

West Coast Council

STRATEGIC ASSET MANAGEMENT PLAN – BRIDGES

Community Consultation Feedback and Comments



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COMMUNITY CONSULTATION FEEDBACK AND COMMENTS

This plan was released for public comment for three weeks, closing 19 April 2020. During that time 7 submissions were made, 6 via email and 1 via traditional mail. The comment period was advertised on social media, radio, and via Council agencies and website.

Name: Jason

Sorry for the lateness of my email, but I have only just found out on the proposed removal of the Esplanade to Railway Reserve foot bridge.

I am a resident that will be affected if this bridge is removed.

Some of the issues that need to be raised if this bridge is removed are:

1. From Darling Street around to the King Street Bridge – There are no foot paths of any kind in the area.
2. The Bridge at Penghana – There is no pedestrian part on this side of the bridge and crossing the road in that area is dangerous.
3. This bridge is used by a lot of elderly special needs residents in the area and making them the cross the main road to access the Penghana Bridge will put them at risk.



I am happy to discuss this issue with the West Coast Council and I will be speaking to some of the local councillors as well.

Name: William

I am writing about the Bridge Asset Management Strategy; I feel that before any bridge is downgraded or removed there should be a public consultation. This is by way of a face to face meeting with the mayor, councillors, and general manager, for all the public to air their views to the bridges that the council would earmark for such action. I feel that if a survey is done then there would only be a minority of people that would access this, as not all people find these surveys useful.

Name: Dianne

I would like to know who in their right mind would even think of closing the Esplanade/ Railway Reserve Bridge. This is the only safe access to town from the Esplanade side I should know I use this bridge every day several times it has been an access for 100 years. There has to be a way to fix whatever problem there may be.

Name: Gordon

This would be a great idea for all communities to have an input in the decision making of bridges. This closing of such vital structures is not so much the money that won't stretch to replace these structures, it is the safety side, fire and ambulance services that will be affected. When you close these bridges such as King Street, no thought and no truth told to the rate payers. We would appreciate it if we the ratepayers could have a say in the decision making.

Name: Jane

Thank you for providing community with opportunity to make comment regarding the drafted Bridge asset management document.

While it is acknowledged that there has been significant work undertaken in its development; there appears to be some absence of considered approach to the asset management strategy.

It is acknowledged that there is increasing pressure to operate and maintain these structures in an optimal fashion to ensure its long-term functionality and accessibility without compromising on public safety for the duration of its serviceable life.

However, asset owners and managers such as Council, face the challenges of an increasing asset age profile and a backlog of existing maintenance and rehabilitation works in an environment of budget restrictions.

Additional issues relating to condition deterioration and load deficiencies require further consideration for informed community feedback.

It is my understanding that the objective of a good bridge preservation strategy is to employ cost effective preservation treatments and activities at the appropriate

time to maximise the useful life of bridges, which ultimately lead to lower lifetime costs.

Such activities are considered preferable as the cost of major reconstruction or replacement activities are significantly greater than timely maintenance treatments or interventions. Timely and effective bridge preservation of sound bridges to assure their structural integrity and extend their useful life before they require replacement is considered a more palatable option.

The following points are made regarding the current document

1. There is limited information available in the bridge inventory for community to make informed comment. i.e. - A bridge inventory is the first component of a management information system and should be introduced as part of the Bridge Asset Management Strategy document. It should record the location, condition, heritage status, load capacity, and other information regarding all of bridges and culverts under the maintenance responsibility of council.

The current document fails to detail the heritage status (year of construction / any unique historic indicators of materials do not design construction or historic value use) Nor is this included in the risk matrix within the document to determine replacement conservation or removal decisions. Performance criteria and longevity of construction materials should not be the only determinants in bridge management decision making.

There is an on-going requirement to ensure that bridge maintenance, rehabilitation and replacement programs address the right structures and provide the most cost-effective mix of treatments to deliver appropriate performance of structures at minimum long-term cost to the community.

There is potential to increase the benefit of our bridges to people and industry and reduce the overall cost of maintenance through a targeted and cost-effective program of work. This strategy will help to meet the challenges of moving more people and freight in a safe and efficient manner, whilst obtaining the most from an ageing bridge stock. Bridges are some of the largest and most visible man-made objects and it is important that they look good and fit well with their surroundings.

A well-integrated bridge design will take account of appearance, function, buildability, durability and cost, and will endeavour to achieve the right balance between these (sometimes conflicting) demands according to the specific site and context of each bridge.

The amenity value of new structures can be addressed by consideration of architectural issues such as: „ Balance and integration of form „ Simplicity and smooth lines „ Visual obstruction „ Slenderness and elegance. These are largely absent in the strategy report.

1b. It is positive to see future challenges included in the risk matrix and asset management consideration including climate change.

1c. While comments being sought from the community regarding the asset management plan generally are a positive aspect including the inclusion of details of proposed bridge replacements etc. What is striking is the failure to detail the historic construction, and historic use of the bridges including importantly the year of construction of the bridges mooted for replacement and the any details of their

inherent cultural and historic values that these bridges may hold within the community.

