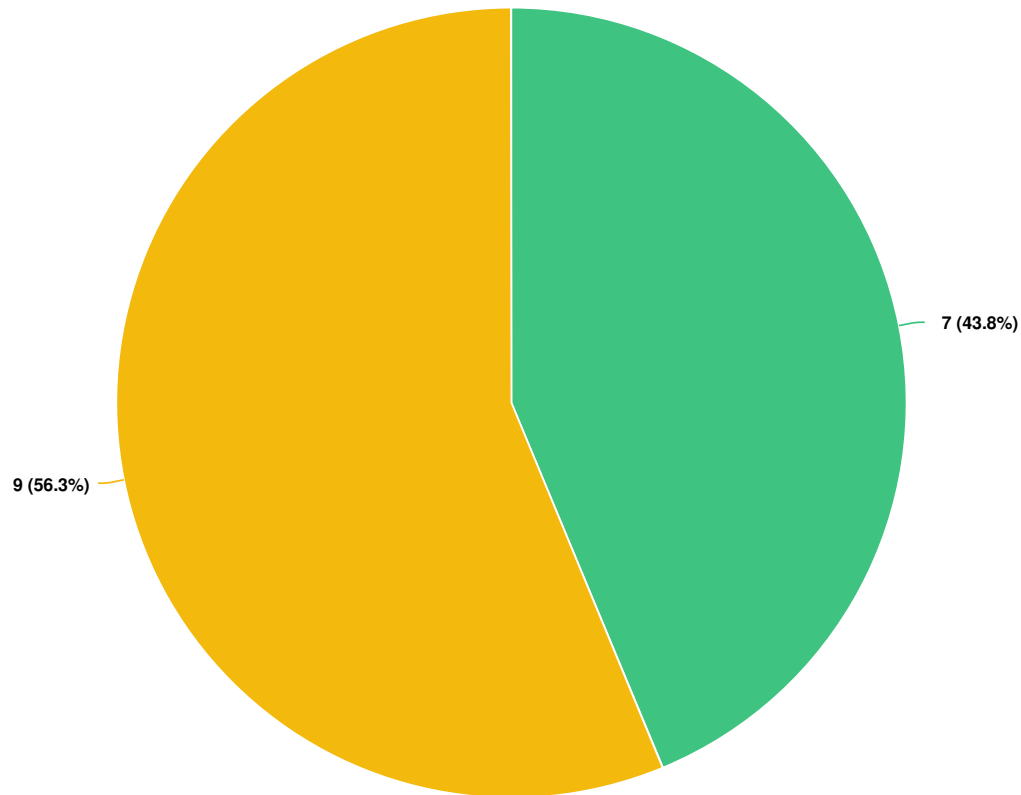
- Option 1
- Option 2
- Option 3 (a mix between 1 & 2)

Mandatory Question (36 response(s))

Question type: Radio Button Question



You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.



**Question options**

- Option 1 northern pedestrian and Option 2 southern pedestrian. We'll call this option 3(a).
- Option 2 northern pedestrian and Option 1 southern pedestrian. We'll call this option 3(b).

*Optional question (16 response(s), 20 skipped)*

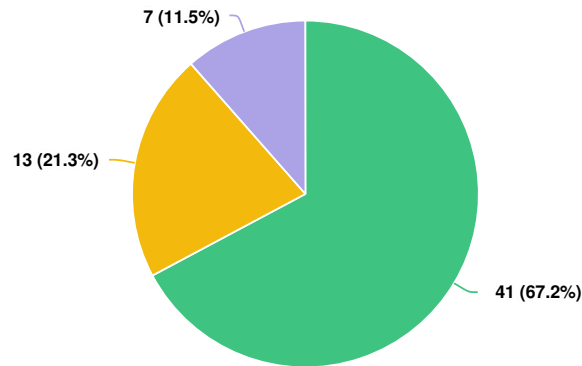
*Question type: Radio Button Question*

## ENGAGEMENT TOOL: QUICK POLL

Take a look at the 2 options available and let us know your preference below.

Visitors <b>62</b>	Contributors <b>61</b>	CONTRIBUTIONS <b>61</b>
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Take a look at the 2 options available and let us know your preference below.



### Question options

- Option 1
- Option 2
- A mix between option 1 & 2 (if you select this, you should complete our feedback form!)

Mandatory Question (61 response(s))

Question type: Radio Button Question

## Survey Responses

30 April 2024 - 16 June 2024

### Pedestrian Crossings - Feedback form

# Your Say Stratford

Project: New Pedestrian Crossings - Broadway, SH3



VISITORS					
149					
CONTRIBUTORS			RESPONSES		
36			36		
36	0	0	36	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



**Respondent No:** 1

**Login:** Registered

**Responded At:** Jun 04, 2024 17:01:40 pm

**Last Seen:** Jun 04, 2024 06:54:25 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

No, but I think, the same as a lot of other people, we actually need another crossing Broadway North, maybe around Sunflowers on Broadway. It is badly required.



**Respondent No:** 2

**Login:** Registered

**Responded At:** Jun 04, 2024 17:04:07 pm

**Last Seen:** Jun 04, 2024 07:02:23 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 2

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I would love to see traffic lights controlling at least the Northern crossing. Keep everyone safe. Also have council explored an underpass or overbridge?



**Respondent No:** 3

**Login:** Registered

**Responded At:** Jun 04, 2024 17:20:00 pm

**Last Seen:** Jun 04, 2024 07:18:29 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 2

---

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

---

Q3. **Do you have any comments to share with your preferred option? Let us know below.**

I just wanted to say thank you for taking action on this. I'm looking forward to the new crossings.

---



**Respondent No:** 4

**Login:** Registered

**Responded At:** Jun 04, 2024 18:53:45 pm

**Last Seen:** Jun 04, 2024 08:45:14 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

While there's no option to choose neither I take it Waka Kotahi have decided we need 2 and that's that. I know we have to make our main road safer, but have they actually been to our main road and done a recording as to how many vehicles pass through Broadway daily? Mainly after school say from 2.30pm to 5pm? Many days I am in traffic banked up to 4 square coming back into town and some days it takes 15 minutes to get through town again. Mostly being calm but there are many many drivers who are not ok with waiting patiently. The traffic through Stratford has increased a heck of a lot in the last 2 years, and having 2 pedestrians in a short space seems to be a ludicrous answer and will congest an area that's already very congested during these peak times. I know we don't have the trouble of Auckland and having to sit in traffic for hours but that's why we live here, to be able to get through town to the pools, or sports in 5-10 minutes and not have to sit and wait for ages. To me this just seems silly. Drivers will be impatient and this could lead to an even unsafe Main Street for our kids and ourselves to cross. Just move 1 down a bit from the clock tower. I wouldve hoped they'd consider one by Fieldtorque/northern dairy in addition. But with 2 in the middle of the round about i guess they'll leave that one too :(



**Respondent No:** 5

**Login:** Registered

**Responded At:** Jun 04, 2024 19:58:06 pm

**Last Seen:** Jun 04, 2024 09:46:30 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Northern option 1 is best situated further away from the northern roundabout to reduce traffic congestion. Southern option 2 is best situated south of Mackays Unichem Pharmacy to be able to provide continued car parking accessibility to the pharmacy for those who are elderly, unwell, disabled or have mobility issues. The pharmacy has one of the highest visitor/customer numbers on Broadway and should remain easily accessible.





**Respondent No:** 6  
**Login:** Registered

**Responded At:** Jun 05, 2024 03:46:02 am  
**Last Seen:** May 23, 2024 09:37:10 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

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**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

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**Q3. Do you have any comments to share with your preferred option? Let us know below.**

So long as there is no obstructions for view from a car. The concrete wall by existing pedestrian is terrible and you can't see clearly. Also will this give enough room for vehicles to stop and not block the roundabout? It gets really congested most days on Broadway.

---



**Respondent No:** 7

**Login:** Registered

**Responded At:** Jun 05, 2024 11:16:18 am

**Last Seen:** Jun 04, 2024 23:45:14 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

The frustration I see from motorists is every day and at times extreme. From vehicles trying to reverse from a carpark and traffic not letting them in. One of the main reasons being the buildup of traffic between the two roundabouts and drivers not having the patience to let anyone in. Also, many people travel for work now which sees motorists traveling through Stratford at regular times creating peak traffic times. This coinciding with school traffic makes the area grid locked. With the proposal of two pedestrian crossings, this will create even more frustration, and in my opinion will force some road users to use other streets running parallel with Broadway creating more heavy traffic areas and frustration. I suppose if the pedestrian crossings have traffic lights, then pedestrians cannot just walk out. SH3 at Egmont Village has an underpass for pedestrians. Can this be an option? Bottom line is traffic is way too heavy now to make them stop in such short distances. Keep it simple and make some common sense decisions.



**Respondent No:** 8

**Login:** Registered

**Responded At:** Jun 05, 2024 17:59:46 pm

**Last Seen:** Jun 05, 2024 07:57:33 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 2

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

Q3. **Do you have any comments to share with your preferred option? Let us know below.**

Taking away the car parks from outside Mackays pharmacy will significantly reduce access, especially for those with poor mobility and disabilities. This will have a negative impact on these minority groups abilities to access important health services.



**Respondent No:** 9  
**Login:** Registered

**Responded At:** Jun 06, 2024 06:15:08 am  
**Last Seen:** Jun 05, 2024 19:41:30 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I believe option one is the closest option, but the northern crossing needs to be in a similar position as the southern end. This will minimize traffic heading south backing up thru the northern roundabout and causing congestion at the Regan Street area.



**Respondent No:** 10

**Login:** Registered

**Responded At:** Jun 06, 2024 07:25:33 am

**Last Seen:** Jun 05, 2024 21:18:00 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Preferred the Option in which the two crossings were further from the two roundabouts to reduce congestion at the respective roundabouts and provide crossings relatively closer to the centre of the CBD. I agree with the NO STOPPING hatch at the Regan Street roundabout but feel that there should also be one at the Fenton Street roundabout - this would help with traffic flow at peak flow times, especially with the backup that seems to occur with traffic from the south later in the day.



**Respondent No:** 11  
**Login:** Registered

**Responded At:** Jun 06, 2024 09:33:37 am  
**Last Seen:** Jun 05, 2024 23:09:26 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

---

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

---

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I believe that the construction of the two new crossings may cause congestion at both roundabouts. At certain times of the day traffic turning right on to Broadway from Regan Street West may be caught in the no stopping area if traffic has to stop for pedestrians in front of them. At the southern roundabout the access to and across the roundabout from the west is often blocked by vehicles who have entered from the south and end up stopped on it because the line of traffic has stopped either at the existing pedestrian crossing or the northern roundabout. This is unlikely to change with the construction of a crossing closer to the roundabout.

---



**Respondent No:** 12

**Login:** Registered

**Responded At:** Jun 06, 2024 11:32:28 am

**Last Seen:** Jun 06, 2024 01:30:39 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Would prefer only one pedestrian crossing



**Respondent No:** 13

**Login:** Registered

**Responded At:** Jun 07, 2024 06:59:22 am

**Last Seen:** Jun 06, 2024 20:51:11 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Hi, I didnt like any of the options. It would have been good to let the community decide to keep it the same or not. Sometimes doing nothing is better. People in positions of authority think they have to change to justify there job. A better option would be to get the funding and put in a whole new crossing south of the Northern Dairy. Losing 22 parks is no skin of your nose you still get paid well. Think about the business struggling to pay their rates and make any money.





**Respondent No:** 14  
**Login:** Registered

**Responded At:** Jun 08, 2024 21:46:03 pm  
**Last Seen:** Jun 08, 2024 11:09:04 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Totally do not agree with any of those options. how is having 2 crossings close to both roundabouts going to increase traffic flow through town when there's almost double the stops.your going to create backed up traffic across both the roundabouts. There will be more irate drivers trying to reverse out of parking because the traffic has backed up...Crossings have already proven not to be that safe with someone already been taken out at a Stratford crossing in the past..Taking parking away iis a bad move..we have alot of elderly in our community that do not hold disabled parking cards therefore to make them walk a distance for in this instance to the chemist would cause problems for them. How about making a heavy traffic bypass for trucks to get them off the main street instead your not losing out on business from these drivers because they can't stop in town anyway.



**Respondent No:** 15

**Login:** Registered

**Responded At:** Jun 09, 2024 10:38:11 am

**Last Seen:** Jun 09, 2024 00:30:55 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I don't think any of the options will work to be honest. The trucks need to bypass Broadway completely. Change the roading to make that an easier option. The roundabouts already get blocked several times a day as it is. Any of the options proposed will cause more Kaos. I really hope this comment is read as this survey is geared to having an answer the council wants. There is NO option to disagree with the proposed changes and in my opinion, NONE makes any sense.



**Respondent No:** 16  
**Login:** Registered

**Responded At:** Jun 09, 2024 14:20:39 pm  
**Last Seen:** Jun 09, 2024 04:14:16 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

If implementing 2 pedestrian crossings, could they have lights so traffic flow is better. Actually believe we don't require 2 crossings just the current one with lights or remove the roundabouts and install lights instead as with all 3 so close together it just creates congestion. Or move the glockenspiel so tourists viewing don't walk out into the road to see it. Hard for traffic to work out if people are waiting to cross or just wanting to watch the glockenspiel. A pedestrian crossings closer to pembroke rd or sexton st would be far more useful.



**Respondent No:** 17  
**Login:** Registered

**Responded At:** Jun 09, 2024 15:36:55 pm  
**Last Seen:** Jun 13, 2024 01:59:47 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

This survey is a rort. Where is the option to disagree with all options and ask for the council to go back to the drawing board.  
Firstly remove those dangerous brick walls at the roundabouts so people can see what's ahead of them.



**Respondent No:** 18

**Login:** Registered

**Responded At:** Jun 10, 2024 14:08:07 pm

**Last Seen:** Jun 10, 2024 04:07:54 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 1

---

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

---

Q3. **Do you have any comments to share with your preferred option? Let us know below.** not answered

---



**Respondent No:** 19  
**Login:** Registered

**Responded At:** Jun 10, 2024 14:44:50 pm  
**Last Seen:** Jun 10, 2024 04:39:32 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Option 1 is my choice because I had to choose one. I do think this is an unnecessary cost to the community and will adversely affect several Local businesses. A better option would be to keep the current crossing, change the time the romeo and Juliet plays on the clock tower from 3pm to 4pm and put the money air marked for this project into tidying up Broadway as a whole. You've got derelict buildings on the main road, that while not council owned, are surely a council problem when they become what everyone sees of Stratford driving through. Work with the building owners, offer a subsidy to tidy up the shop fronts of buildings, put hanging baskets, make it attractive. Moving crossings around is a waste of money in my opinion and it serves to gain nothing.



**Respondent No:** 20

**Login:** Registered

**Responded At:** Jun 10, 2024 16:57:38 pm

**Last Seen:** Jun 10, 2024 06:55:02 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 2

---

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

---

Q3. **Do you have any comments to share with your preferred option? Let us know below.**  
not answered

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**Respondent No:** 21  
**Login:** Registered

**Responded At:** Jun 10, 2024 19:57:21 pm  
**Last Seen:** Jun 10, 2024 09:49:08 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 1

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

Q3. **Do you have any comments to share with your preferred option? Let us know below.**

I think the proposals are an absolute waste of time, money and resources. There is already a perfect pedestrian crossing in place. The disruption that the works will cause to local business is going to be massive. Why can even a portion of the proposed funds be spent on beautifying the main street that will then attract more tourists to the area, increasing spending in the town. The congestion issue around 3pm will always be there as schools are just let out and many people are coming through town at the same time. I'm not sure that the clock show has that much of an impact. The more cost effective option would be to change the clock show to 4 pm. Pushing the clock show out will also then have a positive affect on the safety of school kids in and around the clock tower crossing.





