

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Steve Elkington, Asset Engineer Roads
REFERENCE: RD 3603
DATE: 19 November 2008
SUBJECT: **RIWAKA KAITERITERI ROAD STAGED UPGRADE**

1 PURPOSE

To inform the Engineering Services Committee of the proposed three stages for the upgrade of Riwaka-Kaiteriteri Road and the estimated cost.

2 BACKGROUND

Riwaka-Kaiteriteri Road is a Distributor Road under Council's roading hierarchy carrying approximately 1000 vehicles per day.

Parts of the road are torturous in horizontal alignment making it difficult to manoeuvre a long rigid vehicle or vehicle towing a large trailer without crossing the centre line particularly on many of the tighter curves.

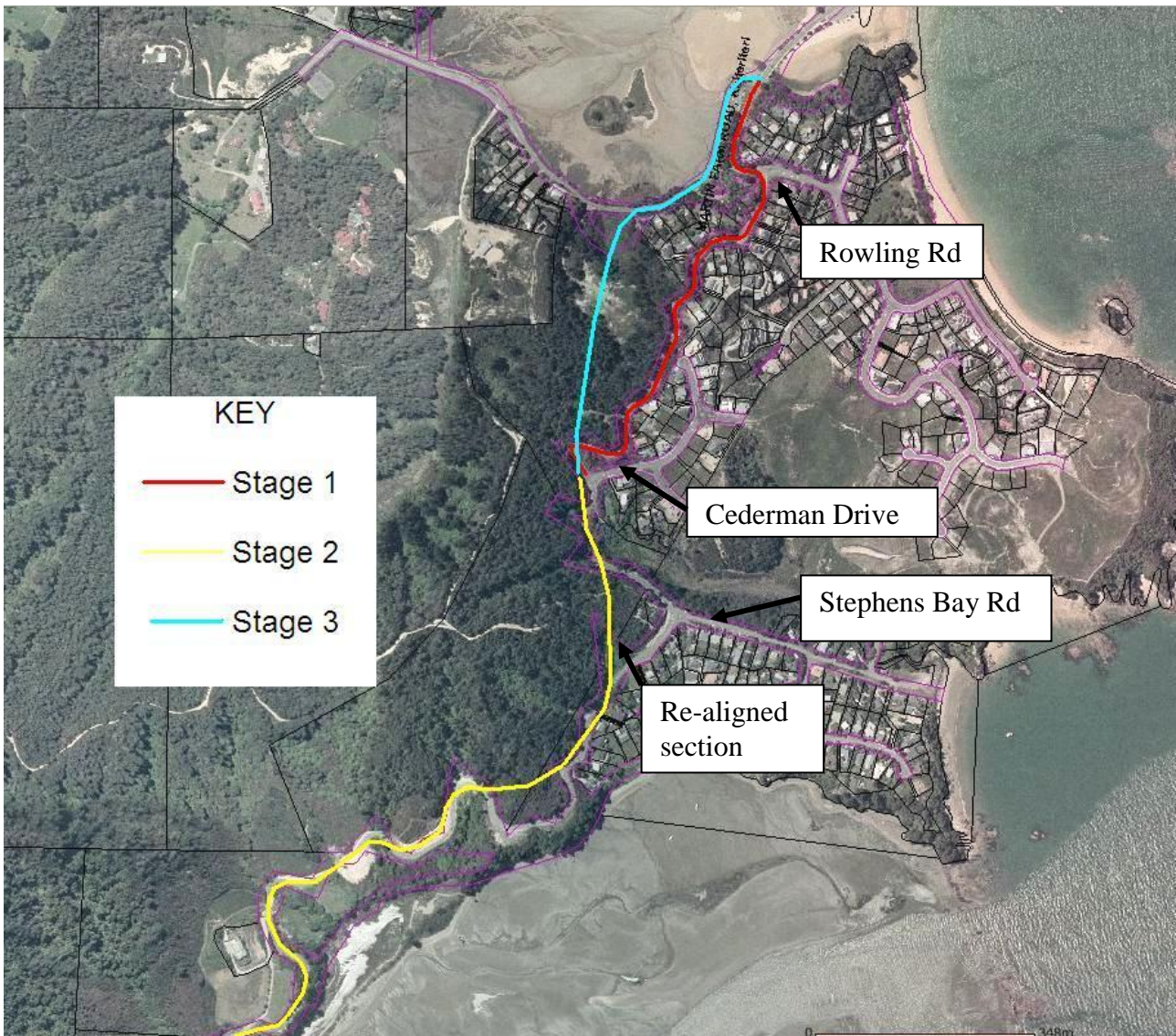
Council identified in its 2006 LTCCP under its deferred Transportation Projects the reconstruction of Riwaka-Kaiteriteri Road estimated at a cost of \$2,384,600.

