From:	Allie Dunn
To:	[redacted]
Subject:	Response to requests for information re Victoria Avenue Bridge, Dannevirke and Victoria Ave Queen Street Roundabout
Date:	Thursday, 19 December 2024 11:51:00 am
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png presentation - victoria avenue bridge(d24_47516).pdf

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Kia ora

I refer to your official information requests dated 27 November 2024 for information regarding the Victoria Avenue Bridge costs and Victoria Avenue / Queen Street roundabout costs.

The information you have requested is outlined below. We also note that the Victoria Avenue bridge markings were discussed by Council at the 18 September Infrastructure, Climate Change and Emergency Management Committee meeting. A copy of the agenda can be viewed on Council's website, and full details about the proposed works were included in the agenda (refer to appendix 1 to the management report item). The works were also discussed at the 21 October meeting of the Dannevirke Community Board. I have attached a copy of the presentation that was shown to Community Board members and discussed at that meeting for your information, and the minutes of that meeting provide a record of the discussion (also available on Council's website).

Victoria Avenue Bridge

Total cost for the Victoria Avenue Bridge alterations – $10,642.33.

Victoria Avenue / Queen Street Roundabout

Total cost for the Victoria Street roundabout - $255,644.98. This also includes the asphalt renewal work at the Queen Street roundabout project. The reason for installing speed humps on Queen Street and not Victoria/Allardice Street is that recordings were done of the average speed of traffic entering the roundabout from all streets. There were no concerns of the speed of traffic entering the roundabout from Victoria Street and Allardice Street therefore these streets didn't require speed humps.

Ngā mihi

TARARUA DISTRICT COUNCIL

Allie Dunn | Manager Democracy Services

Strategy and Community Wellbeing - Democracy Services | Tararua District Council

Phone: +64 6 3744080 | Mobile: +64 27 3331626

Allie.Dunn@Tararuadc.govt.nz

26 Gordon Street, Dannevirke 4930, PO Box 115

www.tararuadc.govt.nz

www.facebook.com/tararuadc

From: Allie Dunn
Sent: Wednesday, November 27, 2024 4:25 PM
To: [redacted]
Subject: CM: Acknowledgement - requests for information re Victoria Avenue Bridge, Dannevirke and Victoria Ave Queen Street Roundabout

Kia ora
This email is to acknowledge receipt of your two separate requests for information, regarding costs for the Victoria Street Avenue Bridge, and costs for the Victoria Ave / Queen Street Roundabout.
We will endeavour to respond to your request as soon as possible and in any event no later than 16 January 2025, being 20 working days after the day your request was received. If we are unable to respond to your request by then, we will notify you of an extension of that timeframe.
As part of our commitment to openness and accountability, we are now proactively publishing copies of requests for information and the responses provided to these requests, on our website. In doing so, we will ensure we comply with the provisions of the Privacy Act 2020 and redact any personal / identifying information from any response published.
If you have any questions about this, please don't hesitate to get in contact with me.
Ngā mihi

TARARUA DISTRICT COUNCIL

Allie Dunn | Manager Democracy Services
Strategy and Community Wellbeing - Democracy Services | Tararua District Council

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Allie.Dunn@Tararuadc.govt.nz
26 Gordon Street, Dannevirke 4930, PO Box 115
www.tararuadc.govt.nz
www.facebook.com/tararuadc

From: [redacted]
Sent: Wednesday, 27 November 2024 10:24 am
To: Info - Tararua District Council <Info@TararuaDC.Govt.NZ>
Subject: Victoria Avenue/Queen Street Roundabout, Dannevirke.

Could you please provide all Costs associated with the Refurbished Roundabout at the Intersection of Victoria Avenue and Queen Street, Dannevirke? This Information should include Costs for Assessments and Consultations, Traffic Management, Work on the Roundabout, "Speed Humps", concrete islands, and new Signs. Could you also explain the Decision to only have "Speed Humps" entering and exiting the Roundabout on Queen Street, but not install "Speed Humps" entering and exiting the Roundabout on Victoria Avenue/Allardice Street? Thanks.

[redacted]

[redacted]
Sent: Wednesday, 27 November 2024 10:16 am
To: Info - Tararua District Council <Info@TararuaDC.Govt.NZ>
Subject: Victoria Avenue Bridge, Dannevirke.

Could you please provide all Costs associated with the alterations to the Victoria Avenue Bridge? This Information should include all Assessment and Consultation Costs, Traffic Management Equipment, Cleaning of Traffic Cones, Road Marking, Walking Path extension, and installation of new Signs. Thanks.