**Respondent No:** 22  
**Login:** Registered

**Responded At:** Jun 11, 2024 03:38:51 am  
**Last Seen:** Jun 10, 2024 16:43:55 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Just to clarify I only selected option 3 in the first question because you guys didn't provide an option that said neither. I'm not sure who's bright idea within the council has come to the conclusion that the CBD requires 2 pedestrian crossing however I'm not sure if anyone in the community has ever asked for this and it has completely missed the mark. From my observations, the existing crossing is fine however becomes a problem when people bunch up to look at the clock tower. The original idea a few years ago to shift the crossing 5-10m north was one way of solving this, the other idea of simply adding some pedestrian lights is a far better an easier fix. I'm genuinely surprised the decision to add 2 pedestrian crossings has been marked as a priority. Its also been mentioned this plan is in relation to the connecting our Communities Strategy. At this stage I'm struggling to see how adding 2 pedestrian crossings to the CBD improves this position. The council has yet to address there is no safe crossing at the north end of town around the northern dairy area. It has also not addressed the fact the southern crossing outside four square is one of the most dangerous pedestrian crossings on taranaki, it's a daily occurrence for pedestrian to nearly be hit by vehicles that have got distracted at the southern crossing. I'm surprised both of these issues weren't at the top of the priority list which leads to the assumption the people the council appoint to these committees overseeing those strategies either don't live here and or don't understand the issues. I usually don't provide feedback to the council because this is just a box ticking exercise which means they have already made their decisions and don't really care about the feedback, however, in this case I'd like to point out both these options achieves nothing for the town and I'd hate to know how much this project is going to cost because I'd assume the cost would far outweigh the benefit here.



**Respondent No:** 23

**Login:** Registered

**Responded At:** Jun 11, 2024 16:43:16 pm

**Last Seen:** Jun 11, 2024 06:35:56 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I actually had no choice but to pick an option when I do not agree with either one . The roundabout safety barrier in middle of Broadway is essential for the young and elderly to get across safely The new plan does not take into account a level access from what I can see making it a huge risk for prams, bikes, mobility aids and wheelchairs unless the camber of the road is drastically altered The safety barrier at northern roundabout is used by children twice a day on their way to and from school Anyone who has raised children knows they will not walk further down the road to cross To many businesses will be disadvantaged with the removal of parking spots which at peak times is a nightmare already



**Respondent No:** 24  
**Login:** Registered

**Responded At:** Jun 11, 2024 16:56:48 pm  
**Last Seen:** Jun 11, 2024 06:55:21 am

- Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)
- 
- Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).
- 
- Q3. **Do you have any comments to share with your preferred option? Let us know below.**  
Don't like any options to be honest. Feel there could be better and maybe more cost effective ways to achieve your goals
-



**Respondent No:** 25  
**Login:** Registered

**Responded At:** Jun 11, 2024 18:46:01 pm  
**Last Seen:** Jun 11, 2024 08:40:01 am

- Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)
- 
- Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).
- 
- Q3. **Do you have any comments to share with your preferred option? Let us know below.**
- I don't like the idea of losing car parks as it is hard enough to find a park in town at a times. This would mostly affect the elderly. I think a traffic light system on the existing crossing like Inglewood has would be a better option.
-



**Respondent No:** 26  
**Login:** Registered

**Responded At:** Jun 12, 2024 01:43:03 am  
**Last Seen:** Jun 11, 2024 15:40:18 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Instead of having people cross the road and hold the traffic up in the busy periods of the day. Why dont you make the people walk underneath the road like we do for the train down by the new commercial pub



**Respondent No:** 27

**Login:** Registered

**Responded At:** Jun 12, 2024 18:04:42 pm

**Last Seen:** Jun 12, 2024 07:55:51 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 1 northern pedestrian and Option 2 southern pedestrian.  
We'll call this option 3(a).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Why do I have to choose from the new options, I think it works perfectly fine as is, the crossing leads to the public toilets and what part of this "plan" makes sense in stopping congestion??? This will create an absolute chaos at the roundabouts!!! Just because you have been given the money doesn't mean you need to spend it. Focus on community projects that matter isn't that why we are paying more in rates now??? Improve earthquake strengthening in the cbd better the Main Street for Stratford locals. Then after you have completed the massive task at hand then it would be an idea to take a look at what the Main Street needs. Surely our council has more common sense or do none of you drive the Main Street?



**Respondent No:** 28  
**Login:** Registered

**Responded At:** Jun 13, 2024 20:01:20 pm  
**Last Seen:** Jun 13, 2024 09:56:41 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

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**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

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**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Option two is right outside the key takeaways. I feel their business would suffer with people not being able to park right outside it. Option 1 also has other crossing not outside a takeaway place too. People getting takeaways are lazy and don't want to have to walk. Other businesses would be fine.

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**Respondent No:** 29**Login:** Registered**Responded At:** Jun 14, 2024 08:02:30 am**Last Seen:** Jun 13, 2024 21:56:31 pm

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 1

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I fully support Council's intention to construct two new pedestrian crossings and remove the current crossing in the Central Broadway. Well done to Council staff and any Elected Members involved in getting the funds from Central Government for this much needed safety facility. I do not have a strong view on any of the three options. Any combination would be beneficial to pedestrians in Stratford by providing safer crossing options. I do give the following feedback on the project as a whole though. I am sure that Council staff will ensure that the installation of both crossings is carried out to a high standard of workmanship by their contractors. Seeing the results of roading contractors work on State Highways over the past few years I think it prudent to make the following points. My understanding of the Road Code in relation to pedestrian crossings is that:

- If there is a raised traffic island in the middle of the crossing then drivers have to stop and give way to pedestrians only on their side of the crossing.
- If there is no raised traffic island in the middle of the crossing then drivers have to stop and give way to pedestrians on both sides of the crossing. As is required at the current crossing by the clock tower.

Both crossings should be the former, which is my interpretation of the drawings. The crossings should be painted in white bars, which have safe surface to walk on when wet, with black bitumen in-between to indicate they conform to the Internationally recognised form for a pedestrian crossing. This would be particularly helpful for foreign tourists who are not accustomed with Aotearoa's penchant for multi-coloured crossings. The actual pedestrian crossing should be at the same level as the road, not be raised. A raised crossing creates a double hindrance for drivers. The raised indicators, yellow dots, which are essential for people with limited vision should be a safe surface to walk on when wet. The drawings show painted markings for No Parking areas at the approach and exit from the crossings. These should be raised concrete to actively prevent parking by all vehicles, particularly large ones that block field of vision for other drivers. This is especially important when a pedestrian of small stature is stood on the footpath wanting to cross. A painted line and signage serves no actual purpose whatsoever, especially when Stratford does not have full time Parking Wardens. A good example of how not to install a crossing can be seen no further away than Inglewood. Stratford has ample parking facilities within a short walk of the centre of town so the loss of a few car parks is inconsequential. In my view both roundabouts should have the No Stopping Hatch Across Intersection applied to the approach to Central Broadway, not just the northern roundabout. This view is irrespective of the project to install new crossings. There are an increasing number of times that I see tailbacks approaching the roundabouts. This is more noticeable on the approach from the south where there are no suitable side streets which would avoid Central Broadway after passing Hills Road. Some truckies may consider by-passing Central Broadway to avoid the possibility of having to stop, twice. This may result in unintended consequences of more large trucks, on other roads within central Stratford, wanting to avoid the crossings. Residents experience this situation occasionally e.g. during Americarnia. That disruption is only for a few hours so not a genuine problem. However if it were to occur six days every week from 9-5 residents may take a different view. I raise this for Council staff and Elected Member to consider what actions they might have to take if this situation arose to a degree that it became a genuine annoyance for Stratford residents on those other roads. I am not suggesting that the project does not proceed, far from it, I only suggest that consideration for unintended consequences be given. My comments are intended as items for consideration and not meant to be negative. I am fully in favour of the project and congratulate Council in obtaining the funding.





**Respondent No:** 30

**Login:** Registered

**Responded At:** Jun 14, 2024 12:56:50 pm

**Last Seen:** Jun 14, 2024 02:55:42 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 2

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Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

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Q3. **Do you have any comments to share with your preferred option? Let us know below.**

No

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**Respondent No:** 31

**Login:** Registered

**Responded At:** Jun 14, 2024 19:49:00 pm

**Last Seen:** Jun 14, 2024 09:47:06 am

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

Q3. **Do you have any comments to share with your preferred option? Let us know below.**

I don't see the point in movie the existing crossing, A second one on the northern end would be handy.



**Respondent No:** 32

**Login:** Registered

**Responded At:** Jun 15, 2024 08:33:15 am

**Last Seen:** Jun 14, 2024 22:32:37 pm

Q1. **After looking at the 2 options available, let us know what your preferred option is below.** Option 1

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Q2. **You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

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Q3. **Do you have any comments to share with your preferred option? Let us know below.** not answered

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**Respondent No:** 33

**Login:** Registered

**Responded At:** Jun 15, 2024 13:05:25 pm

**Last Seen:** Jun 15, 2024 02:51:53 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.**

Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.**

Option 2 northern pedestrian and Option 1 southern pedestrian.  
We'll call this option 3(b).

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

I think the crossings location should be as close as possible to the roundabouts but allowing enough room to fit a truck and trailer between the crossings and the roundabouts. I feel all the islands should be infilled with red concrete so the planting doesn't have the chance to get overgrown and this would surely improve the strength and longevity of the islands.



**Respondent No:** 34  
**Login:** Registered

**Responded At:** Jun 15, 2024 19:45:35 pm  
**Last Seen:** Jun 15, 2024 09:44:45 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 2

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Hi there, As a community, we should be celebrating any funding that comes our way from NZTA that will make it safer for all pedestrians and road users, particularly when it is not coming out of our rates. If we decline this now, it may not come our way again in the future for some time. As a household, we have considered the options available and agree that option two is the better choice of the three options. We have chosen this option because: - The northern crossing is closer to Regan St which is safer and more likely to be utilised by families and school children crossing before and after school. -This option means the loss of only 9 car parks up the northern end of town where it is generally busier for shopping. - Having the crossing closer to the northern roundabout will slow down heavy vehicles entering the at the northern end, from the state highway. As a road user, I can't tell you the amount of times I have not been given way to by trucks travelling through here as they have been going too fast and are unable to stop in time. - The hatching of the roundabout at Regan street will stop vehicles blocking the roundabout and allow traffic from east and west to better flow through at peak times, while pedestrians are crossing, making it easier for us locals to get around town. - The design of the new crossings have what I can see as a "break" or "rest area" in the middle which will allow traffic to continue to go once the pedestrian has reached that point, as opposed to the current outdated crossing where all vehicles must wait for pedestrians to cross the whole road. -Both crossings seem to be bright with updated lighting, signage and tactile indicators for vision impaired. The no parking areas near the crossings will make it easier for pedestrians and motorists to see each other more clearly. - The fencing that is proposed at the northern end is a huge safety improvement which will force people to use the crossing and not cut across the road. -The southern crossing location is great as this end of town is usually not as busy parking wise as the northern end and will allow shoppers a safe option to cross to access those shops more easily. Currently with the lack of pedestrian crossings available at each end of Broadway, I have observed numerous amounts of young school children and families trying to cross at the islands near the roundabouts dodging traffic and making a quick dash for it in a slight gap of traffic.



**Respondent No:** 35

**Login:** Registered

**Responded At:** Jun 16, 2024 10:26:12 am

**Last Seen:** Jun 16, 2024 00:25:45 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 2

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**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

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**Q3. Do you have any comments to share with your preferred option? Let us know below.**  
not answered

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**Respondent No:** 36

**Login:** Registered

**Responded At:** Jun 16, 2024 17:45:34 pm

**Last Seen:** Jun 16, 2024 07:41:02 am

**Q1. After looking at the 2 options available, let us know what your preferred option is below.** Option 3 (a mix between 1 & 2)

**Q2. You selected option 3 - a mix of the current options. Let us know the design mix you prefer below.** not answered

**Q3. Do you have any comments to share with your preferred option? Let us know below.**

Instead of opting for two pedestrian crossings, would it be possible look at shifting the existing pedestrian crossing either up or down Broadway away from Prosperous





**New Pedestrian Crossings - Feedback provided by email (June 2024)**

	<b>Name</b>	<b>Feedback</b>	<b>Summary points relating to the options provided</b>
<b>1</b>	<b>Steve Cowan</b>  <b>Received 5/6/24</b>	<p>The new potential placements of the proposed pedestrian crossings on Broadway are the most ridiculous thing that could be done.</p> <p>The proximity of the crossings to both roundabouts leaves minimal time from coming round the roundabouts to react to people being there will also cause potential sitting traffic on the roundabout not being able to proceed along Broadway which could result in blocking both roundabouts for traffic and emergency services.</p> <p>Surely common sense can prevail and the existing crossing in the centre of the street be upgraded to have lights installed. Simple solution and much more cost effective and will have no impact on people standing watching the clock tower as if they aren't crossing they don't press the button and stays green for traffic to proceed !!!!</p> <p>Cheaper, safer and much more effective than the crazy suggestions.</p>	Against – would like to see lights installed
<b>2</b>	<b>Bradley Weedon-Ries</b>  <b>Received 5/6/24</b>	<p>To whom it may concern</p> <p>Looking over the 3 options available, neither seem to be a good option as they will cause more congestion and possible accidents due to vehicles coming off of the roundabouts plus our town already struggles with the parking spaces we have on Broadway so removing more of them would be a step in the wrong direction, the better option would be to keep the current crossing location and fitting lights.</p>	Against – would like to see lights installed
<b>3</b>	<b>Rowan Jones</b>  <b>Received 5/6/24</b>	<p>What a waste of time your about to make Broadway far more congested than it is now. Use the money for something that's needed. Eg remove the bushes off the roundabouts so cars can actually see. Or get it re allocated to Regan street where the road has been a mess for ages!! Drive through the main street at 5pm on a work day and see what you think instead of rushing into stupid angled crossings that are going to be dangerous. A lot of people rush through the roundabouts soon to be running over pedestrians on your new crossing! Don't waste good taxpayer dollars unnecessary!</p>	Against
<b>4</b>	<b>Craig Burrows</b>  <b>Received 5/6/24</b>	<p>Hi,</p> <p>I take it there was no consultation with the community as to a solution to this problem before committing to three foolish options.</p> <p>The following must be obvious:</p>	Against – would like to see lights installed

