

From: Simone Anthony
Sent: Tuesday, 1 September 2026 2:03 pm
To: [REDACTED]
Subject: Response: TARARUA LGOIMA - PEDESTRIAN CROSSING SAFETY AUDITS
Attachments: GridExport_Marking (2).xlsx

Kia ora [REDACTED]

I am writing in response to your official information request dated 22 August 2026 for pedestrian crossing safety audit frameworks and use of crash data.

The information you have requested is set out below:

There are 46 Pedestrian crossings within the Tararua District – of those 46, 19 are on State-Highway and fall under NZTA management/maintenance. With very few crossings to manage, the management & maintenance of the Local Authority crossings aligns with general line marking inspections and remarking programme (please see attached spreadsheet for the itemised list of crossings).

1. **Integration of Police Crash Data:** Please provide copies of the specific policies, frameworks, or operational guidelines detailing how the Council integrates police crash data (such as CAS data) into its pedestrian crossing safety audits. If no such written framework exists, please explicitly confirm that the Council does not have a formal process for cross-referencing crash data when auditing pedestrian infrastructure. *(Note: Regarding this point, this request is **not** seeking generic links or references to national-level documents such as the NZTA Pedestrian Planning Guidelines. This is strictly concerned with how this specific Council integrates and uses police crash data locally to proactively audit and prioritize existing assets).*

Tararua District does not have a formal process for the Auditing or Pedestrian crossings.

Pedestrian crossing condition is managed via. general line marking inspections/programming.

2. **Geographic Scope (Main Roads vs. Suburbs):** Please provide any policy documents or risk-assessment frameworks that dictate how crossing safety audits are distributed geographically. Specifically, does the Council have a systematic framework for evaluating pedestrian infrastructure inside suburban and residential areas, or are proactive safety audits restricted primarily to main arterial roads? If no policy exists for suburban areas, please explicitly state this.

No policy exists

3. **Asset Scope (Formal vs. Informal Crossings):** Please provide the engineering criteria or internal guidelines used to determine which types of crossings are actively safety-audited. Does the Council's audit framework include informal pedestrian crossings (such as courtesy crossings, dropped kerbs, and school walking routes), or is it restricted strictly to formal infrastructure (such as zebra crossings and raised traffic tables)? If informal crossings

are excluded from standard audit frameworks, please provide the directive confirming this exclusion.

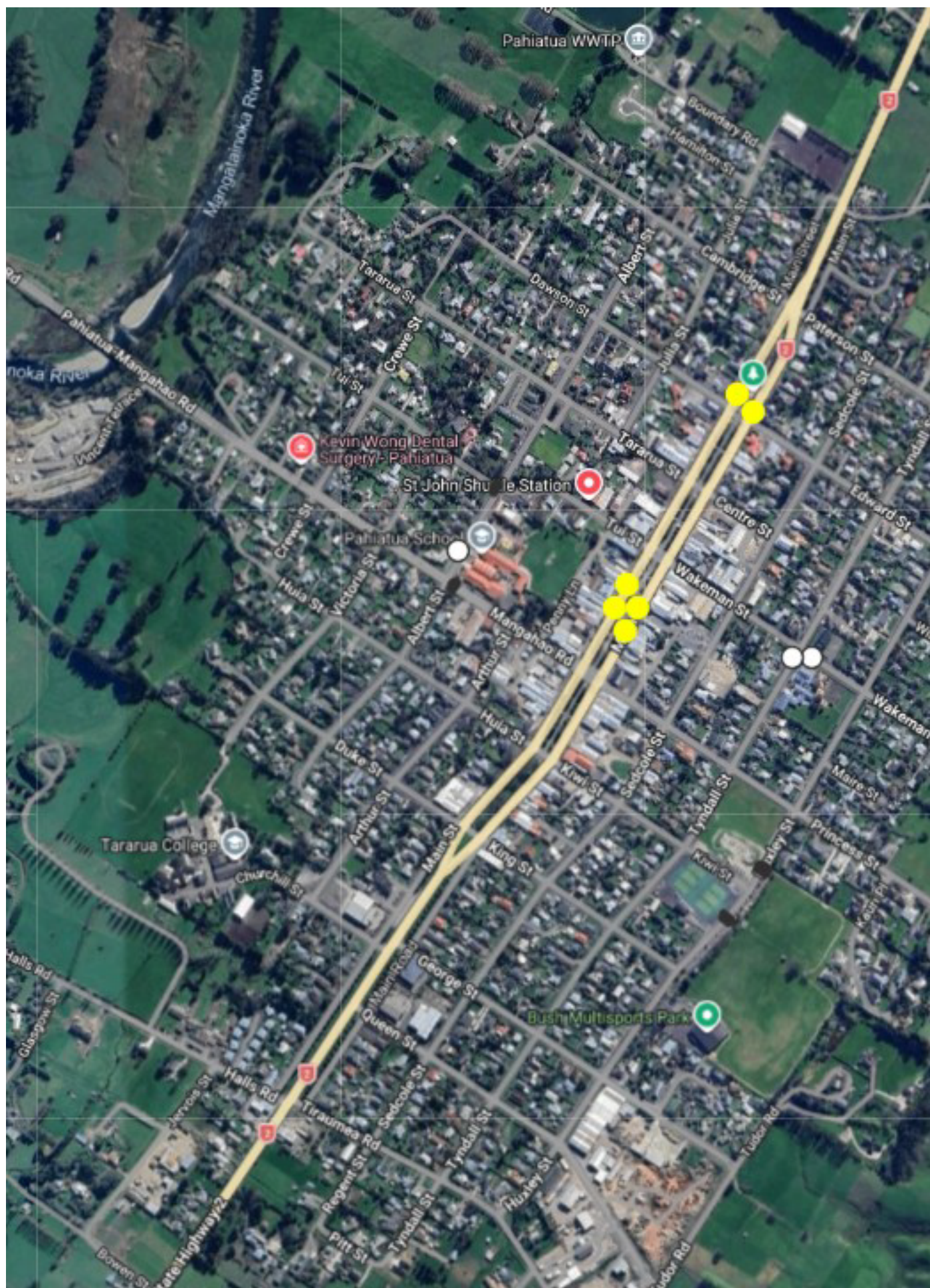
Tararua District Council does not actively audit pedestrian crossings.

