

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee  
**FROM:** Gary Clark, Transportation Manager  
**REFERENCE:** E361  
**DATE:** 21 October 2009  
**SUBJECT:** **TURNERS BLUFF REALIGNMENT**

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## 1 PURPOSE

This report provides information on the works required to address the narrow section of road around Turners Bluff on the Kaiteriteri Road.

## 2 BACKGROUND

As the Committee will be aware there are several issues surrounding the road to Kaiteriteri around Turners Bluff as well as other sections of this route. This route has become more of a concern in recent times because of a number of slips and movement of the road surface. Staff have provided information to the Committee about the unstable nature of the some of the roads in the district including the Kaiteriteri route.

During the summer months this route carries high volumes of traffic along with large vehicles, pedestrians and cyclists. While these flows are not typical of the normal day-to-day operation of this route they do need to be considered in the context of the users who are primarily visitors to the area.

Any road works in this area have previously provided significant challenges because of the geology and topography of the region. The geology is such that when the soils get wet in this area they can become very fluid. The topography is such that the road is mostly cut in the hillside. This has in the past resulted in large costs in maintaining a stable roadway. These involve careful geotechnical investigations and large retaining structures to shore up the road.

## 3 DISCUSSION

MWH have prepared a report that provides a concept design and rough order of costs for improving the narrow road along Turners Bluff. This design also addresses the instability issues of the cut into the bluff which was identified in a previous MWH report.

The concept design provides for a 60km/hr design speed along Turners Bluff which is consistent with other recently improved sections of this route. The design has been deliberately constrained to ensure the character of the route remains the same while ensuring the route is safe and convenient.

The rough order of costs for this work is around \$620,000 with the design being able to provide for large and long vehicles that use this route particularly during the peak periods.

This cost will see the improvement of Turners Bluff along the adjacent sharp curve to the north. The report also provides a minimum cost to address the instability of this section of Turners Bluff. This cost has been estimated to be around \$250,000 which will provide no other benefits such as extra width for wide vehicles, pedestrians or cyclists. I also note that there is a further area to the south of the main area of instability that may also require work in the near future. This could also have costs in the order of \$250,000.

The attached report provides a rough estimate of cost for the works needed to provide a more secure and future-proofed route around Turners Bluff. I note that there is a high level of contingency to account for the conceptual nature of the design and report. It is likely that some cost savings can be made with some adjustments through the tendering process.

There are no budgets allocated for this work and due to the scope of the project it would not gain funding from the Minor Improvements Programme because it exceeds the \$250,000 limit. Some of the works could be funded from other subsidised accounts; however this is unlikely to meet the costs to complete this project.

#### **4 PROPOSAL**

It is proposed that the Committee accept the information provided and understand that there is a need to programme this work in the forward planning for this area. With the Annual Plan process fast approaching consideration needs to be given to include this project in the next year's project list.

It is also proposed that alternative funding methods are investigated to complete this project sooner including a scheme assessment along with a benefit cost analysis for subsidised funding from NZTA. As noted in other reports, funding for capital projects outside of the major urban areas and state highway are very limited.

#### **5 RECOMMENDATION**

**5.1 THAT the Committee receive this report**

**5.2 THAT the Committee consider this project for inclusion in the Annual Plan for 2009/2010.**

Gary Clark  
**Transportation Manager**