

Wanaka Community Board 14 December 2016

Report for Agenda Item: 1

Department: Property & Infrastructure

Ballantyne Road Safety Options

Purpose

The purpose of this report is to present the options considered and the preferred option to address the safety issues on the unsealed section of Ballantyne Road.

Recommendation

That the Wanaka Community Board:

- 1. **Note** the contents of this report;
- 2. **Agree** in principle, subject to further work that the preferred option is to improve the road to full seal standard:
- 3. **Agree** that funding for the preferred option be investigated with NZTA;
- 4. **Note** indicative costs of \$315,000 in 2017-18 and \$2.1 million for construction in 2018/19; and
- 5. **Approve** warning signage being optimised, continuation of the temporary lower speed limit and use of dust suppressant until the sealed road can be constructed.

Prepared by:

Reviewed and Authorised by:

Andrew Edgar Senior Engineer

27/11/2016

Deborah Lind Manager, Strategy & Performance

28/11/2016

Background

1 This report has been prepared, following a Council workshop on 15 November 2016, to progress the short and long term solutions to address the issues pertaining to Ballantyne Road, Wanaka.

Comment

- 2 The attached business case describes the need to invest, the strategic context, the options assessment, affordability and funding issues, commercial arrangements and delivery timelines.
- 3 The attached business case identifies and assesses the reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

Options

- 4 This report recommends option SS-6 'Improve the road to full seal standard' as it reduces the risk of crashes and assists the growth of Wanaka and satellite towns by providing a safe, alternative route to the state highway.
- 5 Options of additional warning signs, continuing the temporary lower speed limit and dust suppression are recommended to manage safety issues in the short term.

Significance and Engagement

- 6 This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy because the recommended approach would be a significant capital project for the district.
- 7 Consultation would be through the Annual Plan and Long Term Plan to meet the requirements of 76-78 of the Local Government Act 2002.

Risk

- 8 This matter related to the operational risk OR004a Serious injury to member of community caused by a building (including roads), as documented in the Council's risk register. The risk is classed as high. This matter relates to serious risk to members of the community.
- 9 The recommended option considered above mitigates the risk by 'treating the risk putting measures in place which directly impact the risk.'

Financial Implications

- 10 The recommended option is estimated to cost \$315,000 for design and \$2.1 million for construction. Joint funding with New Zealand Transport Agency will be explored.
- 11 Signage and dust suppression is in the order of \$180,000 and will be funded from existing budgets.

Council Policies, Strategies and Bylaws

- 12 The following Council policies, strategies and bylaws were considered:
 - 10 Year Plan 2015-2015

- 13 The recommended option is consistent with the principles set out in the named policy by assessing the options against the community outcomes and related objectives.
- 14 This matter is included in the 10-Year Plan within the Transport section as it indicates we are planning to address network development around Wanaka.

Local Government Act 2002 Purpose Provisions

- 15 The recommended option:
 - Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by upgrading Ballantyne Road to allow the safe movement of vehicles between urban Wanaka and the Upper Clutha communities to the west of Wanaka:
 - Is consistent with the Council's plans and policies; and
 - Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Funding provision will be needed in the Annual Plan and 10 Year Plan.

Consultation: Community Views and Preferences

- 16 The persons who are affected by or interested in this matter are local residents, through drivers and ratepayers who will be contributing to the cost of the recommended upgrade.
- 17 The Council, through the Wanaka Community Board, held a public meeting in April 2016, which identified these local community needs:
 - a. A through road to be able to travel directly from Luggate and beyond to Ballantyne Rd industrial area and beyond, and vice versa, especially for truck traffic.
 - b. Reduce the amount of through traffic, especially truck traffic to keep it as a local road.
 - c. A safe road for any user.
 - d. The Police indicated at the meeting that Ballantyne Road was not a high priority for enforcement based on previous crash data.

Attachments

A Ballantyne Road Safety Improvements – Executive Summary

Commercial Case:

TO BE COMPLETED ONCE PREFERRED APPROVED



Rural Ballantyne Road Safety Improvements

Need to invest

- A high personal risk of a serious vehicle crashes for the traffic volume based on the NZTA's personal risk assessment of 1 serious or fatal crash per 5 years over the 4.1km of unsealed road and estimated annual daily traffic of 400 vehicles.
- The road has been Notta sealed in 2011 as a dust suppressant where the road was previously oiled as crashes had been occurring due to dust
- Evidence that the sealing of Ballantyne Rd between Boundary Rd and State Highway 6 was the 3rd highest priority in the Wanaka ward in 2010 at \$840,000. However, only a seal extension at the intersection with the state highway was completed in 2011.
- High percentage of heavy vehicles (up to 40%) for relatively low volumes per day (up to 400)
- Traffic volumes expected to increase as urban Ballantyne Road developments, including Three Parks, are completed, along with developments around Luggate feeding into
- Root need for works in the past has been dust caused by trucks and other vehicles
- Straight road encourages high speeds, but undulations create blind crests
- From the Wanaka Community Board's public meeting in April 2016, the local community needs include:
- A through road to be able to travel directly from Luggate and beyond to Ballantyne Rd industrial area and beyond, and visa versa for truck traffic.
- Reduce the amount of through traffic, especially truck traffic to keep it as a local road.
- A safe road for any user
- The Police indicated that Ballantyne Rd was not a high priority for enforcement based on previous crash data.

