

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee

**FROM:** Roger Ashworth, Transportation Manager

**REFERENCE:** RD3603

**DATE:** 3 May 2007

**SUBJECT:** **RIWAKA-KAITERITERI ROAD UPGRADING**

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## 1 PURPOSE

To update the committee on the cost estimate for undertaking cut and fill and road construction works on the Riwaka-Kaiteriteri Road between the Turner property and Stephens Bay turnoff (see attached plans).

## 2 BACKGROUND

During the 2006 financial year under our minor safety allocation, three sites on this length of the Riwaka-Kaiteriteri Road were treated to allow for improved horizontal alignment. There have been several requests for a continuation of this work on this section and also for the physical construction of the pavement.

## 3 COMMENT

The original preferred alignment (option 4), as set out in the November 1998 Scheme Assessment Report has, for this section, been modified to reduce the amount of cut and fill and also to reduce the overall cost. The work done to date does not compromise the preferred alignment however in reassessing this alignment for this section a more cost-effective option is, I believe, available. The alternative alignment while not providing the full 70 kmh speed environment does significantly improve the current alignment and has several advantages:

- a) The alternative alignment is already consented.
- b) The alternative alignment sees significant cost savings.
- c) The alternative alignment is not subject to any outstanding land issues.
- d) From feedback, the alternative alignment achieves a desired result for the local residents and road users.

## 4 FUNDING

From the attached plan you will see the two alignments and how they differ. The 1998 alignment is still an option however as the committee are aware, any funding available for the Riwaka-Kaiteriteri Road at this stage is beyond the 10-year programme as set out in the LTCCP. A rough order of costs has been estimated at \$480,000 for this length as there is no funding available for this work in the LTCCP any support to promote this project would need to be treated as a variation to the Annual Plan.

You will note that no detailed design has been completed to date however we are confident that this work would provide a much improved alignment.

It is still our opinion that from Stephens Bay through to Kaiteriteri the alignment as shown in the 1998 assessment is still the preferred option.

## **5 RECOMMENDATION**

**THAT this report be received.**

Roger Ashworth  
**Transportation Manager**