2. Our communities' value our natural and built environment. A bridge heritage policy should inform any bridge management strategy. In reviewing the document, I cannot see any reference to this important aspect for community feedback to inform the review therefore making feedback difficult in terms of the proposed bridges planned for removal or replacement.

This important component needs to be implemented to identify and conserve bridges of historic value subject to statutory requirements and other community, environmental and social responsibilities. This component should include that Heritage bridges that are open to vehicular traffic are maintained to the same performance standards as equivalent non-heritage bridges and in a manner that ensures the heritage characteristics of each bridge are preserved.

3. A record of bridges of significance, including bridges of regional or local significance that are protected by the Council Planning Scheme or Tasmanian government are not detailed. Nor is there any reference or consideration of the bridges being subject to possible future classification of heritage conservation.

4. There is no mention or weighted consideration of conserving historic bridges for conservation purposes and change of use i.e. planning to include decisions for management which may include conservation by transitioning from vehicular use to pedestrian or from pedestrian to tourism place branding. Nor are the historic values of each bridge listed or detailed in the strategy document to inform decision regarding replacement etcetera, making it difficult to make detailed informed comment.

5. Of concern is that the potential tourism and historic values of the wooden bridges are not considered in the document to inform decision making. This information needs to be used to prepare conservation management plans for individual heritage registered bridges or bridges identified as having historic environmental or visual amenity value to the community.

Therefore, it is recommended that Council

a. integrate information management systems for bridge inventory, records, condition, load capacity, inspections and works history data and improve accessibility to this data to inform the community of the asset management strategy

b. Ensure that there is provision for and considered management of well-preserved heritage bridges cared for under special management plans are integrated into the Bridges asset management strategy.

c. The Burra Charter offers a framework for heritage management in which multiple—sometimes conflicting—heritage and other values can be understood and explicitly addressed. This will ensure the bridges asset management strategic plan is reflective of developing practice and awareness of intangible attributes and the legitimate expectations of our community; and ensures a shift in heritage management models from traditional fabric-centred approaches toward more holistic and innovative conservation solutions is integrated in the asset planning and risk management approach of the West Coast Council.

d. once this additional information is integrated into the bridges asset risk management strategy and provided to the community; the council should allow for a further public feedback period regarding the bridge's asset management strategy prior to document finalisation and council adoption.

I hope this feedback assists Council in its bridge asset management strategy development documentation.

Name: Kylie

I am writing to you today to express my concern with the esplanade / train station car park bridge being closed. This bridge is very important to my family as well as many other residents in the area. This bridge is the only safest way for us to walk from our homes to the main street of Queenstown. Closing this bridge will force my young family to cross the highway bridge on Penghana rd. This bridge is on a highway, it's on a sharp corner and view is not always clear especially with fast traffic. There is no joining footpath so we will be crossing more roads to get to this bridge and once on the bridge we will have to cross back over the highway bridge to walk back to the main street direction. This corner is very busy. It's one of the busiest intersections in Queenstown.

So many people use this bridge daily. The elderly, families, disability, tourists, exercising, getting to and from work, grocery shopping. Families use this bridge to take their kids to PCYC on Thursdays. The Unconformity had a beautiful dance display using this bridge, as well as being able to cross it to see another display they had at the pcyc building.

Please reconsider the closing of this walkway bridge. It is too important to use residents and the community. It is the only safest way of accessing the main town.

Name: Paul

I write to you regarding the footbridge over the Queen River linking the Queenstown Railway Station car park with The Esplanade. It has only come to my attention recently that this foot bridge (and others) may be removed by Council and I understand a reasonable public consultation time was given but has now expired. However, during these difficult times and the storm of information and rules we are all facing at the moment with the Covid-19 virus, it is easy for other news to 'slip under the radar' and I ask that Council consider my letter regarding the keeping of this bridge.

I use this bridge usually each day, and see quite often a few others using it too; elderly people, mothers with a baby in a pusher , small children, cyclists and the occasional tourist taking photos of the river (more tourists might use it too with some signage at the railway station). I do not live on The Esplanade, but for those that do, this bridge provides a safe walk into the shopping area for them. This beautifully built little bridge (in my view) helps to encourage people to take a walk rather than use a car, although the weather is not always perfect for this (!).

I understand a petition about this bridge has attracted over 400 signatures (The Advocate, Tuesday April 28, 2020) and indicates a reasonable level of local concern in my view and no doubt many (like me) are ratepayers here.

With regards to the other two foot bridges (near the Skate Park and also near the end of Mathews Street down South), I feel these also are well worth keeping but I'm not in a position to say they get a lot of traffic. The Mathews Street bridge, I use 3 or 4 times a week. The bridge near the Skate Park I have only used once but I suspect some kids use it to gain access to the Skate Park, another valuable community asset.

Personally, as a ratepayer I would be willing to pay my share to keep the Esplanade foot bridge. As for the other two, my 'wish list' is to keep them all, but I do not know how much other public support is for them. In closing, I again ask Council to consider my letter and the petition too.
