

# STAFF REPORT

**TO:** Chairman, Engineering Services Committee

**FROM:** Transportation Manager, Roger Ashworth

**REFERENCE:** RD3603

**DATE:** 08 March 2006

**SUBJECT:** **RIWAKA-KAITERITERI ROAD UPGRADE**

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## PURPOSE

To update the committee on the proposed upgrading of the Riwaka-Kaiteriteri Road.

## BACKGROUND

Tasman District Council engaged Opus Consultants in 1998 to produce a scheme assessment report for the Riwaka-Kaiteriteri road upgrading. With increasing subdivision and tourism development over recent years leading to increased traffic, the existing alignment is perceived to be presenting constraint to road users. Future development may be limited by the existing access.

Population numbers in the Kaiteriteri area characteristically increase significantly over the popular summer period, especially during the peak of Christmas/New Year. Traffic to and from Kaiteriteri includes a large number of holidaymakers, some of whom do not know the road well, as well as a significant number of camper vans and vehicles towing boats, trailers and caravans.

The difficult alignment of the existing road does not cope well with this type of traffic or traffic volume.

The Riwaka-Kaiteriteri Road has been improved over the last 30 years or more. However, much of the road remains narrow and winding with limited passing opportunities. Some sections of road are effectively one-way because large vehicles such as buses have to cross the centre line to negotiate the curves. Ice can also be a problem on shady curves during winter when there has been a number of injury crashes recorded. The crash rate is approximately twice the national average.

Options considered for improving the Riwaka-Kaiteriteri alignment recommended that Option 4 be carried forward for further investigation. The formal scheme assessment produced in 1998 and adopted by Council summarises the analysis of Option 4.

## **PRELIMINARY REPORT**

Option 4 involves partial reconstruction of the existing road. The Opus report identified six sections of existing road reconstruction that could be individually included or excluded from the overall option. They could be constructed in stages over a period of time with the first sections targeting those areas which have the worst crash history.

A drawing is attached of the considered options. A copy of the scheme assessment report is available at the Council's office.

At this stage it is not proposed to re-litigate the options but press on with Option 4.

## **COMMENT**

Over the ensuing years following adoption of the report, Council has been working through land acquisition issues and, where appropriate, has acquired land and has ensured that development (if possible) would not constrain the preferred alignment. It is acknowledged that this is a slow process and that the work on the option itself, or the staging of the option, will be very expensive. The estimate for Option 4 back in 1998 was approximately \$2.4 million.

It is acknowledged that the scheme assessment report in terms of economic evaluation needs to be updated. To this end, it is proposed that within the 2006-2007 budget, and as part of our advance fees, some funding be directed towards the Riwaka-Kaiteriteri Road to update the project.

There has been some genuine enthusiasm from Council to make improvements to existing sections of the Riwaka-Kaiteriteri Road, particularly within the first section around Kaiteriteri. The general comment would be that while isolated improvements may be worthwhile we are better to work towards the long-term implementation of Option 4.

In removing isolated corners that may have a safety improvement benefit, it is our experience that in working with the Separation Point granite stabilisation of the banks following battering can be extremely difficult. As Council are aware there are a number of high value properties in and around the Riwaka-Kaiteriteri Road that in some cases are perched precariously close to the road reserve, and work on adjacent banks and batters may bring some liability issues for Council. Staff are certainly keen to progress the project and are happy to meet with Ward Councillors to further discuss short-term improvements that may be instigated.

It is to be noted however, that any such work will need to fall within the existing maintenance budget as there is no specific allowance for these types of works within the current 2006-2007 budget allocation.

**RECOMMENDATION**

**THAT the Engineering Services Committee receive this report.**

R Ashworth  
**Transportation Manager**