

Project Initiation Brief**05.003.1**

Sponsor: Steffan Thomas	Date: 02/07/2021
Customer: Citywide	TRIM Ref: 21/931079
Key Project: 930	WBS: 542/001662
Business Unit: Infrastructure, Planning & Regulatory Services - Transport	
Project Name: Sockburn Roundabout Intersection Improvement	
Location(s) of Project: Alloy Street/Epsom Road/Blenheim Road/Main South Road Intersection	
Completion Date: FY24 to FY26	
Target Dates (Phases): 01/07/2024 project initiation; 01/07/2026 detailed design, safety audit and consultation completed; 30/06/2026 Construction and post construction safety audit completed.	

Background:

Transport Activity Management Plan 2021-31 under the safety pillar states that “We want to live in a city where people arrive at their destinations alive and unharmed – every time. Council shares the Government’s vision of a New Zealand where no one is killed or seriously injured in road crashes.” It adds that “By 2031, we want to have reduced our road toll, with at least 40% fewer fatal and serious crashes on our local roads than in 2020.”

The plan includes a level of service (10.0.6.1) to “Reduce the number of death and serious injury crashes on the local road network” with a target to reduce the number of the crashes from 115 reported death and serious injury crashes in FY20 to no more than 71 in FY31.

The target has been set considering the national safety target of Vision Zero and follows the same system design principles. It recognises that whilst mistakes are inevitable – deaths and serious injuries from crashes are not. The Safe System approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It does this through four guiding principles:

- We promote good choices but plan for mistakes.
- We design for human vulnerability.
- We strengthen all parts of the road transport system.
- We have a shared responsibility.

The Sockburn roundabout intersection has been identified as a high risk site and is endorsed by Waka Kotahi, NZTA for delivery in the 3-year period of FY22-FY24. The project, however, has been budgeted in the current LTP over FY24 to FY26. As part of this project to address the safety concerns at the intersection and to gain maximum funding support from Waka Kotahi a faster delivery of the project need to be developed and it is proposed to swap financials between this project and the Minor Safety Improvements project.

Define Need:

Over the 10-year period of 2011-2021, there were 27 injury crashes including 2 serious injury crashes at the Sockburn roundabout. Nearly 80% of all injury crashes occurred at the eastern corner of the roundabout between Main South Rd east and Blenheim Road. The main crash movements reported were -

- Rear end (9);
- Lost control at bend (5); and
- Merging (5).

The preliminary investigation suggested that the constant stream of eastbound vehicles from the Main South Road west approach especially during peak hours causes considerable long delays and frustration for the traffic exiting from the Main South Road east approach. Also the dual turning lanes through the roundabout and the proximity of the exits onto Main South Road and Blenheim Road on the eastern side of the roundabout leads to driver confusion, both for the turning vehicles to indicate their directions and also for the entering vehicles to recognise the turning vehicles’ intentions. The combination of the above coupled with the high speeds limits inside the roundabout leads into the drivers entering to the roundabout from the eastern side misjudge the gap to enter the roundabout. This is further confirmed when investigated to all injury crash report, the primary causes were

- Driver frustration;
- Lane confusion; and

Capital Programme Group Procedures Manual – (Form)

<ul style="list-style-type: none"> High speeds. <p>A preliminary investigation is completed and preferred treatment to address the main causes are developed in partnership with Waka Kotahi, NZTA. The preferred treatment includes:</p> <ul style="list-style-type: none"> <u>Reduction of the posted speed limit through the roundabout</u>: posted speed limit through the roundabout and along Blenheim Road is 60kph. It should be reduced to 50kph to reduce the severity of crashes. <u>Signalisation of Lowther Street/Main South Road</u>: The eastbound direction of Main South Road at Lowther Street should be signalised. The traffic signal will provide gaps in the eastbound traffic flow, facilitating the discharge of traffic on the eastern side of the roundabout. The traffic signal has to be in coordination with the Main South Road/Springs Road traffic signal. Incorporation of an eastbound bus gate at the Lowther Street signal should be investigated. <u>Upgrade of lane marking and gantries</u>: A representation of the roundabout's layout and advance lane marking need to be provided to minimise lane confusion at the roundabout. It should clearly suggest that the eastbound movement onto Blenheim Road is a right-turn movement to encourage drivers to indicate right. 																														
<p>Project Objective(s):</p> <p>As part of this project, following high level key objectives are developed -</p> <ul style="list-style-type: none"> To develop a preferred design for all treatments; Prepare a detailed design including costs Consult with affected parties and all key stakeholders Deliver the design within allocated time and budget. 																														
<p>Known Risks, Dependencies, Constraints:</p> <p>budget limitations and scope increase, NZTA subsidy, deliverability, departure from the agreed intervention types</p> <p>As part of the funding agreement with Waka Kotahi, there is no need to prepare any business cases for the project, however treatment is required to be part of their listed intervention and should fit within the allocated budget. Any changes to the type of intervention or costing, however, need to be discussed with Waka Kotahi NZTA and an update to the endorsement sheet need to be sought.</p>																														
<table border="1"> <thead> <tr> <th></th> <th>WBS</th> <th>FY 22</th> <th>FY 23</th> <th>FY 24</th> <th>FY 25</th> <th>FY 26</th> <th>FY27</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Budget Allocation:</td> <td>542/001662</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$83,804</td> <td>\$108,448</td> <td>\$796,823</td> <td>\$0.00</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Totals</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$83,804</td> <td>\$108,448</td> <td>\$796,823</td> <td>\$0.00</td> </tr> </tbody> </table>		WBS	FY 22	FY 23	FY 24	FY 25	FY 26	FY27	Budget Allocation:	542/001662	\$0.00	\$0.00	\$83,804	\$108,448	\$796,823	\$0.00								Totals	\$0.00	\$0.00	\$83,804	\$108,448	\$796,823	\$0.00
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<p>Funding Source: Council's LTP21-31 (49%) and Waka Kotahi Safe Network Programme (51%)</p>																														
<p>Stakeholders: Waka Kotahi, KiwiRail, Council, Hornby, Halswell and Riccarton Community Boards</p>																														
<p>Attachments: trim://21/697305 (Waka Kotahi endorsement schedule)</p>																														
<p>Customer Involvement:</p>																														

<p>Link to LTP: CPMS #930</p>
<p>Link to Strategy: Vision Zero</p>
<p>Link to Level of Service: 10.0.6.1</p> <p>The plan includes a level of service (10.0.6.1) to “ Reduce the number of death and serious injury crashes on the local road network” with a target to reduce the number of the crashes from 115 reported death and serious injury crashes in FY20 to no more than 71 in FY31.</p>
<p>Comments:</p>

<p>Initiated By: Hamid Mirbaha</p>	<p>Date: 02/07/2021</p>
<p>Prepared By: Hamid Mirbaha</p>	<p>Date: 02/07/2021</p>
<p>Approved By: Steffan Thomas</p>	<p>Date:</p>
<p>Accepted By: Ekin Sakin (acting Manager Planning and Delivery)</p>	<p>Date:</p>
<p>Project Manager:</p>	<p>CPG Project Number:</p>