

## 11. TAYLORS MISTAKE ROAD

**Officer responsible**  
City Streets Manager

**Authors**  
Chris Collins, DDI 941-8667 and Barry Cook, DDI 941-8939

### PURPOSE

The Sustainable Transport and Utilities Committee, at its Annual Plan meeting held during the week of 3 February 2003, requested an update on the Taylors Mistake Road project. The purpose of this report is to update the Committee on progress and to gain support for the continuation of the works on Taylors Mistake Road.

### BACKGROUND

The City Council over a number of years has had a programme of upgrading hill roads, eg:

- 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.

- Residents of Kinsey Terrace requested that the area become a SAM (Special Amenity Area). Environmental Planning and Policy Unit together with City Streets staff investigated the concerns of the residents. Although the area did not meet the requirement of a SAM, there was still a need to optimise the long term strategy of the asset, to reduce the amount of maintenance and to improve the control of surface water. As there was an existing dish channel, funding under Kerb and Channel Renewal was allocated. Because this work has been programmed for some years, City Streets are currently working through the issues with the residents and Community Board and a preliminary scheme will be circulated shortly.
- 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 Hagley/Ferrymead Community Board received a number of delegations from residents from Taylors Mistake Road concerned about traffic safety. Mr Parsons presented a case for a footpath. These requests were incorporated into the Council's budget process with the result that a proposal to allocate a sum of \$100,000 per year was made. The view at that stage was that this allocation should be continuous until the project was complete.

Because the allocation would not have been sufficient to rebuild a reasonable length of roadway and also because of the disruption to road users during construction, the Annual Plan Subcommittee decided to programme funding for contracts that would enable work to be undertaken once every two years.

## **DISCUSSION**

Taylor's Mistake Road is a 'Local Road' in the Christchurch City Plan. Traffic volumes are very seasonal with average daily flows varying between 300 and 1,200 vehicles per day. There are few reported crashes on Taylor's Mistake Road. However, residents are quick to report incidents that occur.

The City Plan sets out transport 'Goals', 'Objectives' 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. Taylor's 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 width available. Even if a footpath were to be 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 of Taylor's Mistake Road has already been upgraded and a footpath provided.

It may be possible to generate a proposal to improve 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 roadway. The shuttle bus then has to pull out into the path of oncoming vehicles so the children can get in the door, thus blocking 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 its current state. Because there are no existing kerbs and channels then works planned cannot be undertaken using the Kerbs and Channels renewal programme (there is no asset to renew).

## **DEVELOPMENT**

The areas adjoining Taylor's 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 six metres, to install a footpath, parking bays where possible and the realigning of some of the more severe corners from the beach at Taylor's 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 per metre.) This section did not require any retaining walls.

The project then started from the down hill section of Taylors Mistake in the 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 per metre.)

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

The length is 163 metres and will cost \$412,409. (A cost of \$2,530.11 per 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 per 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 fourteen years to complete unless funding is brought forward.

<b>Year</b>	<b>Budget</b>
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	<u>\$300,000.00</u>
<b>Total</b>	<u>\$2,734,882.00</u>

## **CONCLUSION**

Taylors 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 investigated 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 a footpath facility, and drainage. There may be a case to accelerate the programme by bringing money forward in the proposed Five Year Capital Works Programme.

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

### **Staff**

- Recommendation:**
1. That funding for the reconstruction of the section of Taylors 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 Taylors Mistake Road until completion of the works.

### **Chairman's**

- Recommendation:** That the Committee consider reprioritising work on Taylors Mistake Road as from the 2008/09 financial year onwards.