From a previous Engineering Services Committee meeting it was requested that staff report back on various options enabling consideration for inclusion into the draft 2009 LTCCP.

Earthworks were undertaken in 2007 to part of Riwaka-Kaiteriteri Road south of Stephens Bay Road. This work was funded from the Minor Safety Works which is subsidised.

3 COMMENT

Three stages are outlined in the following table and shown on the map below.



Description	Estimate & Comment
<p style="text-align: center;">Stage 1 Cederman Drive to Martin Farm Road RP 4.30 to 5.15</p> <p>This stage includes widening of the existing carriageway to a minimum of 6.5m, with more substantial widening on curves to allow two standard buses to pass each other in opposing directions safely. Additionally, construction of a 2.5m wide shared cycleway/footpath on one side will provide safe cyclist and pedestrian access into the Kaiteiteri urban area. Most of the cost involved in this stage is in structurally supporting steep embankments allowing maximum road width to be constructed within the current road corridor. Several sections of timber board-walk would also be required to provide a shared facility where there are steep embankments.</p>	<p style="text-align: center;">\$1,010,000 Design in progress</p>

<p style="text-align: center;">Stage 2 RP 2.65 – 4.35</p> <p>Realignment and widening of existing road to ease tortuous curves, increase operating speeds, and provide shoulder width for cyclists. This includes a new greenfields length of road which would potentially allow disposal of existing road reserve land on the seaward side of the new road, for residential purposes. This stage is for a minimum carriageway width of 8.5metres and includes 1metre sealed shoulders.</p>	<p style="text-align: center;">\$1,838,000</p> <p style="text-align: center;">Design completed</p>
<p style="text-align: center;">Stage 3 Cederman Drive to Martin Farm Road (Urban Bypass)</p> <p>Construction of new greenfields link from Cederman Drive down to Martin Farm Road. This will provide safer vehicle access into the Kaiteriteri beachfront area and remove most of the through traffic from the existing road with its relatively poor alignment, allowing it to function more as an access road to residential properties.</p> <p>This section does not include a footpath as the existing roadway would serve for this purpose.</p>	<p style="text-align: center;">\$1,200,000</p> <p style="text-align: center;">Not designed – estimate based on Stage 2 design estimate</p>

Based on the three stages above, if Stage 1 did not proceed in favour of say Stage 3, then there are several further options for providing safe pedestrian and cyclist access between Stephens Bay and Kaiteriteri. The section of road would remain as it is for property access however either a separate shared path could be installed or simply a footpath with cyclists using the roadway **or alternatively**, speed tables installed to provide a shared zone for all road users. In either case this work is likely to attract subsidised funding.

Funding

It is expected that funding contributions for all stages would be from several sources, including subsidised funding. The funding categories for subsidised funding are:

- Walking & Cycling
- Improvement of Roads
 - New Roads
 - Road Reconstruction
 - Minor Improvements – maximum allocation \$250,000 for individual projects from 2009/10
- Renewal of Roads
 - Drainage Renewals
 - Pavement Rehabilitation
 - Associated Improvements (seal widening, kerb & channel)

It would be preferable to maximise the amount of subsidised funding for each stage, while complying with NZTA criteria; non-subsidised funding may be required for any shortfall.

The Committee should be mindful that whilst subsidised funding would be preferable there is no guarantee on completion of the economic evaluation process that full subsidised funding can be justified.

Proposed Timing of Work

The timing and order of the three proposed stages of upgrade has not yet been completed under the review of Council's LTCCP. This will be undertaken at a future workshop with final selection subject to the public consultation process.

4 RECOMMENDATION

THAT the Engineering Services Committee receive this report.

Steve Elkington
Asset Engineer Roads