		<p>There's already a lack of parks in the Main Street, if you listen to business, any reduction of parks will have a resulting reduction in revenue and convenience for customers.</p> <p>The roundabouts already suffer from congestion. May I say exacerbated by the fact you can't get a full picture of traffic movements due to obstruction by the planting.</p> <p>Crossings in such a short piece of road will lead to further congestion as it will take very few vehicles stopped at the crossings to back up over the roundabouts.</p> <p>A hashed area will not stop vehicles from spilling onto the roundabout as there isn't enough lead up to understand what's going on. It's also an unfamiliar road condition not allowing traffic onto a roundabout. This unexpected stop exiting the roundabout is highly likely to cause numerous nose to tails and god forbid pedestrians will be hit.</p> <p>The obvious solution to the congestion at the existing crossing is the installation of crossing lights. Anyone standing watching the Glockenspiel will not push the crossing button, eliminating any confusion.</p> <p>One would expect, in a ten year plan, provision was given to a solution to the ever increasing congestion at the roadabouts, and a solution to getting adults and children across the main road on foot, mobility scooters and bikes.</p> <p>In particular from east to west for schools.</p> <p>The solution being to replace the roundabouts with traffic lights. This simplifies vehicle movements and allows safe crossings at either end of the town on all eight crossing combinations.</p> <p>The council needs to take the high ground here, it's never too late to reappropriate the funding to a common sense, popular and bold decision for our future.</p>	
5	<p><b>Hollie Sarten – Findlays Flower Studio</b></p> <p><b>Received 6/6/24</b></p>	<p>Hi there, I thought I would give feedback on the options for these pedestrian crossings.</p> <p>Option 2 would be great because kids are always trying to cross by that roundabout however I think option 1 is better overall. I think the kids will still use it as it's not too much further. As a driver I think it would be a bit safer with the traffic for option 1 as its further from the roundabout as the drivers already have plenty to think about going through the roundabout then they can focus on stopping easier once they are already through if that makes sense.</p> <p>As a business owner I think option 1 aswell as the closer they are together I think this would encourage more foot traffic I think people are more likely to stop at our shops and do a walking loop around the retail shops or easily cross over to the main areas.</p> <p>Cheers</p>	For – Option 1
6	<b>Grant Best</b>	<p>I tried to use the feedback form but unfortunately I can't get past question 1 as I don't agree with any of the options. My reasons for this are as follows...</p>	Against

	<p><b>Received 6/6/24</b></p>	<ol style="list-style-type: none"> <li>1. Retailers are having an unprecedented downturn in sales already without losing any carparks on Broadway.</li> <li>2. Why would you not reinstate carparking where the existing pedestrian crossing is?</li> <li>3. We already have bottleneck times way past the roundabouts especially at school pick-up times and at 5pm. Having crossings closer to the roundabouts will only make this worse in my opinion.</li> <li>4. No matter what you do with the crossings, you will still have people crossing the road away from them. Even now I believe more people duck across the road rather than walk to the crossing. Once they are at either ends of Broadway (away from most retail shops) this will increase the level of jaywalking.</li> <li>5. A cheaper option would be to build the islands, including the centre pedestrian refuge on the existing crossing.</li> <li>6. It seems to be a lot of money to spend on something that won't really work in my opinion.</li> </ol>	
<p><b>7</b></p>	<p><b>Shev Herrick</b>  <b>Received 7/6/24</b></p>	<p>Your options are terrible and will solve nothing but cause more headaches.</p> <p>Option 4: keep existing pedestrian.... put lights and speedbump .... like the main street of Inglewood and outside centre city.</p> <p>The issue isn't where the existing pedestrian is. For me it's people standing like they're going to cross when in fact they're just standing there watching the weird puppets in the Glockenspiel. A light system will stop this confusion.</p> <p>As I say to my kids. Make good choices.</p>	<p>Against – would like lights and raised pedestrian</p>
<p><b>8</b></p>	<p><b>Leanne Frandsen</b>  <b>Received 7/6/24</b></p>	<p>I can't pick a option for the new crossings as it's the most stupid idea for Stratford.</p> <p>Taking away car parks is not a good idea, saying plenty of parks on the next street over, is no good as a lot of people cannot walk far, because of health problems.</p> <p>Traffic backs up badly along Broadway now, trying to back out of a park is a nightmare, especially at certain times of the day. Car's do NOT stop to let someone out of a park. So if there are 2 crossings that will make it worse.</p> <p>The roundabouts are a Hazzard , as you cannot see oncoming traffic turning at the roundabouts if you are in a car, until they are nearly around so cars are waiting for much longer before they go. People complain about not being able to see but the only thing done is a haircut for the hedges in the middle which does not solve the problem.</p> <p>I think you all should go and watch what happens at the roundabouts now, as if you put crossings too near them it is going to make the traffic build up even worse than it is.</p>	<p>Against</p>

		<p>Do you actually know how many car's and trucks go through Stratford each day, this is only going to get worse not better in the future. Also people will not stop in a town to shop or look around if there are no car parks so businesses will be really affected.</p>	
9	<p><b>Dianne Johnson</b>  Received 7/6/24</p>	<p>Having been in town to buy some wool from Arnold ( his wool is so better than you can buy on line) I was horrified what the pedestrian crossing on the North side of town could do to this shop!!! It will destroy Arnold's business (sewing wool shop). I was on crutches, and Arnold tells me approximately 30 people visit his shop on crutches a month. If your going to be home laid up the obvious good mental health strategy is to go to a decent craft shop.!!! There will be NO parking!!! This shop attracts people from out of town and is very unique. I urge you to look at some other options. Definitely a community meeting is needed.</p>	Against
10	<p><b>Pam McDonald</b>  Received 8/6/24</p>	<p>I can't believe that you are suggesting two crossings in our short main street. The traffic bottleneck is extreme with the one pedestrian; the concept of having two is certainly not a good idea.  I strongly object to this proposal</p>	Against
11	<p><b>Keryl Hopkins</b>  Received 8/6/24</p>	<p>To whom it may concern,  I am putting forward my concern for the plans for 2 crossings near the round abouts. I see this as putting pedestrians in more danger &amp; causing a build up of traffic right along our main street. I feel there are better &amp; more cost effective ways to improve the crossing we currently have.  Thanks for reading.</p>	Against
12	<p><b>Michelle (via Ricki Parrett email address)</b>  Received 9/6/24</p>	<p>Good morning I would like to give feedback please on the proposed crossings. I agree the crossing needs to be moved as it is dangerous to sit by the clock tower as you are never sure if people are waiting to cross or if they are watching the clock. I don't feel either option is the best for the town. At certain times of the day ie school pick up. There is already a lots of traffic and congestion which in turn makes people drive not very well ( u turns in front of other cars etc ). If you add to the congestion then it will make driving more dangerous at busy times. Also I don't feel the town can lose any more parking at busy times there are already not enough parks. I feel one traffic light crossing would be far safer and have it placed away from the clock town so there is no confusion.</p>	<p>For Glockenspiel crossing to be moved But doesn't feel options provided will be good. Suggests truck bypass</p>

		<p>Maybe also look at additional parking along the road where the new pools are. When swimming, hockey and netball are on that road is very busy and the two car parks are always full at present.                  Would have been really good of the plan to re route trucks could of worked as they really do take away from the nice things main town is trying to do.                  Thank you for your time                  Michelle</p>	
13	<p><b>Glenys Oliver</b>   <b>Received</b>  <b>9/6/24</b></p>	<p>Why not spend the money on cleaning up the main street shop fronts the crossing that's already in town works fine for the size of our main street..I have heard many out of towners comment on how the state of our main street buildings let us down..</p>	Against
14	<p><b>Lydia Macken</b>   <b>Received</b>  <b>9/6/24</b></p>	<p>Neither option sounds very appealing or even safe to me. The volume of traffic that goes through Stratford at certain times is quite high and as it is already the roundabouts get quite backed up. I feel like this is going to make people take more driving risks. The crossing in the middle of town does need to be made safer though, sometimes with all the people standing around watching the clock tower your never sure if they are crossing or not. Lights and possibly speed humps would work really well. We can't afford to lose anymore Main Street car parks and I know most of the businesses on broadway would agree.</p>	For improved crossing at Glockenspiel but against options provided and suggests lights and raised pedestrian
15	<p><b>Makayla H</b>   <b>Received</b>  <b>9/6/24</b></p>	<p>The speed and amount of traffic is the problem. I'm 27 years old and just opened Hairvana studio, where you'll be chopping off parks for my elderly and azure and Unichem's, I did NOT work my ass off for the potential of lower volume of clients due to no parks.</p> <p>Why not implement a traffic light stop like the crossing at centre city? Why chop out 22 parks that are already hard to find in Stratford, you'll put businesses out of business if you make it non accessible for a vast majority. The stretch of the road is too small for two crossings. AND it's too dangerous without a warning that EVERYONE can see</p>	Against – suggests lights at existing crossing
16	<p><b>Robin Hodge</b>   <b>Received</b>  <b>9/6/24</b></p>	<p>Dear Sir/Madam,</p> <p>I am writing with regard the proposed new pedestrian crossings on Broadway.</p> <p>I have studied both Option 1 and Option 2 and in my opinion this is going to cause congestion at both roundabouts, especially Option 2. I believe we need to take into consideration the amount of heavy traffic going through the main street particularly truck and tandem vehicles as shown in Option 1 about to enter the roundabout.</p> <p>People are not going to adhere to a No stopping hatch on the northern roundabout through ignorance or haste which will in turn prevent traffic on Regan Street being prevented from going through. The same thing will more than likely occur on the Southern roundabout with traffic trying to get through on Fenton Street.</p>	Against – suggests lights at existing crossing

		<p>My suggestion would be to install a pedestrian light on the existing pedestrian crossing which people press when they want to cross the road. The traffic would only stop when the red light was activated and the remaining time the light would be green to allow a free flow of traffic with minimal restrictions.</p> <p>I hope you will take time to consider this option as it could save time and money on something that may have to be relooked at in the future.</p>	
17	<p><b>Brenna Blain - Stratford Rate Payer.</b></p> <p><b>Received 9/6/24</b></p>	<p>Feedback for the proposed pedestrian crossings.</p> <p>It is going to take away a lot of car parks from the businesses in Stratford when it is already hard enough to get a car park. What a way to kill a town when business is already down.</p> <p>The crossing in the middle of the Main Street is sufficient.</p> <p>Traffic already backs up something crazy without adding in the extra crossing. A solution to fix this needs to be found.</p> <p>To stop confusion around the people watching the clock tower add in some barriers like the zig zag for the train tracks like New Plymouth have.</p> <p>Also</p> <ul style="list-style-type: none"> <li>- The gardens in the roundabouts are an extreme hazard. They are way too high even when trimmed to safely see.</li> <li>- A safe crossing point with barriers at the Miranda/regan street is needed. The amount of children that fly over that crossing on scooters and bikes or just running across it's only a matter of time before a child gets seriously injured.</li> </ul>	<p>Against – suggests barriers at central crossing, and removal of roundabout plants</p>
18	<p><b>MJ and SL Collins</b></p> <p><b>Received 9/6/24</b></p>	<p>Thank you for the opportunity to comment on the proposed new crossings.</p> <p>We have concern regarding placement of a crossing close to the roundabout.</p> <p>Roundabouts are already congested and can be tricky to negotiate without additional traffic challenges.</p> <p>Vehicles might already be on the roundabout no-stopping area before a pedestrian steps onto the crossing.</p> <p>Eliminating parking spaces near key “quick stop” businesses such as bank, money machines, chemist shops, and takeaway shops is not very user-friendly.</p> <p>We appreciate that there may be some issues with the current central crossing but the proposals suggested are not a better option in our opinion.</p>	<p>Against</p>
19	<p><b>Sheree Espin</b></p>	<p>Hi there</p>	<p>Against</p>

	<p><b>Received 10/6/24</b></p>	<p>I would like to say I am against the removal of our existing pedestrian crossing and replacing it with 2 others.                  Firstly - the disruption to the flow of traffic thru Broadway caused by stop/starting at 2 crossings will be huge                  Secondly - the placement of a crossing close to a roundabout is disastrous as it will cause traffic to be caught up out on the roundabout unable to get through. It will also make it very difficult to back out of carparks with the back up of traffic.                  Thirdly - the loss of all those parking places outside businesses will be a financial blow to those shops, I also feel for the elderly that use McKays chemist and like to park as close as possible.</p> <p>The issue with the current Pedestrian is the uncertainty of people crossing or viewing the Glockenspiel, isnt such a bad thing as with people standing there means traffic slows right down the way it should is drivers are paying attention.</p> <p>Also, why wasnt the option to decline both the 2 proposed options available on the Antenno App?</p> <p>I really hope the decision to go ahead with these changes hasnt already been made.</p>	
<p><b>20</b></p>	<p><b>G&amp;G Fraser</b>  <b>Received 10/6/24</b></p>	<p>As you can see 99per cent of Stratford disagree with the crossings! Why try to fix something that is not broken!! Yes there is a lot of traffic at certain times but patience is the answer not crossings! This is the most RIDICULOUS idea council has ever made!!</p>	<p>Against</p>
<p><b>21</b></p>	<p><b>Bill Whyte</b>  <b>Received 10/6/24</b></p>	<p>I would opt for option 1 but have questions and suggestions which I would like answers to; 1. Why can't the area where the old crossing on the East side be used for parking, it is of no use to view the Glockenspiel and would reduce the 22 parking spaces you intend deleting. On the West side a viewing area on the grassed area would allow further parking on that side?                  2. Has the problem of truck and trailer units travelling south and following each other closely stoping at the north crossing been considered, for option 1 there may be enough room for both but I think option 2 may be embarrassing.                  3. A suggestion; Why can't heavy traffic travelling south turn at the top roundabout and travel along Juliet street and Re- join the traffic at the South roundabout and north bound heavy traffic turning at the south roundabout and travel along Miranda street to rejoin the main traffic from Seyton street? This is the only option without going through residential areas.</p>	<p>For – Option 1, with some consideration to a heavy vehicle bypass and parking to be reinstated at the existing crossing</p>
<p><b>22</b></p>	<p><b>Tony Willis</b></p>	<p>Hi,                  My views is that the pedestrian crossing is just fine where it is....just install traffic lights just like in Inglewood or in NP outside centre city.</p>	<p>Against – suggests traffic lights at existing crossing</p>

	<b>Received 10/6/24</b>		
<b>23</b>	<b>Geoff Sanders</b>  <b>Received 10/6/24</b>	I wishbone point out that there should be a pedestrian crossing near to Disability Pparking. On Disability parking there should in my opinion a crossing near Mackays Pharmacy. The late Nathan Smith said he had requested that over the years.. was told footpath too high.. nows the time to put one in as you do crossings... should also be disability parks at Stratford Primary. When my daughter was attending the school made access inside. With their redesign there is no place any more.	For – would like disability parking next to crossing at MacKays Pharmacy
<b>24</b>	<b>Kathryn Rogers</b>  <b>Received 10/6/24</b>	In regards to the proposal of two pedestrian crossings on Broadway, Stratford, I would like to make known I choose Option 4. Option 4 - Leave the one Pedestrian Crossing where it is in the middle of town. But while you are talking to NZTA get them to remove the plants on the roundabouts. We had two crossings in town many years ago. They were too much of a hassle being near the roundabouts. With the proposal of two crossings more businesses will be negatively impacted. The two crossings will be no safer than the crossing we have now. If people choose to cross other then on the crossing provided that is their problem. Just because you paint markings on the road on the roundabout to stop people from stopping there, (to keep through traffic flowing), doesn't mean these markings will magically stop traffic from stopping there. If somebody has pulled out in front of you, you have to stop. If the traffic has banked up in front of you suddenly, you have stop, sometimes mid roundabout. Road markings will not stop this, especially if there is a train going through town and the barrier arms are down and traffic banks up around the roundabout as it does now and will be made worse with two pedestrian crossings in Broadway. There is no need for this to be done, it is a waste of my money. However there is the glaringly obvious problem of the plants on the roundabouts, a real problem that has been complained about for many years, by many people and yet you just mutter something about it being NZTA's problem. No, it is Stratford's problem and as a council you are there to advocate on behalf of the ratepayers, so now you have NZTA's attention do something about the roundabouts, a real problem you have been asked to fix. Thanks	Against – suggests improvement will occur if roundabout plants are removed.
<b>25</b>	<b>Maria and Anthony (Tony) Ingram</b>  <b>Received 10/6/24</b>	Good evening,  My husband and I wish to advise the Stratford District Council and Waka Kotahi that we disapprove of all options suggested for new pedestrian crossings in Stratford.  Why have we as tax payers not been asked to put forward our proposal for our town's new pedestrian crossings.	Against – suggests traffic light at current crossing