4. **Future Corrective Actions:** Please provide any documented proposals, meeting minutes, or directives from the last 18 months indicating whether the Council intends to amend its future pedestrian safety audit processes to systematically include suburban or informal crossings.

There is no document proposals, minutes or directives to amend/adopt a pedestrian crossing audit requirement.

Below are the maps showing the various crossings (yellow are NZTA, white is the Local Authority managed crossings):

Pahiatua

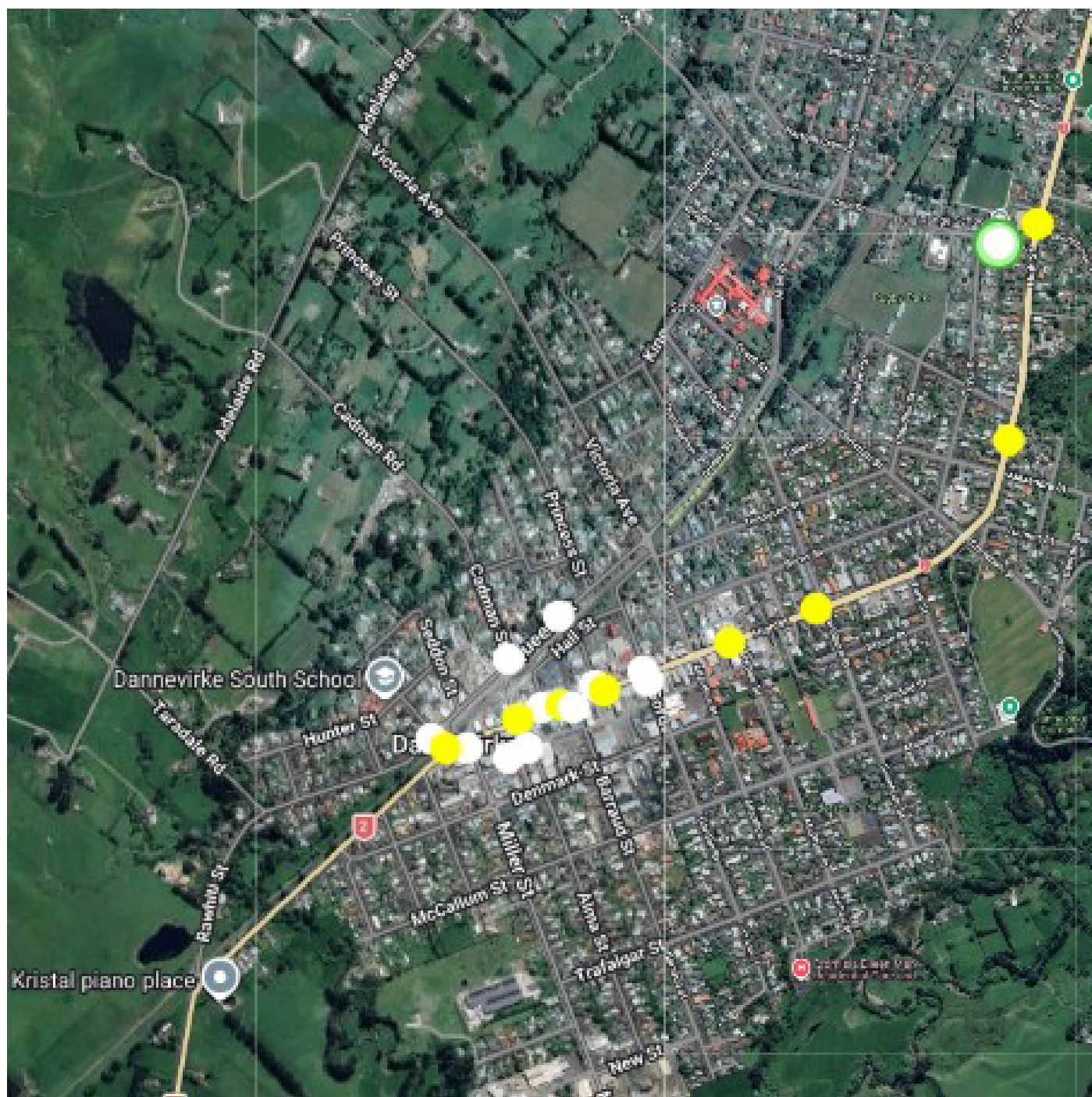




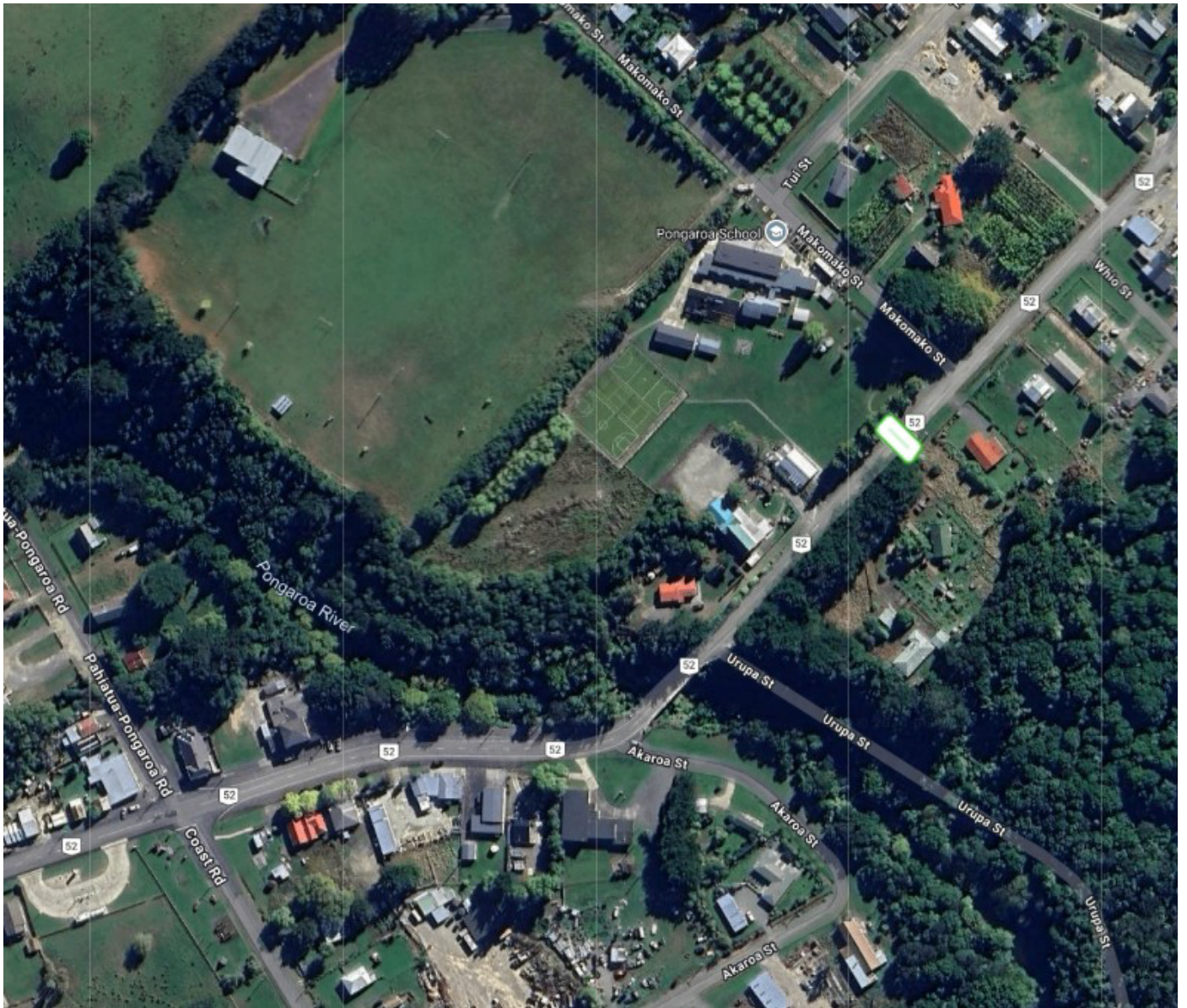
Woodville



Dannevirke



Pongaroa



You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngā mihi,



Simone Anthony | Democracy Support Officer
Democracy Services | Tararua District Council

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From: Simone Anthony
Sent: Monday, 24 August 2026 10:35 am
To: [REDACTED]
Subject: CM: RE: TARARUA LGOIMA - PEDESTRIAN CROSSING SAFETY AUDITS

Kia ora [REDACTED]

This email is to acknowledge receipt of your request for information, regarding pedestrian crossing safety audit frameworks and use of crash data.

We will endeavour to respond to your request as soon as possible and in any event no later than 18 September 2026, 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,



Simone Anthony | Democracy Support Officer
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From: [REDACTED]
Sent: Saturday, 22 August 2026 10:21 am
To: Info - Tararua District Council <Info@TararuaDC.Govt.NZ>
Subject: TARARUA LGOIMA - PEDESTRIAN CROSSING SAFETY AUDITS