[redacted]

Victoria Ave Bridge Pedestrian Walkway


MINI ONE


MINI ONE


Victoria Ave

Safety Assessment and Options Report

Road / Site Victoria Avenue Dannevirke

Works Category	Safety Improvement		**Road Hierarchy Classication**	Secondary Collector
Start RP	0.590	0.620	**AADT**	280

Background

Since the development/installation of a community group funded pedestrian/cycle walkway, concerns have been raised with pedestrian/vehicle interaction on the 2 lane Victoria Ave road bridge. This walkway is now TDC responsibilty for maintenance/upkeep. Recently a priority give way TMP was installed with a dedicated walking/cycling lane to address concerns of Pedestrians walking in the traffic lane.
This has resulted in some negative feedback from the public and the TTM has been compromised on multiple occasions.

No formal assessment has been made to confirm pedestrian traffic volume. However during inpsections and investigation of options, multiple pedestrian movements have occured, with elderly, children and pram use of the walkway.
There is limited traffic use of the bridge, with the majority of traffic occuring between 7am-9am and 3pm-6pm.

While no formal traffic assessment has been made. It is known that Pedestrians are walking within the live traffic lane, hence mitigation of risk must be considered.

Eng. overview

Option report Brief
- Identify risks and mitigation options to address Pedestrian/Traffic interactions.

Existing Bridge Dimensions
- Minimum design vehicle lane widths for the speed zone is 3m. The total minimum sealed carriageway lane width is 6m.
- The existing sealed carriageway width of the bridge is 5.2m (800mm less than recommended design minimum
- There is 700mm of concrete deck between the edge of seal and concrete nib curbs on each side of the road (in effect providing 6.6m of traffikable width). Note: there is a ~40mm drop from edge of seal to concrete deck.
- Minimum footpath design width as per NZTA Pedestrian guidelines is 1.6m

Minimum lateral safety zone between Traffic and Pedestrians is 1m (as per COPPTM), with fences seperating zones.

Pre-Treatment Assessment

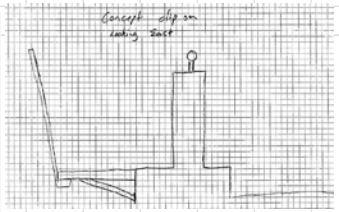
	Identified Risks to Safety	Present?	Propability of Crash	Consequence of Crash	Severity Outcome	Comments	Treatment by?
1	Pedestrians	Yes	Likely	Serious	Serious	Pedestrians are forced to cross a 2-way traffiked bridge with no Pedestrian facilities	Treated through Eng. Design
2	Narrow Road width	Yes	Unlikely	Minor	Minor	Road width is 5.2m which is less than minimum design width for 2-way traffic.	Signage
3	Cyclists	Some	Unlikely	Serious	Significant	Observations of cyclists using the footpath has been observed (mostly children). Cyclists are legally allowed to operate on the road carriageway and operate at higher speeds, therefore are less exposed to risk.	Signage
4	No formed shoulders	Yes	Unlikely	Serious	Significant	Shoulders either side of bridge restrict road width and reduce options for traffic to avoid pedestrians as they are forced to remain on	Minor Structure
5	Structures in road run-off zone	Yes	Likely	Fatal	Serious	When taking into accound 2-way traffic and Pedestrians on the bridge, there is not adequate run-off zone to allow pedestrians to leave the carriageway	Treated through Eng. Design
6							

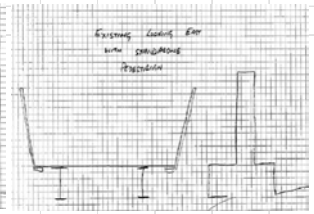
Repair Options		Description	Approx. Cost	Risk still present?	Propability of Crash	Consequence of Crash	Severity Outcome	Post Construction
Gold	Pedestrian Bridge	**Stand alone/ or clip on pedestrian/cycle bridge installed across waterway** Extensive ground works is required to remediate existing ground level This option would see pedestrians removed from the traffic lanes and 2-way traffic maintained on the bridge.	$100-150k	Eliminated	Very Unlikely	Non-Injury	Minor	Acceptable
Silver	Single Laning	**Reduce Bridge to Single Lane and create pedestrian path on bridge with line marking.** This option would see Pedestrian and Traffic interaction eliminated. It does lead to restricted traffic movements.	$15-20k	Minimised	Unlikely	Minor	Minor	Acceptable
Bronze	Narrow Footpath	**Maintain 2-way traffic and install narrow pedestrian path with line marking.** This would provide pedestrians with a zone to walk but given the restricted bridge width, there is risk the pedestrians could still walk into the traffic lanes or traffic enter the pedestrian zone when passing another vehicle due to the narrow width.	$15-20k	Minimised	Likely	Fatal	Serious	Further Treatment Required
Minimum Action	Signage	**Maintain 2-way traffic and install signage advising Traffic of Pedestrians present.** This option places the responsibility of safety on pedestrians.	$1,000	Minimised	Very Likely	Fatal	Serious	Further Treatment Required