		<p>There was many years ago in broadway two pedestrian crossings, but were got rid of as they did not work .... So why many years later is it being said as a done deal when Stratford town in this current age had a congestion problem of a build up of traffic from each roundabout extending beyond southern dairy to the south and past Seyton Street towards the north.</p> <p>Why has there not also been planned a night meeting for all rate payers and locals to attend as not all of us are retired or unemployed and able to attend at 3pm during the afternoon as we hold jobs that don't permit us to attend at that time of the day.</p> <p>Why is it not the people who live in the Stratford district who get to decide what happens in our town? What do the people know who live out of town and don't get to see day-to-day problems that occur with congestion being a big problem.</p> <p>We cannot afford to lose 22 car parking spots in the Main Street ... if people can't get a park where they want, they will go out of town to shop if their own town can't provide what they want.</p> <p>Leave the pedestrian crossing as it is but with traffic light system ... better still get rid of Glockenspiel from middle of town as that will get rid of people congestion at the pedestrian crossing.</p> <p>If the new pedestrian crossings go ahead please tell me how a 19 metre truck and trailer unit can be held up (with other vehicles ) at either new pedestrian crossing and not create more problems at both ends of town at the roundabouts.</p> <p>Please voice our concerns and disapproval to the hierarchy who have made this ludicrous decision/proposal.</p> <p>Kind regards</p>	
26	<p><b>John Clarry</b></p> <p><b>Received</b> <b>10/6/24</b></p>	<p>My opinion is to leave the crossing where it is. Even though traffic gets congested as it now stands it would be worse with two crossings. Perhaps if councillors had a look at the grid lock when schools come out and at 5 o'clock it could be beneficial before decisions are made.</p>	Against
27	<p><b>Murray Wells</b></p> <p><b>Received</b> <b>10/6/24</b></p>	<p>Attention Councilors, Why are we shifting a perfectly good crossing in the middle of town that only needs an upgrade.</p> <p>As councilors you should be encouraging shoppers to come and shop in our town, not removing 20 plus parking places, those visitors will keep on driving. Why would you remove parking outside some of the most busiest business in Stratford.</p>	Against – suggests traffic lights in place of the northern roundabout

		<p>It is time you looked at removing the Northern round-about and installing Traffic lights. 15 to 20 meter trucks struggle to turn around the round-about, especially when entering the round-about from East road direction, they often hold up traffic coming from the North. Pedestrians would be able to cross on all four streets making safer for everyone, especially school children. Remember that this is the intersection of two very busy state highways. There is nowhere for those living on the North East side of town to cross highway 43 and highway 3 safely, and this would provide it.</p> <p>I believe that the council is rushing this through without weighing up all the options, councilors need to go and traffic watch on a Wednesday after noon between 2.30 and 4.30 when school and stock sale traffic are on the move. The traffic congestion is bad. I been held up on a number of occasions as far south as the railway station, two pedestrian crossings in the central town is only going to make things worse.</p> <p>I AM DEEPLY APOSED TO ALL 3 OPTIONS. Council need to go back to the drawing board.</p> <p>Thank You</p>	
<p>28</p>	<p><b>Lauren Carroll</b>  <b>Received 10/6/24</b></p>	<p>What a joke! You want to install 2 more crossings NEAR the roundabouts that are already heavily congested without having extra hazards of people crossing. Why not just improve the one we already have by the clock tower with lights on it, speed hump etc (like Inglewood have done)and put a second crossing further up the northern end of town.</p> <p>OR better still put traffic lights where the roundabouts are.... problem solved you then have crossing places in FOUR directions two ends of town! 👍👍</p> <p>You should be focusing on diverting traffic so not EVERY single vehicle has to unnecessarily come through Stratford Broadway, its already a shit show without adding in further hold ups/congestion of more pedestrian crossings.</p> <p>I cannot fill in the feedback form because you haven't given us the option to select "none of the above options!" You just want us to select Option 1 or Option 2 but not actually have our say.</p> <p>Regards</p>	<p>Against – suggests lights/raised pedestrian crossing, and lights instead of roundabouts and diverting unnecessary traffic from Broadway</p>

<p>29</p>	<p><b>Robin Lilley.</b>  <b>Received 10/6/24</b></p>	<p>I object to the pedestrian crossing changes coming to Stratfords main Street as it cause a traffic bottle neck like never seen before. At present even 1 pedestrian crossing can see traffic back up completely between round a bouts. There will be 5 stopping points in our main Street yehar for traffic flow especially large trucks Money would be better spent on a heavy traffic by pass It seems that reading between the lines any submission by rate payers will be dismissed as the go ahead seems to be a go regardless Your Antenno apt has 3 approval options where is the one that gives the no option 😞 yours sincerely</p>	<p>Against – suggests heavy vehicle bypass</p>
<p>30</p>	<p><b>Arnold Cox</b>  <b>Received 9/6/24</b></p>	<p>I wish to put my opposing to the crossing in Stratford. I have included an attachment.  <i>Attachment contents (also available at end of this document):</i>  To whom it my concern Pedestrian Crossing Stratford. As I am an owner of Stratford Knit and Sew. I am totally opposed the both options of the new crossing in Stratford. Reason for the opposition is that existing one would work better if it was upgrades were made on each side of the clock tower crossing. If this crossing is closed people would still have cross the road to go to the toilets. To me this is a <b>Major health and safety issue.</b> People on the clock side parking will choose to cross at the tower. People who come from the library and from the other side hall car park won't go down to the other side to get to the shopping area. When events are held on the open area people who want to use the toilets won't go to the other crossing.  <ol style="list-style-type: none"> <li>1. Making the sides of the crossing more clearer</li> <li>2. At night with more lights.</li> <li>3. Have traffic lights and raised road.</li> </ol> <p><b>Option 1 Opposed</b></p> <ol style="list-style-type: none"> <li>1. The taking up of the car spaces by 22 will stop people from using the shopping centre as it is difficult to find parking a lot of the time.</li> <li>2. No drainage for the water to get to the main storm water drain at the end of the road.</li> <li>3. Reduces the couriers stopping to deliver goods.</li> <li>4. The number of times large trucks would have to stop to allow people to cross would stop the traffic and the build at each end will make getting through a lot longer.</li> </ol> </p>	<p>Against – has requested a deputation</p>

		<p>5. Tractors with wide wheel base would have difficulty getting through.</p> <p><b>Option 2 Opposed</b></p> <ol style="list-style-type: none"> <li>1. The taking up of the car spaces by 22 will stop people from using the shopping centre as it is difficult to find parking a lot of the time. I have a lot of elderly customers can now get out the car and be able to get onto the footpath without problems.</li> <li>2. No drainage for the water to get to the main storm water drain at the end of the road.</li> <li>3. Power box on side of street.</li> <li>4. It would be dangerous for trucks with trailers turning from Regan St onto Broadway onto main street with crossing so close to the corner,</li> <li>5. If fire and police and ambulances services are needed urgently there is no where for the cars to pull over.</li> <li>6. The corner from Broadway into Regan St the pull over is very short and cars would be holding up the traffic to get around.</li> </ol> <p>I would like to be able to have a voice at the council meeting.</p>	
<p><b>31</b></p>	<p><b>Vickie Bulman</b></p> <p><b>Received 11/6/24</b></p>	<p>Why move the existing predistran when you can solve the issue with lights at the predistran crossing</p> <p>The reason why</p> <p>There is alot of times when the clock goes off there's a congregation of people who are gathered around that area. As a motorist you think someone wants to cross their when infact they aren't which affects traffic flow unnecessary. If there were lights there as a motorist u will no when someone needs to get across.. Which also Is good for kids who are on their bikes so they just don't take off over it with out waiting.</p> <p>I have experience people running across with out waiting and seen trucks stop suddenly so the person isn't hit. Lights there will solve it.</p> <p>Theres no need to Put new one's in when what's there is suitable for where it is.</p> <p>Having a crossing one at the end near a round about is a Hazzard specially going around the corner not seen.</p> <p>Where a predistran crossing is needed is where the netball Courts are as it bad there as children dart out from cars to cross all down that rd and one day someone will be hit and killed ,there's no controlled crossing or anything suitable there.</p> <p>Instead of spending all the money on 2 in the main st spend it where it's needed</p> <p>Also with the trucks that go through the main street it will congest the traffic even more at the round abouts if a predistran moved to each end of broadway , this is a state highway with volumes of different traffic .</p> <p>The existing zebra crossing is fine just put lights it's simple not hard to figure out and spend lots of money where that can be put into where it's needed e.g netball courts .</p>	<p>Against – interested in lights at pedestrian crossing</p>

<p><b>32</b></p>	<p><b>Taranaki Diocesan School for Girls</b></p> <p><b>Bryda Barr (Head of Student Council)</b></p> <p><b>Karleigh Moir (Head Girl)</b></p> <p><b>Maria Taylor (Principal)</b></p> <p><b>Received 11/6/24</b></p>	<p>Kia ora Thank you for your invitation to give feedback on the pedestrian crossing changes in Stratford. Please find our thoughts attached. Thank you.</p> <p><i>Attachment contents (also available at end of this document):</i></p> <p>Dear Mayor Volzke and the Stratford Councillors, Thank you for the opportunity to give feedback on the new pedestrian crossing options.</p> <p>Firstly, we would like to say we are fully supportive of these changes. Anything we can do to make crossings safer for pedestrians - especially our young people and older residents, is a positive change. We know that some of our Taranaki Diocesan students walk to and from school and that the crossing in the centre of town is cluttered and dangerous. Also, many of our students are just setting out on a lifetime of driving and they are learners. So many distractions at this central point makes it even harder for them to be safe and confident drivers. Thank you for recognising that this is something we can improve.</p> <p>Our opinion is that the best option would be Option 1 because the crossings will be further away from the roundabouts. This will be safer for people to cross as cars are exiting the roundabouts and drivers may be focussed on the traffic rather than a person crossing.</p> <p>On another note, we know that this may not meet with a favourable outcome but we would like to say that we would love to see the crossing (or maybe even just one of them if both would be a step too far) be painted in rainbow colours. Our reasons for this are because, rainbows make people smile. They are colourful, cheerful and create moments of joy in the lives of children who cross over them. Also, of course, they represent a welcoming acceptance of all members of our community. There is nothing to be afraid of in using a little colour. We would be thrilled to support this and would love it if this were possible.</p> <p>Once again we would like to say that, whichever option the council decides on will be a positive change.</p> <p>Thank your for considering our feedback.</p>	<p>For – Option 1</p>
<p><b>33</b></p>	<p><b>Michael Jones</b></p> <p><b>Received 10/6/24</b></p>	<p>good morning, i am email this about the crossings in town and i know it is nzta that does it. i have rang nzta about the pedestrian crossing outside the southern dairy which is used quite alot, ive sat in four square and watched as trucks and cars go passed, all speeding up as they are heading out of town, ive watched as people wanting to cross and espstialy people in mobility scooters, one day i watching 3 truck and trailers right up each others a@#es had no chance whatso ever of stopping, ive rang nzta</p>	<p>Interested in lights crossing like Inglewood.</p>

		<p>about it and they said its up to the pedestran to look out, on your page for these crossings, you said zebra crossings to give pedestrians priority, obviously this is not the case, when i rang i suggested why cannot they do like inglewood, i was just wandering if there were any chance of your input to safe guard our community, thanking you michael</p>	
34	<p><b>Sally Caskey</b></p> <p><b>Received 10/6/24</b></p>	<p>Hi Stephen,</p> <p>I am writing because you are unable to be reached by phone. I have tried.</p> <p>I am a concerned resident of Stratford. I have been engaged in multiple conversations with other locals recently and I have not spoken to one person who believes this will solve the problem of “ rush hour” traffic through our CBD, nor will it enhance the pedestrian experience in our town. Option 1 is bad. Option 2 is downright ludicrous. Surely you can all see this. Please don't spend money just because it is being offered. And if the government say you MUST do it, then be honest and say so. I'll just make a list of the reasons why I, and the group of families I'm writing on behalf of, believe this plan should not go ahead.</p> <ol style="list-style-type: none"> <li>1. Having two pedestrian stoppages through Broadway will slow traffic and therefore cause even more congestion.</li> <li>2. They will impede the efficiency of the roundabouts and probably lead to accidents.</li> <li>3. Losing 22 parking spaces could well be the death knoll for many businesses. If you believe elderly folk will trot across from the War Memorial carpark, you're simply kidding yourself. They will stay home. Younger and working people are time poor and will also elect to leave that task, go home and buy it online.</li> <li>4. With less parking available cars and vans travelling through town won't make impulse stops, they will take their business to the next town. Another nail in the coffin for businesses.</li> </ol> <p>Reducing a high number of deaths on this stretch of road would be a good idea, but we haven't had any deaths so there's not a problem!! This will also NOT solve the issue of congestion on Broadway. Large trucks as through traffic are the biggest problem. Could we not consider a bypass for them? That would actually ease traffic flow through town.</p>	<p>Against – interested in heavy vehicle bypass and walking button</p>

		<p>Some people have suggested a walking button at the central crossing so pedestrians can indicate when they want to use it. As far as we know there have been no serious accidents on this crossing, so what if a driver has to slow down to be sure. Shouldn't we be doing that anyway? This does not seem a serious enough problem to warrant the illogical changes being presented.</p> <p>Was Stratford even visited by the planner? I would really love to know the answer to this.</p> <p>You can use all the fancy terminology you like but the people can see right through it. It is not solving a single serious issue. The inconvenience while it's being constructed and the end product will do serious harm to the businesses of our lovely little town and if it goes ahead, people like yourself will have no town either.</p> <p>I wonder if you live in Stratford Mr Bowden?</p>	
35	<p><b>Shirley Dodds</b></p> <p><b>Received 11/6/24</b></p>	<p>Seems strange after asking for feedback on the crossings, it was reported on Stuff on Friday, no councillors said no to the proposal, so crossings were all go. From many people I have talked to, are against those options, one thought was why not do crossing lights like the one at Inglewood, where existing crossing is. Maybe no decision should have been made till suggestions of public were considered on 19th and not before or why ask to express opinions.</p> <p>Second email received 12/6/24: Again today in Stratford Press it was reported that decision was made in May by council to go ahead with Crossings, so why is there a meeting on the 16th to decide fate of Crossings. Just a waste of time for all, no faith in the system, you need to talk to ratepayers, not just councillors and listen. We had a meeting of several today n from all, nit one person wanted this change...</p>	Against – suggests lights
36	<p><b>Ghislaine Brien</b></p> <p><b>Received 11/6/24</b></p>	<p>My feed back is the crossing are to close to the roundabouts and we are losing to many car park spaces with out been given any back.</p> <p>You have to many elderly drives to do this.</p> <p>The roundabouts need the growth in middle taken out so people can actually see and read the traffic and the round about better.</p> <p>But just putting In traffic lights above the crossing already there will be the best answer and the safest option.</p>	Against – suggests lights and removing roundabout plants
37	<p><b>Amy &amp; Nick Stott</b></p>	<p>Hi there,</p> <p>I would like to submit my thoughts regarding the proposal of the two new pedestrian crossings on Broadway.</p>	Against – suggests alternative options