EXTERNAL EMAIL ALERT: Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.

Subject: Official Information Act Request (LGOIMA) – Pedestrian Crossing Safety Audit Frameworks and Use of Crash Data

Dear Information Officer,

Under the Local Government Official Information and Meetings Act 1987 (LGOIMA), please provide the following operational policy frameworks, guidelines, strategy documents, or internal directives regarding how the Council assesses, audits, and prioritizes pedestrian crossing infrastructure:

1. **Integration of Police Crash Data:** Please provide copies of the specific policies, frameworks, or operational guidelines detailing how the Council integrates police crash data (such as CAS data) into its pedestrian crossing safety audits. If no such written framework exists, please explicitly confirm that the Council does not have a formal process for cross-referencing crash data when auditing pedestrian infrastructure.
 - *Note: Regarding this point, this request is **not** seeking generic links or references to national-level documents such as the NZTA Pedestrian Planning Guidelines. This is strictly concerned with how this specific Council integrates and uses police crash data locally to proactively audit and prioritize existing assets.*
2. **Geographic Scope (Main Roads vs. Suburbs):** Please provide any policy documents or risk-assessment frameworks that dictate how crossing safety audits are distributed geographically. Specifically, does the Council have a systematic framework for evaluating pedestrian infrastructure inside suburban and residential areas, or are proactive safety audits restricted primarily to main arterial roads? If no policy exists for suburban areas, please explicitly state this.
3. **Asset Scope (Formal vs. Informal Crossings):** Please provide the engineering criteria or internal guidelines used to determine which types of crossings are actively safety-audited. Does the Council's audit framework include informal pedestrian crossings (such as courtesy crossings, dropped kerbs, and school walking routes), or is it restricted strictly to formal infrastructure (such as zebra crossings and raised traffic tables)? If informal crossings are excluded from standard audit frameworks, please provide the directive confirming this exclusion.
4. **Future Corrective Actions:** Please provide any documented proposals, meeting minutes, or directives from the last 18 months indicating whether the Council intends to amend its future pedestrian safety audit processes to systematically include suburban or informal crossings.

To ensure this request does not cause an undue administrative burden, I am seeking existing high-level policy frameworks and directive documentation rather than individual site assessment files.

If the Council refuses any part of this request under Section 17(e) on the basis that the information is not held, please explicitly confirm in your refusal response whether this is because no such policy, framework, or directive has been formally established by the Council.

Please confirm receipt of this request and provide your response within the statutory 20 working days.

