

14. TAYLORS MISTAKE ROAD

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PURPOSE

The Sustainable Transport and Utilities Committee, at its Draft Budget and Monitoring meeting held during the week of 3 February, requested an update on the Taylors Mistake Road project. The purpose of this report is to update the Board on progress and to gain support for the continuation of the works on Taylors Mistake Road including seeking support for minimum allocation of \$300,000 on a biannual basis for the reconstruction of Taylors Mistake Road until completion of the works.

BACKGROUND

The Council over a number of years had a programme of upgrading hill roads including:

- Mt Pleasant Road (several stages during the 1970's)
- Maffey's Road (lower crib wall 1975, further up 1991 – 1992)
- Richmond Hill Road (to the first hairpin 1980's)
- Clifton Terrace (several stages in the 1980's)
- Panorama Road (1980's)
- Cave Terrace (early 1990's)
- Moncks Spur Road (staged over several years in the 1990's)
- Rangatira Terrace (Cantilever widening late 1990's)

Planning priority has been given to:

- Kinsey Terrace (programmed 2003/04)
- Taylors Mistake Road (programmed)
- Scarborough Road (not programmed)
- Richmond Hill Road (not programmed)

There are other hill roads yet to be prioritised.

Richmond Hill Road serves a local residential area and a separate footway exists over part of this road. Scarborough Hill has had 'no stopping' lines installed to maintain two way traffic flow and a network of 'off road' tracks provides safety for pedestrians. Taylors Mistake Road provides access to the beach and recreational areas beyond and is very narrow and windy. Because houses are set back from the road traffic speeds tend to be higher. Apart from a cliff top track remote from the road, there are no pedestrian facilities.

In 1993 the Board received a number of delegations from residents from Taylors Mistake Road concerned about the safety. Mr Parsons presented a case for a footpath. The process was to feed these requests into the budget process with the result being an allocation of approximately \$100,000 per year. The view at that stage was that this allocation should be continuous until the project was complete.

Because the amount of money was not achieving sufficient length of work and also because of the disruption to road users during construction, the Budget Subcommittee combined the annual allocation and made a commitment to biannual allocation.

DISCUSSION

Taylors Mistake Road is a 'Local Road' in the Christchurch City Plan. Traffic volumes are very seasonal with average daily flows varying between 300 and 1200 vehicles per day. There are few reported crashes on Taylors Mistake Road. However residents are quick to report incidents that occur.

The City Plan sets out transport "Goal", "Objective" and "Policies" mainly relating to sustainable transport systems and safety. The Special Purpose (Road) Zone description and purpose is to enable travel, property access and transportation of goods, with one of the anticipated environmental results being "a safe and efficient network for vehicle occupants, cyclists and pedestrians".

The City Streets' Vision has similar wording and the City Streets' Objectives sets out how this is achieved. One states: "*Meet network accepted standards and engineering best practice*". To achieve this it is important to have a consistent traffic environment. Taylors Mistake Road starts at the top of Scarborough Hill quite flat and wide with a footpath on one side. It then changes in grade, width and becomes windy, with two sets of paired bends changing the traffic environment even more. This central section has no footpath and there are few opportunities to construct a separate footpath because of the topography and the limited road reserve available. Even if a path was constructed on the farm land above the road, the residents would be forced to walk on the road to the few access points that would be available. The bends have inadequate sight lines and the road does not meet the minimum standards for width over the majority of its length. The lower section has also been upgraded and a footpath provided.

It may be possible to spend money on improving the visibility at the worst points but this would not address the issues of pedestrian safety. On school days a shuttle bus picks up children in the morning and drops them off in the afternoon. In many cases there is nowhere for the children to stand other than on the road. The shuttle bus then has to pull out into the path of oncoming vehicles so the children can get in the door, thus blocking the traffic in both directions. A footpath at road level would provide a safe place for the children to stand. If the road were fully reconstructed, the shuttle bus would only momentarily stop the traffic travelling in the same direction while the children alight.

From an asset point of view the road can be maintained in the current state. Because there are no old kerbs and channels then it doesn't come under the asset renewal programme (there is no asset to renew).

DEVELOPMENT

The areas adjoining Taylors Mistake Road are constantly changing with subdivision, infill and upgrading of baches to permanent living. More and more requests are being received for "Structures on Street" such as retaining walls, vehicle ramps and garages. These structures can influence future roading design and can lead to additional costs both in the design process and the construction phase. Early completion of road reconstruction reduces the possibility of these costs.

With development there is also pressure on drainage disposal. Water from the road is discharged to a series of gullies. However without the advantage of a properly constructed kerb and channel system, water can inadvertently find its way down drives or under the road through naturally formed tunnel gullies.

TAYLORS MISTAKE ROAD IMPROVEMENTS

The objective for this project is to reconstruct the existing road to a minimum width of 6 metres, to install a footpath, parking bays where possible and the realigning of some of the more severe corners from the beach at Taylors Mistake through to the existing kerb and channel and footpath near Smugglers Cove.

BUDGET

Budget has been included in the annual plan every second year for this project since 1997/98.

The first section to be built was the section at the top of the hill from Godley Drive to Scarborough Road. The length of this work was 350 meters and it cost \$155,130. (A cost of \$437.51/metre.) This section did not require any retaining walls.

The project then started from the down hill section of Taylors Mistake in 2000/01 financial year to ensure that the drainage issues were dealt with.

The first stage from Taylors Mistake beach up to the hairpin was 163 meters long and cost \$404,003. (A cost of \$2,478.55/metre.)

The section from the hairpin to number 211 is to be built this financial year and the tender has been accepted.

The length is 163 metres and will cost \$412,409. (A cost of \$2,530.11/metre.)

The next section from number 211 through to number 95 is programmed in the 2004/05 year. The length of this section is 146 metres. It is estimated that the cost for this section will be \$437,950. (A cost of \$2,999.66/metre.) This is a very narrow section of road and requires extensive retaining.

The remaining length of road to be completed after the 2004/05 financial year is 850 metres and is likely to cost approximately \$2,269,024 to complete. Currently this would be funded from the allowance in the Financial Plan of \$300,000 every second year. This would take 14 years to complete unless funding is brought forward.

Year	Budget
2004/05	\$428,887.00
2006/07	\$205,995.00
2008/09	\$300,000.00
2010/11	\$300,000.00
2012/13	\$300,000.00
2014/15	\$300,000.00
2016/17	\$300,000.00
2018/19	\$300,000.00
2020/21	\$300,000.00
Total	\$2,734,882.00

CONCLUSION

Taylor's Mistake Road is narrow and windy and does not meet current acceptable standards and engineering best practice. The lack of suitable pedestrian facilities is a major issue. Assessment of the problem areas and design and construction of remedial works could be looked into and carried out but this would only delay the inevitable full reconstruction. These delays will result in a compounding of problems as development puts more pressure on roading, requirement for footpath facility, and drainage. There may be a case to accelerate the programme by bringing money forward.

The Sustainable Transport and Utilities Committee will be asked to adopt the following recommendations:

1. That funding for the reconstruction of the section of Taylor's Mistake Road from No 211 to No 95 programmed for 2004/05 be confirmed.
2. That at a minimum, allocation of \$300,000 be made on a bi-annual basis for the reconstruction of Taylor's Mistake Road until completion of the works.

Staff

Recommendation: That the Board support the above recommendations to the Sustainable Transport and Utilities Committee.

Chairperson's

Recommendation: That the recommendation be adopted.