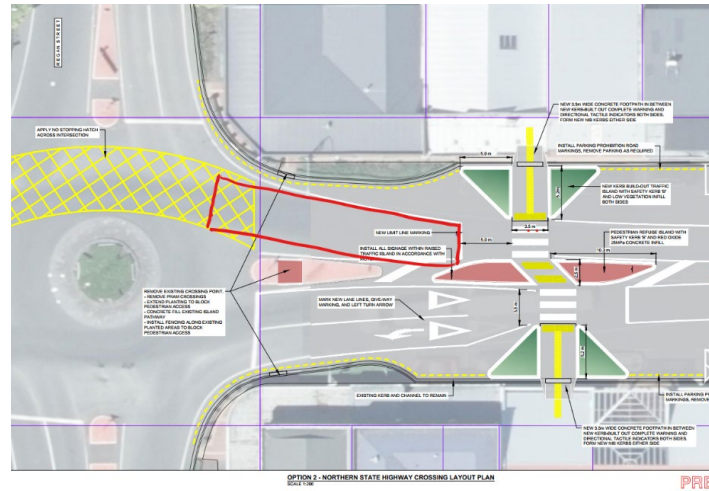
	<p><b>Received 11/6/24</b></p>	<p>I'm no expert on roading or pedestrians and I agree we need a better option but I think two will cause absolute chaos. If there is someone pulling out of a park now, the traffic stops. Having two crossings will cause absolute mayhem.</p> <p>A traffic light system seems like a better idea and on a timer so every 5 minutes or so the light goes green (not instantly when people are pushing it). Although, I don't know about a cost for this but they drill under things now so I can only imagine adding a traffic light would be a whole lot easier and maybe less costly?</p> <p>Another suggestion by my genius partner (Nick Stott) was to build a pedestrian bridge above the existing crossing (removing the existing crossing) and then said bridge to go around/past the world-famous Glockenspiel and down the other side. Cage it so people/kids don't throw stuff over the side. Visitors to town would enjoy using this pedestrian bridge and shops wouldn't need to close.</p> <p>It also seems crazy that we have two bridges but only one is used regularly. The bridge by Mitre10 is under utilised so is there a way that traffic can be diverted to this bridge and rejoin the main highway once out of the residential area (south side of ITM/Warwick Road)?</p> <p>With the mention of ITM/Warwick Road, this intersection is scary and dangerous. Could the berm on the highway be pushed towards the railway track to allow space for a logging truck to pass anyone turning right into Warwick Road?</p> <p>And Warwick Road is used as a racetrack by multiple people (good money making road). Avon Primary school borders this road and people don't seem to care.</p> <p>God-forbid an accident on the north side of Stratford. The traffic can build up, nose to tail, past Warwick Road.</p> <p>I think putting an additional pedestrian crossing in is going to cause major traffic jams and small businesses to suffer. If businesses suffer, we all suffer.</p>	
<p><b>38</b></p>	<p><b>Maureen Tunnicliff</b></p> <p><b>Received 11/6/24</b></p>	<p>Good Evening</p> <p>I am providing my feedback regarding the pedestrian crossings. I am not in favour of either options as I feel the money would be better spent upgrading the existing crossing to include traffic lights and a raised crossing. This option would reduce congestion and be a far safer option for pedestrians. Also when there are events on in Prospero Place the nearest public toilets are across the road over this exact pedestrian crossing. If you were to remove the existing pedestrian crossing I fear that pedestrians (in particular children) would jay walk in order to get to the public toilets via the most direct route. This</p>	<p>Against – suggests lights</p>



		<p>option would be similar to the one on the main highway through Inglewood which has proven to be a successful operation in reducing the risk to pedestrians.</p> <p>I believe putting in two pedestrian crossings would further increase traffic congestion and possibly cause more accidents. Also the loss of 22 carparks would have a detrimental effect on the businesses along Broadway.</p>	
39	<p><b>Bob Morrow</b></p> <p><b>Received</b> <b>12/6/24</b></p>	<p>If you are going to put a crossing on south end not enough effort has been put. With logging trucks entering from South end truck &amp; trailers will be to long at round about will stop vehicles turning right to go south only if people are walking across the road trucks having ton stop and will cause all sorts of problems. The only other thing is to divert Logging trucks away from township. I would say that will be a problem for the council but my feedback back may help getting logging trucks divert them across railway track turn left into Fenton Street turn left into Juliet Street back across railway line turn right head to New Plymouth that's what you and going to do. The logging trucks are the problem Te Puke also had the same problem but new road was built State highway 2.</p>	Suggests heavy
40	<p><b>Margaretha Hodgetts – Paper Plus Stratford</b></p> <p><b>Received</b> <b>12/6/24</b></p>	<p><i>Attachment contents (also available at end of this document):</i></p> <p>Paper Plus Stratford is not in favor of option 1 or option 2.</p> <p>In our opinion these two options would cause congestion and have a negative effect on the trading and parking in the CBD of Stratford.</p> <p>We are in favor of leaving the one and only pedestrian crossing where it is.</p> <p>Speed should be reduced, put a hump in or even a traffic light – similar to the one in Inglewood or the set up in Eltham.</p> <p>The Stratford CBD are experiencing the toughest trading conditions as it is – we definitely don't need to lose any car parks.</p> <p>Support Local, Shop Local, Love Local.</p> <p>If the public can't get a park outside or very close to the business they wish to enter, they head north or south to the nearest township.</p> <p>Stratford CBD needs to be vibrant in order for Stratford to survive in the future. This in turn creates employment, increases property valuations and in turn the council will receive more rates.</p> <p>The Glockenspiel is not earthquake compliant. If there is a worry over the safety of people watching it then move it across the road to the duck pond (empty lawn area).</p> <p>Romeo &amp; Juliet will be living next door to the best store in town!</p>	Against – suggests improvements to existing crossing
41	<p><b>Ingrid Self</b></p> <p><b>Received</b> <b>12/6/24</b></p>	<p>Thank you for the opportunity to place feedback other than your not-so user friendly forms.</p> <p>My feeling is that the current crossing could be better managed with lights - even gates perhaps? Pelican crossings are common in the UK where both cars and pedestrians are controlled by lights. Something along the lines of school crossings could work.</p>	Against – suggests improvements to existing crossing and lights in place of the roundabouts

		<p>The roundabouts are eye-catching but have passed their use-by date - passe now. We have so many really large trucks driving through Stratford and not many pause at the roundabout (it can be quite terrifying), so lights would be ideal. Having to pass through lights would slow the traffic to a safer level along Broadway and there would be no need to remove parking spaces for more crossings (thus helping retailers). Let's face it, a lot of us don't use the crossings anyway, so two more would not achieve anything. The roundabouts are also dangerous since the low-lying bedding plant gardens were replaced by dainty hedges which slow traffic flow because all lower vehicles are hesitating as their drivers cannot see where the vehicles are turning.</p> <p>If we have three lots of lights - ie both ends and at the clock tower, traffic would not be able to get speed up, but would flow more easily. Safety is most important.</p> <p>As to costs - if the new swimming pool complex can have ornate concrete outside, surely the safety of the inhabitants would weigh as being as important?</p> <p>I'm sure the decision has already been made as to the future of Stratford's Broadway traffic but thank you for the opportunity to submit.</p>	
42	<p><b>Murray Symons – Symons Group Transport Manager</b></p> <p><b>Received 12/6/24</b></p>	<p>Hey Stephen, Thanks for the opportunity to weigh in on this. Majority of HPMV trucks on the road now days are now 23m long.</p> <p><b>Option 2</b> A driver approaching the roundabout intersection is looking to their right to see if there is a vehicle or if the roundabout is clear for them to enter, they are not looking through the intersection and down the footpath to establish if someone is about to walk out onto the crossing. For the southbound lane (on the northern roundabout), the distance from the stopping line (3m prior to the crossing) to the roundabout is approx. 18-20m, so if a truck has to stop for a pedestrian, the truck will be blocking the intersection and parked in the “no stopping” area which means others can't enter and go around the roundabout. If there is a car in front of the truck that then stops at the pedestrian crossing, the truck is already committed and will further block the roundabout. This is worse if a truck is following another truck into the roundabout, again they are looking to their right that they are safe to enter, they cannot see past the truck in front of them to establish if someone on the footpath is about to walk out onto the crossing, result is the roundabout is blocked. Having to stop in the “no stopping area” would happen frequently and involuntarily. For the northbound lane, its inevitable that trucks will end up parked across the pedestrian crossing if there are cars waiting, the trucks will have to stop prior to the crossing, wait till there are no vehicles at the roundabout to ensure they have enough room to get past the crossing.</p>	<p>Against – suggests lights at the existing crossing</p>

There is risk here of the truck being partially parked over the crossing and pedestrians/kids trying to jump over draw bars (have seen footage of this happening in the past) which could easily result in the truck driver unknowingly running someone over.



**Option 1**

This looks to have more room but still limited in terms of if there are 2 trucks in a row the roundabout is blocked.

If something is needing to be done, then I agree that a possible Option 3 with the installation of traffic lights at the existing crossing (which is centralised between the two roundabouts) would be the safest option.

The existing infrastructure is already there so likely to be the most cost-effective option, the local community that use this area are familiar with the current layout, traffic has significantly more time to react as the traffic lights act as a control, giving notice to the drivers to stop (from green – orange – red) rather than drivers trying to guess what the pedestrian is thinking.

What would be interesting to know is what are the actual number of Vehicle movements and Pedestrian movements per year through this crossing, and how many incidents/injuries have occurred.

Where is the evidence that by providing 2 crossings (rather than the 1 current crossing) it will reduce incidents. I personally think that by putting the crossing closer to the roundabouts it will provide driver less time to react as they are focussed on the roundabout rather than looking further down the road to the crossing.

<p><b>43</b></p>	<p><b>Cheyenne Timperley – TSB Bank</b></p> <p><b>Received 12/6/24</b></p>	<p>Hi there,</p> <p>I am reaching out on behalf of TSB regarding the proposed new pedestrian crossings on Broadway SH3.</p> <p>We have reviewed in depth both option 1 and option 2 of the proposed pedestrian crossings and we would like to express our concerns regarding option 2 (located outside TSB). In the proposed plan for option 2, the existing parking outside TSB would be removed if this went ahead. These car parks are utilised constantly by TSB customers throughout the business day. Our main concern is for our elderly/extra care customers who rely on these car parks to visit our branch. The removal of these car parks would significantly impact customer access to our branch and also our ATM which is heavily used throughout the day by members of the public.</p> <p>TSB's preference would be that the Council does not go ahead with either of these proposals, but if one must be chosen, we would prefer option 1.</p> <p>Thanks</p>	<p>Against – but suggests option 1 is the better of the 2</p>
<p><b>44</b></p>	<p><b>Rachel Payne</b></p> <p><b>Received 12/6/24</b></p>	<p>I do not agree with ANY of the proposed options for crossing in Broadway.</p> <p>I believe the councils current proposals for changes to the crossings on Broadway are not only misguided, they will lead to dangerous congestion issues for both traffic and pedestrians. Council should listen to the multitude of comments made on Social media regarding these proposals (as well as submissions) and seek better long term solutions (such as traffic lights instead of roundabouts and further crossings near the northern dairy) instead of rushing ahead because they have some funding from NZTA. The passion shown on line criticising these proposals (the biggest interaction I have seen in years) should be a big red flag to the council that ANY of the proposed options are not suitable or wanted by people living here. The fact that there was not an option to disagree with any option put forward was concerning given we are supposed to live in a democracy. There are already major issues with the roundabouts at certain times of day, and I suggest road users will not obey the proposed hatch areas which could potentially lead to other road users becoming impatient and taking risks around the crossings. Traffic lights would be a much better option given the volume of traffic and pedestrians and the lack of visibility due to planting fast growing bushes.</p> <p>The current lack of a crossing near the Northern Dairy is a genuine safety issue and I am aware this has been raised with council previously by various people.</p> <p>The other consideration council seem to have neglected is how the removal of a large number of car parks will affect local businesses and people's access to these. I understand further parks will not be</p>	<p>Against</p>

		<p>increased in the area where the crossing is proposed to be removed. Losing car parks is not the way to encourage people to shop locally.</p> <p>For the record, we strongly disagree with any of the proposed options and feel the presented ideas and other potential options should be looked at in a more long-term capacity rather than forging ahead to use up some roading budget allocation which would be better spent on other areas.</p>	
45	<p><b>Mike</b> <b>Received</b> <b>12/6/24</b></p>	<p>Single crossing in Broadway . Approach off green land near Paper Plus . About twenty metres north of existing one . Two crossing in Broadway one too many .</p>	Against – suggests alternative option
46	<p><b>James Smith</b> <b>– National</b> <b>Road</b> <b>Carriers</b> <b>Association</b>  <b>Received</b> <b>13/6/24</b></p>	<p>Afternoon,</p> <p>Thankyou for the opportunity to provide feedback on the proposed changes to SH3 pedestrian access.</p> <p>The positioning of the proposed crossings in both option 1 and option 2 will pose a challenge for freight vehicles. In particular the crossing at the Regan St end of Broadway is likely to result in Regan Street being blocked by trailers of combination vehicles that are stopped at the crossing, especially if pedestrians enter the crossing after the truck enters the roundabout.</p> <p>Our preference would be to upgrade the existing crossing to a pedestrian controlled traffic light crossing. This would resolve the challenges identified without causing new challenges. A single light controlled crossing in the middle of Broadway would eliminate the risk of blocking the roundabout. It would also eliminate the loss of any parking for local businesses.</p>	Against - suggests improvements to the existing crossing with lights.
47	<p><b>Tash Bibby –</b> <b>Unichem</b> <b>Mackays</b> <b>Pharmacy</b>  <b>Received</b> <b>13/6/24</b></p>	<p>Hi</p> <p>I am emailing in regards to the two options discussed for the new pedestrian crossings, I can see what you are trying to do however as a manager of one of the businesses that this will effect then I have to say something!</p> <p>I am the Retail Manager at Unichem Mackays Pharmacy (whoever is reading this may know me) and have worked in this business at this location for over 20 years.</p> <p>By putting one of your crossings at our neighbouring stores, you will be limiting access to so many of our sick and elderly customers. Parking in Broadway is already a hindrence but our customers deal with that as they need to get prescriptions and other medical advice/help, some have limited mobility, some have small children and by removing these carparks, you will make it even harder for them to get to us.</p>	Against – suggests lights at the existing crossing and a lower speed through town.