Proposed Treatment	**Silver**	**Comments**	Treatment through single laning is considered the most practicable solution given the low pedestrain and traffic count. Installation of bridge is cost prohibative and signage alone does not provide adequate protection for pedestrians. While a below minimum standard narrow pedestrian path is possible, the narrow road width combined with a narrow pedestrain path could see vehicles entering the pedestrian zone if 2 cars are passing on the bridge. This is considered to higher risk.	**Approx. Cost**
				$15-20k

Gold Option

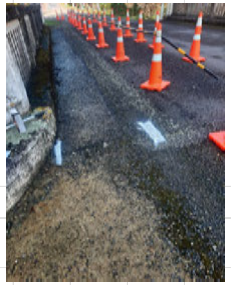
Pedestrian Bridge





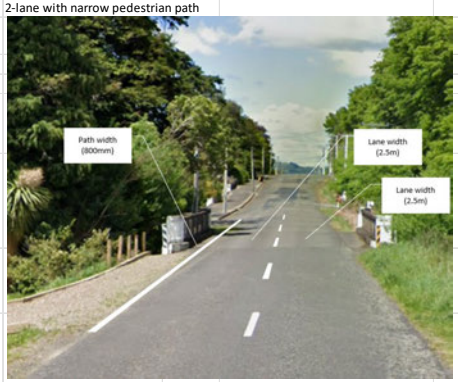
Silver Option

Single Lane with Pedestrain Path



Bronze Option

2-lane with narrow pedestrian path



Risk Matrix

		Severity outcome			
		Non-injury	Minor	Serious	Fatal
		Property damage only (PDO)	Injury which is not 'serious' but requires first aid, or which causes discomfort or pain to the person injured.	Injury (fracture, concussion, severe cuts or other injury) requiring medical treatment or removal to and retention in hospital.	A death occurring as the result of injuries sustained in a road crash within 30 days of the crash.
Probability of a crash	Very likely	Minor	Moderate	Serious	Serious
	Likely	Minor	Moderate	Serious	Serious
	Unlikely	Minor	Minor	Significant	Serious
	Very unlikely	Minor	Minor	Significant	Significant