Strategic Case:					
Investment Objective	ves and Case for Change				
Objective 1	To ensure there is a progressive reduction in the number of fatalities and serious injuries.				
Status Quo	Minor crashes will still occur with a serious injury or fatal crash at least once every 5 years.				
Relevant Investment	Families, businesses and the community will not have to deal with the				
Benefits	loss or incapacitation of a person or persons due to a crash.				
Relevant KPIs	Reducing number of serious and fatal injuries on network each financial year as part of a 5 year trend.				
Potential Scope	Improve the road surface and design to ensure vehicle failure, driver error or environmental conditions (ice) do not result in a serious or fatal crash. Or reduce traffic volumes to only local residents by eliminating through vehicles who want to travel through the Ballantyne Road area quickly.				
Constraints and dependencies	The current rural section of Ballantyne Rd is narrow and although the road is straight, there are significant crests restricting the view of the road ahead, particularly accesses. There is also no stormwater facilities along the road so there will be additional drainage issues as the sealed surface will create greater runoff.				
Risks	Any improvement works on the rural section of Ballantyne Rd will reduce the impact of the safety improvements by creating other safety issues (such as at intersections) and conflicts with local traffic movements (such as moving farm equipment or stock).				

	Status Quo	Block road and redirect traffic	Design and seal "unsealed" section
Political	Very serious community concerns	Some community concerns	No concerns
Economic	Loss <\$1m/yr in crash costs	Loss <\$0.5m/yr in crash costs	Loss <\$0.25m/yr in crash costs
Social	Serious injuries or fatalities possible	Serious injuries or fatalities possible	Minor injuries expected.
Technical	Some reduction in service delivery	Negligible impact on service delivery	Negligible impact on service delivery
Legal	No legal challenges	Technical legal challenges	No legal challenges
Environment	Dust making driving difficult	Dust making driving difficult	Road runoff increase into water courses
NPV (\$M)	0	0	3.6
Preferred Option:			Preferred
The Preferred Option: Design and construct comprising of Notta seal and remaining gravolumes. The design will include increased alignment improvements, drainage and safe	vel sections) to full d road width, full pave	esign standard for tl ment design, seal de	ne expected traffic

Strategic Context

Two Council community outcomes could be addressed: - A safe and healthy community that is strong, diverse and inclusive for people of all age groups and incomes: By providing a road that can be driven on by all road users without fear of crashing.

- Effective and efficient infrastructure that meets the needs for growth: urban Ballantyne Rd developments, such as Three Parks continues to grow which is putting pressure on the surrounding road network.

The road has a high strategic fit for NZTA purposes as there is a very high personal crash risk.

The ONRC classification is a secondary collector road and the community outcome and measure that could be addressed is: - Safety: the number of fatal and serious injuries on the network and related risk measures

Objective 2	Roads are operated to facilitate journey movements.
Status Quo	The lower speed, unsealed environment only attracts those road users who are comfortable driving in those conditions.
Relevant Investment Benefits	Upgrading the route to the urban section of Ballantyne Rd will make it easier to access the rapidly developing east Wanaka developments, particularly the 3-Parks development.
Relevant KPIs	Traffic volumes increase year on year to the urban section of Ballantyne Rd in line with increases in development in the eastern area of Wanaka.
Potential Scope	Improving the route to the urban section of Ballantyne Rd will attract more drivers accessing the developments in the eastern Wanaka area.
Constraints and dependencies	As above, on the rural section of Ballantyne Rd with significant crests restricting the view of the road ahead, particularly accesses, and no stormwater facilities.
Risks	As above, the increases in traffic create other safety issues along Ballantyne Rd. The planned developments on the urban end of Ballantyne Rd do not go

ahead and expected increases in traffic do not occur.

Financial Case: **Financial Costing** Affordability and Funding:TO BE COMPLETED ONCE THE PREFERRED HAS Year One Total Capital \$315,000 \$2,415,000 \$9,000 \$279,000 **Total Revenue** \$0 **Capital Funding** \$315,000 \$2,415,000 \$9,000 \$279,000

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Management Case: Q4 2016	Q1 2017	2017/18	Q2 2017	2018/19	Post 2019
	Approval Sought	Approval Sought		Approval Sought	
Business case completed and preferred option determined. Fundin options explored.	g Enter design and construction fundamounts into annual plan	Detail design of sealing upgrade.	Enter construction cost into Long Term Plan	Construction	Monitoring