		<p>They already struggle as several nearby businesses, allow their staff to park along Broadway as we no longer seem to monitor parking times (another argument for another time)</p> <p>Now I mentioned earlier I had been at this location for over 20years, I say that because I have heard through the grapevine that some council members seem to have the attitude that who cares about the businesses this is affecting, this is about the new crossings and who is to say these businesses will stay where they are or even exist in 5-10plus years time. I tell you that is the shittiest attitude and you should be building this town up and not tearing it down! If this crossing went through and we are expected to relocate, tell me where we go? The buildings in this town are so old, mire than half probably dont meet code and yes I know this is not councils problem as majority are privately owned but I think that it is about time you actually started dealing with it and talking to these owners about their buildings, again another argument for another time!</p> <p>Anyway, I don't agree with the options, I agree with the many people on facebook and have said it to members myself before this became a thing. We should put in a set of lights like the Inglewood pedestrian crossing, I also think that the speed limit should be changed in Broadway as trucks and many cars do not slow down and putting a bypass in will kill the already slowing business in Stratford.</p> <p>Thanks for taking the time to read this. Ngā mihi nui</p>	
48	<p><b>Arthur Barnfather</b></p> <p><b>Received 13/6/24</b></p>	<p>I would like to make a comment re your plans for new crossings in Stratford. My name is Arthur Barnfather. I am a rate payer living at 96b Brecon Rd, Stratford 4332. I am totally opposed to both options. With the number of shops closing or speaking of closing your plans which take away far too many car parks will only speed up such closures which will finally kill our town. I believe a possible option would be to leave the present crossing where it is an have it control by traffic lights. Thank you</p>	Against – suggests lights at existing crossing
49	<p><b>Stratford Business Association – Chair, Matt Dimock and Co-chair, Matt McDonald</b></p> <p><b>Received 13/6/24</b></p>	<p><i>Attachment contents (also available at end of this document):</i></p> <p>The Stratford Business Association committee would like to place feedback to the council on the proposed crossings on Broadway. As a committee we are against both options and would like to encourage councillors of Stratford District Council to re-visit upgrading the existing crossing to a raised controlled crossing (with lights) like the one in Inglewood. We believe this would reduce congestion and improve the safety of the pedestrians.</p> <p>We are against the locations of the new pedestrian crossings on Broadway, SH3, for the following reasons:</p>	Against – suggest lights at existing crossing

		<ul style="list-style-type: none"> <li>• The community will lose direct and safe access to the public toilets located on the opposite side of the road when events are held in Prospero Place.</li> <li>• Removing 22 carparks on the main street will negatively impact our businesses and would increase congestion.</li> <li>• A controlled crossing will provide the safest option for children and public.</li> </ul> <p>We would also encourage the reduction of the speed limit between the two roundabouts to 30km.</p> <p>Thank you for the opportunity to comment. This is something we feel strongly on as a committee.</p>	
50	<p><b>Robyn Barnfather</b></p> <p><b>Received 14/6/24</b></p>	<p>* With changing the pedestrian crossings to two we are creating more traffic and pedestrian hazards on our Broadway. With the flow of traffic going through our town with the one crossing and the two roundabouts there is disrupted flow and building up of lines of traffic through the roundabouts-now. Another crossing would increase the hazards for drivers watching out for cars and people crossing</p> <p>* Taking away 22 car parks is a big issue. Especially as they would make it difficult for disabled to get to the bank and Pharmacies. I know as every week I take a person to them.</p> <p>* Keep the crossing where it is. The toilets are there. The clock tower is there. No car parks disrupted. People stop and talk at the crossing which is confusing for the driver.</p> <p>SO. TRAFFIC LIGHTS would be the answer for the crossing.</p> <p>As in Inglewood. Keeping traffic and pedestrians safer.</p>	Against – suggests lights at the existing crossing
51	<p><b>Elizabeth Smith</b></p> <p><b>Received 14/6/24</b></p>	<p><i>Attachment contents (also available at end of this document):</i></p> <p>I have read with interest the rationale behind the three options for 2 new pedestrian crossings on Broadway, SH3 Stratford.</p> <p>The council have failed to provide a 4th option, which is to maintain the status quo and retain the existing pedestrian crossing.</p> <p>I submit that Option 4 should be</p> <ul style="list-style-type: none"> <li>• Retain the current pedestrian crossing and</li> <li>• Shift the Glockenspiel into Prospero Place and strengthen it at the same time.</li> <li>• Remove/ reduce the height of the plantings on both roundabouts so that smaller vehicles have better visibility of traffic and consequently improve traffic flow.</li> <li>• Have a 40 kmh speed zone between the roundabouts.</li> </ul> <p>The Mayor, in his explanation for the new pedestrian crossings, cites the upgrade of Prospero Place in the next 12 months.</p>	Against – suggest alternative option as detailed in feedback

		<p>We know the Glockenspiel is an earthquake risk, and is also causing confusion for motorists who are unsure whether bystanders are watching the Glockenspiel or wanting to cross the road.</p> <p>All 3 options result in the significant loss of parking spaces on Broadway. The council needs to ensure there is sufficient, accessible parking on our main street both for residents and to encourage through traffic to stop and shop in our town.</p> <p>Having 2 pedestrian crossings slows the traffic down even more. We currently have 3 bottlenecks with the 2 roundabouts (that do not flow well) and a pedestrian crossing. An extra crossing would create even more frustration.</p>	
52	<p><b>Debbie McKinley</b></p> <p><b>Received 14/6/24</b></p>	<p>I have been following the conversation of this topic closely. There have been a lot of good comments made about the current pedestrian position that you want to remove and how others see it differently and many questions raised through this process.</p> <p>We haven't been given any statistics on the number of written complaints received by Council about the current pedestrian or the number of accidents/injury on Broadway that you have based your decision on!</p> <p>Could you not have painted Keep Clear Pedestrian Access Area Only onto the pathway and made the seating area more obviously the "Glockenspiel Viewing Area" ?</p> <p>Considering that you also talk about the upcoming development of Prospero Place this pedestrian of also central and relevant to the Town Centre/Public Toilets and thoroughfare to the Library/Art Gallery/Bus Stop and in line with the Pedestrian from the Memorial Hall and where you intent to hold more Town Events.</p> <p>But seem that it is a foregone conclusion that two new Pedestrians are going ahead my suggestions are the following:</p> <p><b>Southern End: Outside Farlands Business.</b></p> <p>Because this business also has a rare entrance/parking which allows their customers to enter/shop and pick up goods from.</p> <p>It then allows the hundreds of Mackay's Pharmacy customers, especially the elderly and disabled to have continued close parking to the shop.</p> <p>This would then also help with the same customers backing vehicles out from the car parks on that side of the pedestrian when the traffic stops to give way to crossing pedestrians.</p> <p><b>Northern End: Outside the old Off The Cuff Shop.</b></p>	<p>Gives alternative location for northern pedestrian, and prefers southern crossing in option 2</p>



		<p>I suggest this because I think that your two picks in front the the Kings Theatre or the TSB are still too close to the roundabout!  Vehicles moving forward across this crossing may be subject to slamming on the brakes/ stopping suddenly and dangerously and causing injury when the vehicles they thought were moving forward at the roundabout suddenly stop with no warning. Especially see this happening when we have truck and trailers that could be backed up then over the crossing! Making it further back I think would make it a lot safer!  If we take it back to my above suggestion it then leaves continued car parking from the front of the Kings Theatre and TSB (our 1 Bank in Town) for it's many customers also again especially the elderly and disabled to access. And same as above for reversing out of these car parks.  It also leaves the Recently crowned Heritage Listed Kings Theatre open to stand out in all her glory. Recently while holding our Heritage Event we had two beautiful Vintage Vehicles bring the Heritage Staff up from Wellington to the Theatre and they both were packed in front of Theatre Main Door, which made for an extremely special moment and event.  Could then possibly do away with the painted Hatching road crossing on the Northern Roundabout.</p>	
53	<p><b>Gavin Dey</b>  <b>Received 15/6/24</b></p>	<p><i>Attachment contents (also available at end of this document):</i></p> <p>Oh dear, this looks like yet another rush job, so I have some comments, questions and suggestions that I'd like you to consider before you make a decision on this matter, perhaps another that you may live to regret...</p> <p>But before I really get started I firstly wish to register my objection to all three options offered. Typically, the survey failed to include an option that allows me and many others to have a vote, so any presentation of the results will not accurately reflect all residents view on this matter. Perhaps deliberate, perhaps just incompetence on behalf of the person (or persons) who created it.</p> <p>The most important issue in my view is, have the owners of potentially affected businesses been approached directly in person (face to face) with their responses reported back to Council? From previous first-hand experience with the Transport Choices proposals THIS DID NOT HAPPEN. Why do I say that? Because you tried to rush through the cycle lanes proposal without fully considering the negative impacts on affected businesses and I fear this will happen again. If its does, then Stratford businesses could be forgiven for thinking that this current Council is anti-business! Our businesses need to be supported by both the residents and the Council to survive and prosper in our little town and it's your job to ensure that their needs and wishes (as opposed to those of they who are not directly affected) are given full and careful consideration. That is your duty.</p>	<p>Against – suggests alternatives</p>

	<p>Next, what statistical information (if any) has been provided to show that there is a need for increased pedestrian safety? Being the cynic that I am, I imagine it's nothing more than 'a good idea' on someone's part rather than a properly researched and justified proposal.</p> <p>Speaking of which, has a cost/benefit analysis been undertaken that shows the estimated savings on pedestrian injuries is equal or greater than the added disruption to approximately 15,000 vehicle movements a day (a significant portion of which are heavy vehicles)? Does it also take account of the increased pollution from heavy diesel vehicles forced to stop and start more regularly than they do currently and does it take account of the extra fuel they will consume as a result - a fact proven by the transport operators organisation in New Plymouth in response to the cycle lane proposals for the route to Port Taranaki? And no, heavy diesel vehicles will not be replaced with EV trucks in my lifetime with current technology.</p> <p>In the on-line documentation it is stated that this proposal will be "Removing the burden on motorists when it's not clear if people wish to cross the road or are watching the Romeo and Juliet performance..". That consideration seems to be at odds with previous proposals and actions plus some of the points made below, including cycle lanes, blanket 30km/hr signs outside of the schools (surely in this day and age you could have come up with a decent electronic system to limit this restriction to appropriate school hours and out-of-hours events) and plastic bollards at intersections. All of which I would argue are more 'burdensome to motorists than having to decide whether or not someone is going to use the pedestrian crossing.</p> <p>You state the LTSA is providing funding for two new crossings. Wahoo, more free money eh! Why not just use part of that funding to upgrade the existing crossing in the same fashion as that proposed for the new ones i.e. offset zebra markings with a central refuge island, but moved to the North or South of the existing crossing by 10m or so and clear of the glockenspiel. I must say that I do like the layout of the new proposed crossings and would fully support a single crossing of this design.</p> <p>There is talk that the glockenspiel is going to be moved anyway as part of the Prospero Place upgrade in which case it's current location will become a non-issue. If this is incorrect, then to cater for the visitors who wish to view it in operation why not install barriers at the current crossing location (as proposed) and create an attractive designated viewing area with some interactive displays and other attractions for those people to engage with while they are there, rather than relying on them finding their way to the Library/Info centre. This could be incorporated and funded as part of the planned upgrade of Prospero Place and could become a major focal point for the town centre if done properly.</p> <p>Have you considered access to the public toilets? Yes there are toilets at the art gallery, but their hours are limited. So outside of these hours the toilets behind the glockenspiel are the only option and access from the centre of town on the West side (where the local market operates on a Saturday morning) will</p>	
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	<p>involve walking to either end of Broadway (effectively) to a new crossing and back again to the toilets, then returning along the same extended route. In reality, this won't happen. People will simply take a shortcut across the road completely negating the supposed benefits of this proposal. Or, does the Council plan to build a new set of toilets perhaps?</p> <p>I note that the proposed painted yellow no-stopping hatching on the Regan Street roundabout will not be visible to the vast majority of motorists approaching from the West due to the crown in the road. I, and others, have checked this and motorists will definitely not see it until it's too late. So vehicles will end up stranded on the roundabout blocking the Northern traffic flow. More potential disruption.</p> <p>There is already a massive traffic flow issue in the mid afternoon with North bound traffic being at times backed up to Warwick Road. A significant percentage of the heavy traffic on Broadway is logging trucks with trailers that take a considerable time to move away from a standstill. A second crossing will only exacerbate this problem. You may feel that there will be no more people crossing on two crossings than one, hence this won't be an issue, but that merely defeats your argument which is to decrease the number of pedestrians crossing at uncontrolled points. There will (in your view) be more people on two crossings.</p> <p>Of far more importance in my view are four major traffic issues on Broadway, none of them being pedestrian related.</p> <p>Firstly, and the most urgent/easily rectified, is the obstruction of visibility at both roundabouts by excessive garden plant height and signage. This is a totally unnecessary and very real hazard. When a serious accident (or potentially, a death) occurs, Council will have to accept responsibility for its prolonged lack of action on this matter. Imagine a motorcyclist travelling from the Forgotten Highway (as many do) approaching the Regan Street roundabout and turning right to head North, but a motorist in a hurry approaching from the West doesn't see the low-slung cruiser because their sight is compromised by the plants and takes the motorcyclist out! Who's fault was it really?</p> <p>The Council's standard response to this question is that the plantings are the responsibility of the NZTA yet it is the Council's own contractors who maintain the gardens and who could in a few hours and at minuscule cost lower the height of those plants. If a business were to allow a hazard of this nature to continue without taking appropriate remedial action and an employee or site visitor were hurt as a result, they would receive no mercy from either Worksafe or the courts.</p> <p>Secondly, the volume of heavy traffic travelling through Broadway. The town desperately needs a heavy traffic bypass, but this appears to be a financial hurdle that will always be too high. Several years ago I did submit a proposal (which it later came to light was the same idea that had been put forward by Councillor Bruce Kitchingman many years prior), but this was rejected as too expensive without any</p>	
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	<p>engineering study and costings being undertaken. That's a real shame because I still feel this was very much achievable, more so than anything else that's ever been suggested.</p> <p>Thirdly, the inability of the roundabouts to manage the high volume of North bound traffic on Broadway, especially in the mid afternoons. Roundabouts are a good and effective tool for managing traffic flow when volumes from each direction are such that there are sufficient numbers from all directions to provide regular flow interruptions in order for them to function as they should. However, when there is an almost never ending flow in one direction then the roundabout ceases to operate as it should with motorists on the low flow give way points denied access for extended periods. I should note that this will only get worse with the installation of two pedestrian crossings with each of them being closer to the roundabouts.</p> <p>The answer to this would be the installation of a traffic light on the Southern approach to the South roundabout, perhaps only operating during peak flow periods. This would not only reduce the buildup of traffic on Fenton Street, but it would provide more opportunities for motorists to exit their angled parking spaces on Broadway.</p> <p>The last is our angle parking on Broadway. As we all know, getting out of these parking spaces can prove very challenging at times, particularly during times of high traffic flow. I suggest that this issue could be improved by simply changing the angle of the spaces from the current 45 degrees to a flatter angle of say 35 or 37.5 degrees. This would reduce the number of spaces available I know, (possibly around 15% or 15 parks of the roughly 100 we have currently) but it would be less than the 20 plus that will be lost if the change is made from one pedestrian crossing to two as currently proposed.</p> <p>There would be real tangible benefits from this including (and maybe some others I haven't thought of):</p> <ul style="list-style-type: none"><li>- Easier vehicle turn in and out for access and egress</li><li>- Improved visibility when reversing out</li><li>- More clearance to traffic flow (due to the angle change) while parallel after backing out and waiting for a gap</li><li>- Increased impedence to pedestrians wanting to cross Broadway at points other than the designated pedestrian crossing</li></ul> <p>Lastly, and whilst I have your attention, I would suggest and support the installation of 'No U-Turn' signs between the roundabouts. I'm constantly amazed at the number of drivers who are too lazy to use the roundabouts and instead stop in the centre of the road to make a simple U-turn or grab a parking space on the opposite side. Stopping this will help to reduce both traffic interruptions and potential vehicle conflict with no negative effects that I can think of.</p>	
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54	<p><b>Liz Quarrie</b>  <b>Received</b> <b>15/6/24</b></p>	<p>I have selected Option 1 on your website if the decision is 1 or 2. Can the council consider the following points to enable people to access Broadway.</p> <ol style="list-style-type: none"> <li>1. Proposed crossings offer a partial solution. Recommend crossing decisions involve wider consideration of pedestrian access to Broadway.</li> <li>2. Presently there are over 40 people who are blind or have low vision in the Stratford district.</li> <li>3. Pedestrian crossings require people to see/ hear a vehicle has stopped, before deciding to cross.</li> <li>4. They cannot hear a stationary due to the traffic noise or see the driver waving to indicate to cross. This slows the flow of traffic and the person does not cross.</li> <li>5. Crossing at the roundabouts is a challenge due to the limit of visibility for the driver and pedestrian, due to the height of the plants and the walls at each corner.</li> <li>6. A controlled crossing enables a person to cross the road efficiently with minimal disruption to traffic flow.</li> <li>7. Installation of controlled crossings at the intersections of Broadway/Regan and Broadway/Fenton enables pedestrian access to Broadway.</li> <li>8. A controlled crossing in place of the current Pedestrian crossing on Broadway solves the challenge for drivers unsure if tourists are crossing.</li> </ol> <p>Many of the points raised would apply to people/children across the Stratford community and enable them to confidently access Broadway, whilst maintaining vehicle flow and access to local businesses.</p>	
55	<p><b>Monica Newmarch</b>  <b>Received</b> <b>15/6/24</b></p>	<p>To the Stratford Council: <b>Feedback regarding the proposed pedestrian crossings</b></p> <p>I have not submitted any feedback for the proposed pedestrian crossing to date because I do not like either proposition, but as the cut-off time gets nearer, I do feel the need to at least explain my objections for what they are worth.</p> <p>As per usual many of the rate payers won't bother to have their say because they feel the Council has decided what it wants and, after the fact, they give lip service to "consultation" by offering two choices. The newspaper article will home in on the lack of interest and feedback from ratepayers..... a forgone conclusion.</p> <ul style="list-style-type: none"> <li>· First of all, we the Ratepayers, are all aware of the sudden urgency being given to this project. Since when have you, as a Council, hurried any project through as quickly as this is being done? I understand that there is money available for work between the two roundabouts which you didn't realise was there to be spent. This doesn't mean that you have to try to fix something that doesn't need fixing? The saying "kids in a candy store" comes to mind. It's rather obvious that you as a Council are unable to find an equitable solution to this lolly scramble that you have been delivered. No doubt you will get a myriad of suggestions on what to do on Broadway but none of which, I believe, will be in any way better than what is in existence. So while you still have the time to save face and redeem yourselves, have a "mmm" as the ACC advert goes and show the ratepayers that you have at least thought this project through.</li> <li>· How ridiculous is the argument that you put forward regarding the present zebra crossing? So it's confusing/burdening to motorists as to whether or not people are going to cross the road? That means</li> </ul>	Against