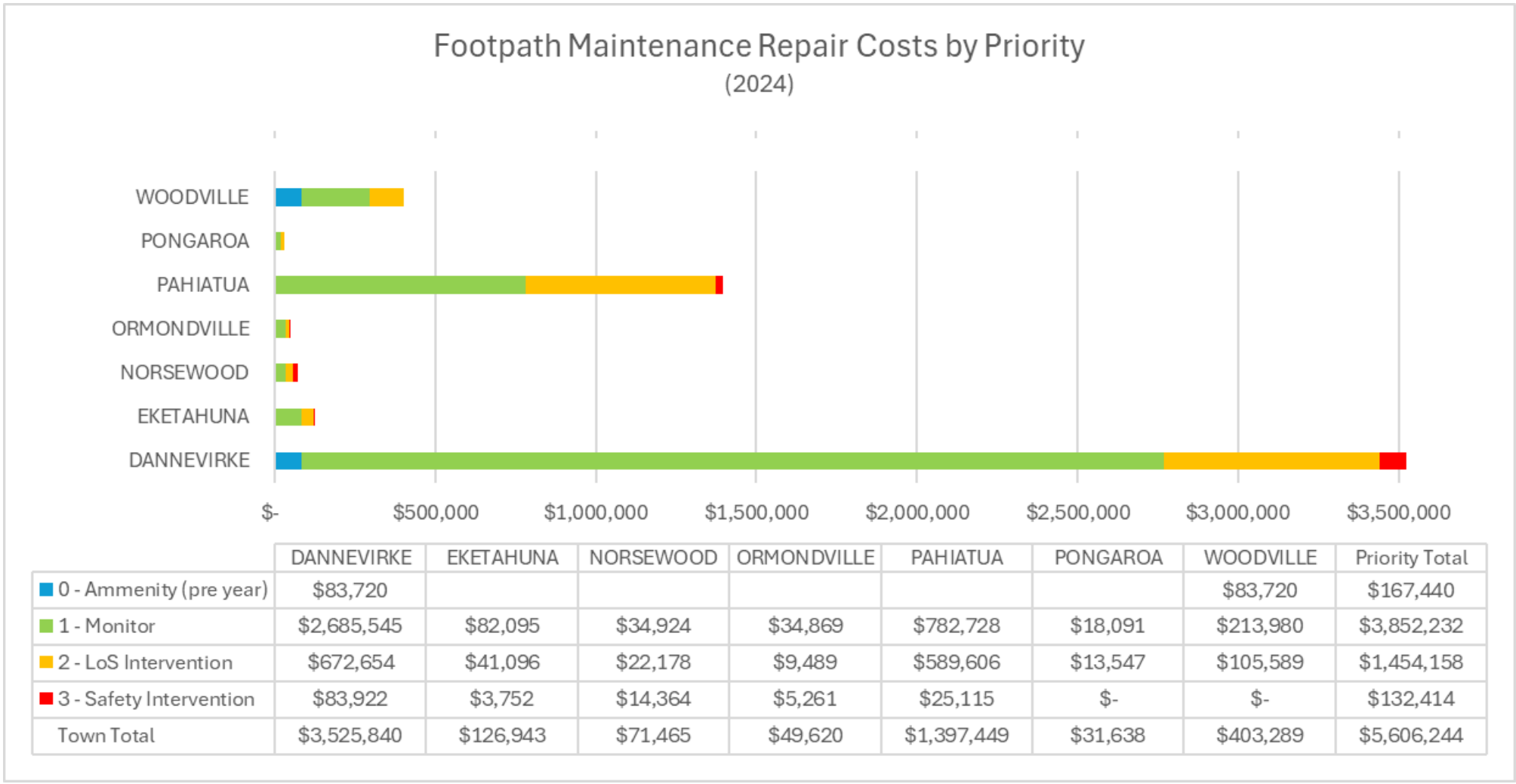
Safe System injury threshold

Do minimum

Install Warning Signage

2024-27 NLTP Footpaths

NLTP Period	Total Budget
2021-24	$1.6M
2024-27	$648,000



	DANNEVIRKE	EKETAHUNA	NORSEWOOD	ORMONDVILLE	PAHIATUA	PONGAROA	WOODVILLE	Priority Total
0 - Ammenity (pre year)	$83,720						$83,720	$167,440
1 - Monitor	$2,685,545	$82,095	$34,924	$34,869	$782,728	$18,091	$213,980	$3,852,232
2 - LoS Intervention	$672,654	$41,096	$22,178	$9,489	$589,606	$13,547	$105,589	$1,454,158
3 - Safety Intervention	$83,922	$3,752	$14,364	$5,261	$25,115	$-	$-	$132,414
Town Total	$3,525,840	$126,943	$71,465	$49,620	$1,397,449	$31,638	$403,289	$5,606,244

Total Budget
$648,000

Priority	Description	Current Liability	Commentary	Proposed Approach	2024-27 Cost Estimate	June 2027 Liability
Amenity	Activities to maintain the visual appeal of footpath condition.	$167,440 per annum	This activity largely covers the Main Street Waterblasting activities in Woodville and Dannevirke, with these towns receiving 3 treatments per year, and the others receiving reactive Waterblasting treatment.	Reduce Woodville and Dannevirke Main Street Waterblasting to 2 treatments per year.	$331,532	As an amenity item. This activity has no carry-forward liability.
Minor	Faults such as cracking and deformation that do not affect the user experience while using the experience.	$3.85M as of July 2024	Faults can deteriorate due to a variety of reasons (e.g. Vehicle damage, pavement uplift caused by tree roots or ground movement) leading to the Priority increasing. The time period for deterioration varies, with some faults deteriorating over many years, and some deteriorating over a matter of weeks/months. These faults are often adjacent to higher Priority faults, and can be treated alongside Renewal Programmes.	0% treated due to no available Renewals funding.		With no Minor faults treated through a renewals programme, it is assumed there will be an increase of 20% in Minor faults, however 20% of this fault value transfers to LoS Intervention Priority due to deterioration. The net result is a 0% change in value. This equates to a $3.85M carry-forward Liability.
Level of Service Intervention	Faults that impact the user experience while using the footpath. These may be minor cracking or deformation that is readily noticeable when walking, or are not in the direct pedestrian walking area. These faults do not present a unacceptable risk to the users safety.	$1.45M as of July 2024	Based on the current budget, we cannot meet this condition for Level of Service. These faults are often adjacent to higher Priority faults, and can be treated alongside Maintenance and Renewal Programmes.	10% treated due to limited Maintenance Funding	$145,415	Based on deterioration of the Minor faults and existing LoS faults, it is assumed there will be an increase of +30%. This equates to $1.74 M carry-forward Liability
Safety Intervention	Faults that present an unacceptable risk to user safety and pedestrians have limited to no alternative route to avoid the fault.	$132,414 as of July 2024	A large portion of the Safety faults relate to Vehicle Crossing damage, which previously was viewed as the responsibility of the home-owner. Based on the available budget, there is sufficient funds to repair all LoS Safety faults.	Treat all safety related faults with a bare minimum repair. (e.g. a uneven Asphalt footpath would be surface levelled, rather than dugout and rebuilt)	$158,896	We anticipate to treat all Safety Intervention faults over this NLTP period. This is based on assumed deterioration.