Marking ID	Asset Owner	Road	Start	End	Side	Offset	Type
6208	Crown	MAIN ST EAST (SH2)	196	200	Right	1.9	Pedestrian crossing
6210	Crown	MAIN ST EAST (SH2)	523	529	Right	2.4	Pedestrian crossing
6211	Crown	MAIN ST EAST (SH2)	566	571	Right	3	Pedestrian crossing
6209	Crown	MAIN ST WEST (SH2)	860	864	Left	5.8	Pedestrian crossing
6212	Crown	MAIN ST WEST (SH2)	524	529	Left	6	Pedestrian crossing
6213	Crown	MAIN ST WEST (SH2)	486	490	Left	5	Pedestrian crossing
6189	Crown	HIGH ST (SH2)	1926	1931	Left	3.9	Pedestrian crossing
6190	Crown	HIGH ST (SH2)	1449	1454	Left	6.1	Pedestrian crossing
6191	Crown	HIGH ST (SH2)	844	850	Left	5.4	Pedestrian crossing
6192	Crown	HIGH ST (SH2)	639	645	Right	3	Pedestrian crossing
6194	Crown	HIGH ST (SH2)	345	351	Left	4.1	Pedestrian crossing
6197	Crown	HIGH ST (SH2)	248	254	Left	5.2	Pedestrian crossing
6198	Crown	HIGH ST (SH2)	146	152	Left	4.7	Pedestrian crossing
6199	Crown	HIGH ST (SH2)	0	1	Left	27.7	Pedestrian crossing
6200	Crown	VOGEL ST (SH2/SH3)	873	884	Right	5.7	Pedestrian crossing
6203	Crown	VOGEL ST (SH2/SH3)	988	995	Right	3.9	Pedestrian crossing
6207	Crown	VOGEL ST (SH2/SH3)	1223	1231	Right	6.6	Pedestrian crossing
4691	Crown	MCLEAN ST	818	823	Left	5.9	Pedestrian crossing
6217	Crown	STATE HIGHWAY 2 - SECTION 5 - EKE	954	961	Left	5.3	Pedestrian crossing
1816	Local Authority	QUEEN ST (D)	738	741	Right	6.7	Pedestrian crossing
6206	Local Authority	MCLEAN ST	861	867	Left	5.1	Pedestrian crossing
6218	Local Authority	ALFREDTON RD	206	212	Centre	3.9	Pedestrian crossing
5064	Local Authority	MANGAHAO RD	230	234	Right	6.4	Pedestrian crossing
3053	Local Authority	HOLDEN PL	92	98	Left	4.9	Pedestrian crossing
1900	Local Authority	CADMAN ST	9	14	Left	7.7	Pedestrian crossing
6214	Local Authority	HUXLEY ST	741	750	Right	6.4	Pedestrian crossing
6215	Local Authority	HUXLEY ST	837	842	Right	6.7	Pedestrian crossing
2955	Local Authority	MILLER ST	12	20	Right	6.4	Pedestrian crossing
6188	Local Authority	RAWHITI ST	19	23	Centre	5.3	Pedestrian crossing
6204	Local Authority	ORMOND ST	797	802	Left	4.8	Pedestrian crossing
6205	Local Authority	ORMOND ST	759	764	Left	5.9	Pedestrian crossing
4174	Local Authority	WAKEMAN ST	259	264	Left	4.7	Pedestrian crossing
6201	Local Authority	ROSS ST (W)	785	791	Left	4.5	Pedestrian crossing
6202	Local Authority	ROSS ST (W)	748	753	Left	6.5	Pedestrian crossing
5090	Local Authority	TUI ST (P)	265	270	Left	6.9	Pedestrian crossing
3226	Local Authority	GORDON ST (D)	151	155	Right	5.1	Pedestrian crossing
6193	Local Authority	GORDON ST (D)	173	179	Right	4.6	Pedestrian crossing
1950	Local Authority	COLE ST	75	82	Right	4.7	Pedestrian crossing
6195	Local Authority	WARD ST	12	16	Left	3.5	Pedestrian crossing
3263	Local Authority	BARRAUD ST	9	13	Right	7	Pedestrian crossing
6003	Local Authority	TYNDALL ST	447	451	Right	4	Pedestrian crossing
6216	Local Authority	ALBERT ST (P)	592	597	Right	7	Pedestrian crossing
3190	Local Authority	STATION ST (D)	10	15	Left	7.3	Pedestrian crossing
3479	Local Authority	052-0093	15039	15045	Left	9.5	Pedestrian crossing
3918	Local Authority	JONES ST	40	43	Centre	5.5	Pedestrian crossing
6196	Private	HOLDEN PLACE CARPARK NO.1	63	71	Left	11.7	Pedestrian crossing