		<p>they have slowed down which is what you want isn't it, and to the best of my knowledge, nobody has yet been fatally injured at the crossing. As a motorist and a pedestrian in the area I am always aware of the voluntary reduction of speed and the courtesy of both the truck drivers and the motorists using Broadway, especially at the pedestrian crossing.</p> <ul style="list-style-type: none"> <li>· The placing of the proposed crossings will cause and introduce more confusion and traffic jams that currently, do not happen. I know that there have been incidents around the current non zebra crossing points but maybe this is where the thought and [hopefully] future grants by NZ Transport need to be given consideration to. Both roundabouts have hedges growing in them for a start, that block the vision of drivers who are unable to even see a car turning, let alone the indicator flashing. Likewise, a person using a mobility is unable to see any car approaching, and that is from personal experience.</li> <li>· If the council removes carparks people are not going to use parking further afield. As locals we know that we can get into town and do a few errands. As a rule, we can usually find a parking spot near the shop we need to visit. We need to support local not chase locals away from buying local.</li> <li>· Do you honestly believe that people are going to stop jaywalking in between the proposed crossings? Taking away the present crossing is not going to encourage anyone, for example, coming through Prospero Place to then deviate to the left or right to cross the road when the business they wish to visit is right opposite them. And you want to improve the pedestrian experience?</li> <li>· Last year in November, I was part of a survey done to observe the habits of pedestrians within the CBD. I did five shifts at various venues and times throughout the day. Looking back on the data I collected and notes I made at the time, children when they were on their own, used the pedestrian crossing. When they jaywalked, they were observed to be with an adult. Children's safety is too often used as an excuse to make the proposal look good.</li> </ul> <p>If the Council continues to rush the construction of these pedestrian crossings through, then I honestly think that it's credibility and trust are at stake. Don't let the seductive glow of unexpected money lead you into making a decision you may live to regret. Say "no thanks" and give the money back to NZT because there are communities in this country that are in desperate need for money to repair flood damage etc. Go about your business in a professional and considered manner.</p>	
56	<p><b>Brian Jeffares</b></p> <p><b>Received 15/6/24</b></p>	<p>Unsurprisingly I favour neither option as they will not add to the safety of pedestrians. I appreciate that this is NZTA funding but if the biggest concern is the siting of the Glockenspiel then move it to Prospero Place,</p> <p>I imagine that the funding doesn't cover moving the glockenspiel but given that there is 1.2 million dollars allocated for earthquake strengthening later on why not bite the bullet now and shift the outer ply cladding.knock down the concrete Starway inner and get rid of the clock which has in the last month been showing the wrong time for 7 days.Not a good look for what is our most observed tourist attraction.</p> <p>However,if you are hell bent on providing two pedestrian crossings then I think the only safe option at the northern end is to put it where people cross now with the island in the middle.That way you can paint yellow lines and have signage that clearly states not to enter onto the yellow lines if the exit is not</p>	Against

		<p>clear. Thus coming from the north traffic would stop at the existing line if pedestrians were crossing Broadway, but could turn left down Regan Street or go around the roundabout and turn up Regan street west.</p> <p>There is simply not enough room at the northern end between the roundabout and the places suggested on the plan. Particularly if you have a truck and trailer in the mix. The further you move the crossing south the sillier the situation gets as you could almost end up close to the existing crossing and then another 70 meters or so further south you encounter another one.</p> <p>It's of concern to me that Central government and government agencies suddenly offer money with little or no time for a proper discussion. It seems to me that there is no consensus within Council either and this is a recipe for wrong decisions being made.</p> <p>In the past year or so we have had 3 waters, footpath widening for bikes and pedestrians around schools, now this and I'm sure there are others I've overlooked.</p> <p>I would rather turn down the money in favour of this important decision being given the utmost careful consultation and ultimately arriving at an outcome that is embraced by the majority of your ratepayers and citizens.</p> <p>Let's get it right.</p>	
57	<p><b>Deane Kelly/Delia Smith</b></p> <p><b>Received 16/6/24</b></p>	<p>We believe that the pedestrian crossing, already in place, should be retained for the following reasons:</p> <p><b>Traffic flow</b> Proposed additional pedestrian crossings in Broadway would not improve traffic flow. A fully-loaded logging truck could potentially be required to stop four times (maybe five due to the pedestrian crossing at the Southern Dairy).</p> <p><b>Parking</b> Less carparks in Broadway would affect businesses already impacted by the cost of living crisis. Less carparks in Broadway could also affect disabled or elderly people's access to businesses such as pharmacies, banks and public toilets.</p>	Against
58	<p><b>Paul Farquhar – JD Hickman owner/driver</b></p> <p><b>Received 16/6/24</b></p>	<p>my opinion would be to reconfigure the existing crossings to bring them up to a better standard. option 2 on the northern crossing could cause problems with truck trailer combinations heading south, blocking the roundabout when people are crossing. this would cause more issues than create safer crossings.</p> <p>option 1 placements are better situated, but my preference would be to upgrade the center crossing as it is closer to the public facilities either side of the road. i could see people not using the new crossings</p>	Against – suggests improving existing crossing

		<p>and just crossing where the existing ones are now. if that was the case then would the council be inclined to put a raised center median to discourage this?</p>	
<p><b>59</b></p>	<p><b>Mark Sorensen – Southern Transport Manager, Bulk Lines</b></p> <p><b>Received 16/6/24</b></p>	<p>Gday Steve</p> <p>Im responding from a heavy transport perspective.</p> <p>Bulk Lines operate 35 trucks in Taranaki moving through Stratford daily.</p> <p>It is important that heavy vehicles move through Stratford safely and with minimal delay.</p> <p>This State Highway corridor has a constant flow of traffic from 7am to 6pm and is compromised by parked cars reversing into the flow of traffic.</p> <p>To add further restrictions to the flow of traffic could cause traffic jams/blockages at both roundabouts.</p> <p>Option 3 – Traffic lights at current pedestrian crossing.</p> <ul style="list-style-type: none"> <li>• Mentioned in your email, this is the best and preferred solution.</li> <li>• The walking corridor from clock tower to Miranda St is in place and provides cover in wet weather for pedestrians.</li> <li>• Infrastructure is already there, only lights and road markings/signage/railing to change.</li> <li>• Clear view approaching pedestrian crossing, not complicated with manoeuvring through roundabouts on approach.</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>• Concern at how close the northern pedestrian crossing is to the roundabout.</li> <li>• South bound drivers need to concentrate on the traffic from the right not looking ahead to see if the laneway is clear pedestrian crossing.</li> <li>• Lane widths are narrow at 3.5 meters. Over width heavy haul trailers couldn't use the State Highway.</li> <li>• Fertiliser spreading trucks are 3 meters wide and use the State Highway regularly in this farming area. Not enough lane width could cause damage.</li> <li>• Reduced car parking in Main St.</li> </ul> <p>Option1</p> <ul style="list-style-type: none"> <li>• Concern at how close the northern pedestrian crossing is to the roundabout, less than 20 meters, this is unworkable.</li> <li>• South bound drivers need to concentrate on the traffic from the right not looking ahead to see if the laneway is clear up to pedestrian crossing.</li> <li>• When the right hand traffic is clear, there could be a left hand turning traffic into Main St stopping at pedestrian crossing before truck, causing a traffic jam.</li> <li>• Not enough distance from roundabout to crossing, truck and trailer units are 23 meters long (provision should be made for 25 meter units) and trailer will block the roundabout when stopped at crossing.</li> </ul>	<p>Against – suggests lights at existing</p>



		<ul style="list-style-type: none"> <li>• Lane widths are narrow at 3.5 meters. Over width heavy haul trailers couldn't use the State Highway.</li> <li>• Fertiliser spreading trucks are 3 meters wide and use the State Highway regularly in this busy farming area. Not enough lane width could cause damage.</li> <li>• Reduced car parking in Main St.</li> </ul>	
60	<p><b>Sandra Cooper</b></p> <p><b>Received 15/6/24</b></p>	<p>There is a few things I'm worried about if you put two pedestrian crossings on the main road. First is, will there be backup at the roundabouts like when the trains go though and people will going over the pedestrian crossings at christmas time and busy and run over the crossings and they have the right a way which will happen with school traffic as well. The other thing is are they going to keep the Mobility parking on broadway in the same place.</p>	-
61	<p><b>Ngairé Taylor</b></p> <p><b>Received 17/6/24</b></p>	<p>I am not in favour of the suggestion to install 2 crossings across Broadway. This must surely cause congestion at both roundabouts. It would only take a couple of trucks and trailers at either crossing to cause problems at the roundabouts. I am also extremely concerned at the removal of parking spaces outside the chemist and bank. Mobility is an issue for lots of residents, me included, and it is hard enough at times now to get out of a parking space due to traffic volume and this will only be made worse with this current decision if it goes ahead. Even now I use Miranda Street if going south and totally avoid going through the main street as much as possible.</p> <p>As far as the observers of the glockenspiel goes perhaps some serious signage could be put in place to warn watchers, or move the glockenspiel into Prospero Place as a special feature there.</p> <p>Please leave Broadway alone.</p>	Against
62	<p><b>T.A.Hepburn</b></p> <p><b>Received 14/6/24</b></p>	<p>Written letter – attached at end of this feedback.</p>	-



13 June 2024

Stratford District Council  
61 – 63 Miranda Street  
Stratford

Dear Mayor Volzke and councillors

**Feedback - New Pedestrian Crossings - Broadway, SH3**

The Stratford Business Association committee would like to place feedback to the council on the proposed crossings on Broadway. As a committee we are against both options and would like to encourage councillors of Stratford District Council to re-visit upgrading the existing crossing to a raised controlled crossing (with lights) like the one in Inglewood. We believe this would reduce congestion and improve the safety of the pedestrians.

We are against the locations of the new pedestrian crossings on Broadway, SH3, for the following reasons:

- The community will lose direct and safe access to the public toilets located on the opposite side of the road when events are held in Prospero Place.
- Removing 22 carparks on the main street will negatively impact our businesses and would increase congestion.
- A controlled crossing will provide the safest option for children and public.

We would also encourage the reduction of the speed limit between the two roundabouts to 30km.

Thank you for the opportunity to comment. This is something we feel strongly on as a committee.

Kind regards,

Matthew Dimock  
Chairperson  
Stratford Business Association

Matthew McDonald  
Co-chair  
Stratford Business Association

## To whom it my concern

### Pedestrian Crossing Stratford.

As I am an owner of Stratford Knit and Sew. I am totally opposed the both options of the new crossing in Stratford.

Reason for the opposition is that existing one would work better if it was upgrades were made on each side of the clock tower crossing.

If this crossing is closed people would still have cross the road to go to the toilets. To me this is a **Major health and safety issue.**

People on the clock side parking will choose to cross at the tower.

People who come from the library and from the other side hall car park won't go down to the other side to get to the shopping area.

When events are held on the open area people who want to use the toilets won't go to the other crossing.

- 1 Making the sides of the crossing more clearer
- 2 At night with more lights.
- 3 Have traffic lights and raised road.

#### Option 1 Opposed

1 The taking up of the car spaces by 22 will stop people from using the shopping centre as it is difficult to find parking a lot of the time.

2 No drainage for the water to get to the main storm water drain at the end of the road.

3 Reduces the couriers stopping to deliver goods.

4 The number of times large trucks would have to stop to allow people to cross would stop the traffic and the build at each end will make getting through a lot longer.

3 Tractors with wide wheel base would have difficulty getting through.

#### Option 2 Opposed

1 The taking up of the car spaces by 22 will stop people from using the shopping centre as it is difficult to find parking a lot of the time. I have a lot of elderly customers can now get out the car and be able to get onto the footpath without problems.

2 No drainage for the water to get to the main storm water drain at the end of the road.

3 Power box on side of street.

4 It would be dangerous for trucks with trailers turning from Regan St onto Broadway onto main street with crossing so close to the corner,

5 If fire and police and ambulances services are needed urgently there is no where for the cars to pull over.

6 The corner from Broadway into Regan St the pull over is very short and cars would be holding up the traffic to get around.

I would like to be able to have a voice at the council meeting.

Arnold Cox



Feedback: New pedestrian crossings, Broadway SH3 Stratford

I have read with interest the rationale behind the three options for 2 new pedestrian crossings on Broadway, SH3 Stratford.

The council have failed to provide a 4<sup>th</sup> option, which is to maintain the status quo and retain the existing pedestrian crossing.

**I submit that Option 4 should be**

Retain the current pedestrian crossing and

Shift the Glockenspiel into Prospero Place and strengthen it at the same time.

Remove/ reduce the height of the plantings on both roundabouts so that smaller vehicles have better visibility of traffic and consequently improve traffic flow.

Have a 40 kmh speed zone between the roundabouts.

The Mayor, in his explanation for the new pedestrian crossings, cites the upgrade of Prospero Place in the next 12 months.

We know the Glockenspiel is an earthquake risk, and is also causing confusion for motorists who are unsure whether bystanders are watching the Glockenspiel or wanting to cross the road.

All 3 options result in the significant loss of parking spaces on Broadway. The council needs to ensure there is sufficient, accessible parking on our main street both for residents and to encourage through traffic to stop and shop in our town.

Having 2 pedestrian crossings slows the traffic down even more. We currently have 3 bottlenecks with the 2 roundabouts (that do not flow well) and a pedestrian crossing. An extra crossing would create even more frustration.

Elizabeth Smith

██████████

Stratford 4332

████████████████████

13<sup>th</sup> June 2024

██████████  
Stratford 4332

14 June 2014

Dear Mayor and Councillors.

**Submission re Proposed New Pedestrian Crossings - Broadway, SH3**

Oh dear, this looks like yet another rush job, so I have some comments, questions and suggestions that I'd like you to consider before you make a decision on this matter, perhaps another that you may live to regret...

But before I really get started I firstly wish to register my objection to all three options offered. Typically, the survey failed to include an option that allows me and many others to have a vote, so any presentation of the results will not accurately reflect all residents view on this matter. Perhaps deliberate, perhaps just incompetence on behalf of the person (or persons) who created it.

The most important issue in my view is, have the owners of potentially affected businesses been approached directly in person (face to face) with their responses reported back to Council? From previous first-hand experience with the Transport Choices proposals THIS DID NOT HAPPEN. Why do I say that? Because you tried to rush through the cycle lanes proposal without fully considering the negative impacts on affected businesses and I fear this will happen again. If its does, then Stratford businesses could be forgiven for thinking that this current Council is anti-business! Our businesses need to be supported by both the residents and the Council to survive and prosper in our little town and it's your job to ensure that their needs and wishes (as opposed to those of they who are not directly affected) are given full and careful consideration. That is your duty.

Next, what statistical information (if any) has been provided to show that there is a need for increased pedestrian safety? Being the cynic that am, I imagine it's nothing more than 'a good idea' on someones part rather than a properly researched and justified proposal.

Speaking of which, has a cost/benefit analysis been undertaken that shows the estimated savings on pedestrian injuries is equal or greater than the added disruption to approximately 15,000 vehicle movements a day (a significant portion of which are heavy vehicles)? Does it also take account of the increased pollution from heavy diesel vehicles forced to stop and start more regularly than they do currently and does it take account of the extra fuel they will consume as a result - a fact proven by the transport operators organisation in New Plymouth in response to the cycle lane proposals for the route to Port Taranaki? And no, heavy diesel vehicles will not be replaced with EV trucks in my lifetime with current technology.

In the on-line documentation it is stated that this proposal will be "Removing the burden on motorists when it's not clear if people wish to cross the road or are watching the Romeo and Juliet performance..". That consideration seems to be at odds with previous proposals and actions plus some of the points made below, including cycle lanes, blanket 30km/hr signs outside of the schools (surely in this day and age you could have come up with a decent electronic system to limit this restriction to appropriate school hours and out-of-hours events) and plastic bollards at intersections. All of which I would argue are more 'burdensome to motorists than having to decide whether or not someone is going to use the pedestrian crossing.

You state the LTSA is providing funding for two new crossings. Wahoo, more free money eh! Why not just use part of that funding to upgrade the existing crossing in the same fashion as that proposed for the new ones i.e. offset zebra markings with a central refuge island, but moved to the North or South of the existing crossing by 10m or so and clear of the glockenspiel. I must say that I do like the layout of the new proposed crossings and would fully support a single crossing of this design.

There is talk that the glockenspiel is going to be moved anyway as part of the Prospero Place upgrade in which case it's current location will become a non-issue. If this is incorrect, then to cater for the visitors who wish to view it in operation why not install barriers at the current crossing location (as proposed) and create an attractive designated viewing area with some interactive displays and other attractions for those people to engage with while they are there, rather than relying on them finding their way to the Library/Info centre. This could be incorporated and funded as part of the planned upgrade of Prospero Place and could become a major focal point for the town centre if done properly.

Have you considered access to the public toilets? Yes there are toilets at the art gallery, but their hours are limited. So outside of these hours the toilets behind the glockenspiel are the only option and access from the centre of town on the West side (where the local market operates on a Saturday morning) will involve walking to either end of Broadway (effectively) to a new crossing and back again to the toilets, then returning along the same extended route. In reality, this won't happen. People will simply take a shortcut across the road completely negating the supposed benefits of this proposal. Or, does the Council plan to build a new set of toilets perhaps?

I note that the proposed painted yellow no-stopping hatching on the Regan Street roundabout will not be visible to the vast majority of motorists approaching from the West due to the crown in the road. I, and others, have checked this and motorists will definitely not see it until it's too late. So vehicles will end up stranded on the roundabout blocking the Northern traffic flow. More potential disruption.

There is already a massive traffic flow issue in the mid afternoon with North bound traffic being at times backed up to Warwick Road. A significant percentage of the heavy traffic on Broadway is logging trucks with trailers that take a considerable time to move away from a standstill. A second crossing will only exacerbate this problem. You may feel that there will be no more people crossing on two crossings than one, hence this won't be an issue, but that merely defeats your argument which is to decrease the number of pedestrians crossing at uncontrolled points. There will (in your view) be more people on two crossings.

Of far more importance in my view are four major traffic issues on Broadway, none of them being pedestrian related.

Firstly, and the most urgent/easily rectified, is the obstruction of visibility at both roundabouts by excessive garden plant height and signage. This is a totally unnecessary and very real hazard. When a serious accident (or potentially, a death) occurs, Council will have to accept responsibility for its prolonged lack of action on this matter. Imagine a motorcyclist travelling from the Forgotten Highway (as many do) approaching the Regan Street roundabout and turning right to head North, but a motorist in a hurry approaching from the West doesn't see the low-slung cruiser because their sight is compromised by the plants and takes the motorcyclist out! Who's fault was it really?

The Council's standard response to this question is that the plantings are the responsibility of the NZTA yet it is the Council's own contractors who maintain the gardens and who could in a few hours and at minuscule cost lower the height of those plants. If a business were to allow a hazard of this nature to continue without taking appropriate remedial action and an employee or site visitor were hurt as a result, they would receive no mercy from either Worksafe or the courts.

Secondly, the volume of heavy traffic travelling through Broadway. The town desperately needs a heavy traffic bypass, but this appears to be a financial hurdle that will always be too high. Several years ago I did submit a proposal (which it later came to light was the same idea that had been put forward by Councillor Bruce Kitchingman many years prior), but this was rejected as too expensive without any engineering study and costings being undertaken. That's a real shame because I still feel this was very much achievable, more so than anything else that's ever been suggested.

Thirdly, the inability of the roundabouts to manage the high volume of North bound traffic on Broadway, especially in the mid afternoons. Roundabouts are a good and effective tool for managing traffic flow when volumes from each direction are such that there are sufficient numbers from all directions to provide regular flow interruptions in order for them to function as they should. However, when there is an almost never ending flow in one direction then the roundabout ceases to operate as it should with motorists on the low flow give way points denied access for extended periods. I should note that this will only get worse with the installation of two pedestrian crossings with each of them being closer to the roundabouts.

The answer to this would be the installation of a traffic light on the Southern approach to the South roundabout, perhaps only operating during peak flow periods. This would not only reduce the buildup of traffic on Fenton Street, but it would provide more opportunities for motorists to exit their angled parking spaces on Broadway.

The last is our angle parking on Broadway. As we all know, getting out of these parking spaces can prove very challenging at times, particularly during times of high traffic flow. I suggest that this issue could be improved by simply changing the angle of the spaces from the current 45 degrees to a flatter angle of say 35 or 37.5 degrees. This would reduce the number of spaces available I know, (possibly around 15% or 15 parks of the roughly 100 we have currently) but it would be less than the 20 plus that will be lost if the change is made from one pedestrian crossing to two as currently proposed.

There would be real tangible benefits from this including (and maybe some others I haven't thought of):

- Easier vehicle turn in and out for access and egress
- Improved visibility when reversing out
- More clearance to traffic flow (due to the angle change) while parallel after backing out and waiting for a gap
- Increased impedance to pedestrians wanting to cross Broadway at points other than the designated pedestrian crossing

Lastly, and whilst I have your attention, I would suggest and support the installation of 'No U-Turn' signs between the roundabouts. I'm constantly amazed at the number of drivers who are too lazy to use the roundabouts and instead stop in the centre of the road to make a simple U-turn or grab a parking space on the opposite side. Stopping this will help to reduce both traffic interruptions and potential vehicle conflict with no negative effects that I can think of.

Yours faithfully

Gavin Dey



Paper Plus Stratford  
243 Broadway  
Stratford 4332  
(06)765 7832

12<sup>th</sup> June 2024

Dear Stephen Bowden,

RE: Pedestrian access across SH3 in Stratford's CBD

Paper Plus Stratford is not in favor of option 1 or option 2.

In our opinion these two options would cause congestion and have a negative effect on the trading and parking in the CBD of Stratford.

We are in favor of leaving the one and only pedestrian crossing where it is.

Speed should be reduced, put a hump in or even a traffic light – similar to the one in Inglewood or the set up in Eltham.

The Stratford CBD are experiencing the toughest trading conditions as it is – we definitely don't need to lose any car parks.

Support Local, Shop Local, Love Local.

If the public can't get a park outside or very close to the business they wish to enter, they head north or south to the nearest township.

Stratford CBD needs to be vibrant in order for Stratford to survive in the future. This in turn creates employment, increases property valuations and in turn the council will receive more rates.

The Glockenspiel is not earthquake compliant. If there is a worry over the safety of people watching it then move it across the road to the duck pond (empty lawn area).

Romeo & Juliet will be living next door to the best store in town!

Sincerely,

Margaretha Hodgetts







TE KURA PI'OPATANGA O WAKAAURANGI  
TARANAKI  
DIOCESAN  
SCHOOL FOR GIRLS

11<sup>th</sup> June 2024

Dear Mayor Volzke and the Stratford Councillors,

Thank you for the opportunity to give feedback on the new pedestrian crossing options.

Firstly, we would like to say we are fully supportive of these changes. Anything we can do to make crossings safer for pedestrians – especially our young people and older residents, is a positive change. We know that some of our Taranaki Diocesan students walk to and from school and that the crossing in the centre of town is cluttered and dangerous. Also, many of our students are just setting out on a lifetime of driving and they are learners. So many distractions at this central point makes it even harder for them to be safe and confident drivers. Thank you for recognising that this is something we can improve.

Our opinion is that the best option would be Option 1 because the crossings will be further away from the roundabouts. This will be safer for people to cross as cars are exiting the roundabouts and drivers may be focussed on the traffic rather than a person crossing.

On another note, we know that this may not meet with a favourable outcome but we would like to say that we would love to see the crossing (or maybe even just one of them if both would be a step too far) be painted in rainbow colours. Our reasons for this are because, rainbows make people smile. They are colourful, cheerful and create moments of joy in the lives of children who cross over them. Also, of course, they represent a welcoming acceptance of all members of our community. There is nothing to be afraid of in using a little colour. We would be thrilled to support this and would love it if this were possible.

Once again we would like to say that, whichever option the council decides on will be a positive change.

Thank your for considering our feedback.

Nga mihi

*Bryda Barr*  
*KAAA*

Bryda Barr (Head of Student Council)  
Karleigh Moir (Head Girl)  
Maria Taylor (Principal)

*Courageous  
Resolute  
Successful*

14-6-24

RECEIVED

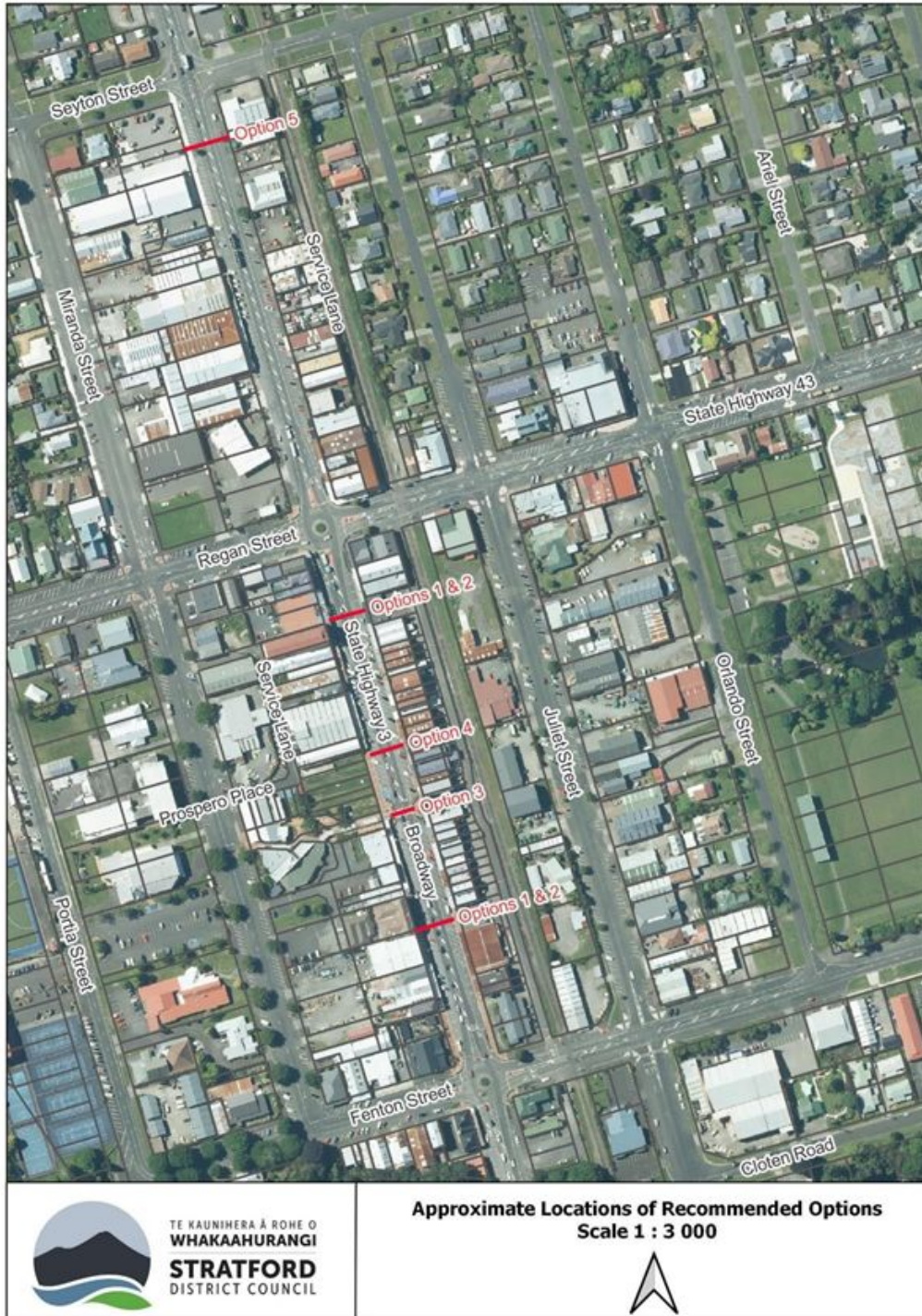
14 JUN 2024

BY: Councillor's

I wish to give the S.D.C. some feedback on the projected idea about the pedestrian crossing being moved to both roundabouts ends of town. The idea to remove the central pedestrian crossing will not speed up traffic through town. Between school drop off and pick up times each school day. To cut down traffic through town two bridges joining Brecon Road together. This would speed up mums & dads pick up time. Since Stratford, St Joseph's & Avon primary schools are all on the west side of state highway 3. This cut down school traffic by about half making both roundabouts safer for the children now have to cross the road.

I. A. Hepburn

## Appendix 8 - Approximate Location of Options 1 -5





**Our reference**  
F19/13/03-D21/40748

### **Karakia**

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

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