

12. STATE HIGHWAY CHANGES IN CHRISTCHURCH

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The purpose of this report is to inform the Committee of the recent State Highway changes and seek approval to transfer some of the link strips on the new route to Transit New Zealand (Transit).

INTRODUCTION

In 2002 a joint submission from the Council and the Transit New Zealand Canterbury Regional Office recommended changes to the state highway network; this was then presented to the Transit New Zealand Board. These changes were accepted as outlined below in May 2003. The attached map illustrates the new state highway network in Christchurch.

1. Re-routing of state highway (SH) 73 within Christchurch City
 - (a) Revoke SH 73 from the intersection of Curletts Road/Blenheim Road to the intersection of Masham Road/Yaldhurst Road/Russley Road via Blenheim Road, Main South Road, Carmen Road and Masham Road.
 - (b) Declare as SH 73 the route from the intersection of Curletts Road/Blenheim Road to the intersection of Masham Road/Yaldhurst Road/Russley Road via Curletts Road, Peer Street and Yaldhurst Road.
 - (c) Declare as SH 73A the route from the intersection of Curletts Road/Blenheim Road to the intersection of Carmen Road/Main South Road/Shands Road via Blenheim Road and Main South Road.
2. Re-routing of state highway (SH) 74 on the completion of the Woolston Burwood Expressway
 - (a) Revoke SH 74 from the intersection of Main North Road/QEII Drive to the Port Hills Road Interchange (via Main North Road, Cranford Street, Sherbourne Street, Bealey Avenue, Barbadoes Street/Madras Street, Moorhouse Avenue, Waltham Road, Brougham Street, Opawa Road, Port Hills Road).
 - (b) Declare SH 74 as the route from Main North Road to Port Hills Road Interchange via QEII Drive, Travis Road, Anzac Drive, Bexley Road, Dyers Road and Tunnel Road.
 - (c) Declare as SH 73 the roads between the Brougham Street/Waltham Road intersection and the Port Hills Road interchange.
3. Declaration of Local Road as State Highway
 - (a) Declare as SH 74A the route from the intersection of Dyers Road/Palinurus Road to the Opawa Road/Garlands Road intersection via Palinurus Road, Rutherford Street and Garlands Road.

IMPLEMENTATION

The final stage of the Woolston Burwood Expressway was completed in May 2003; this meant that the State Highway changes could occur at a suitable time after that opening. It was agreed that 1 January 2004 be the date of the logistical changes. Prior to then a number of issues were worked through and some are still being finalised. The following is a summary of some of the major issues:

1. Ownership

The asset registers of each road controlling authority have been updated to reflect the changes of the road swap.

2. Maintenance

A state highway corridor maintenance agreement (SHCMA) has been drafted and outlines the responsibility for each component within the road corridor. The agreement is based on the general concept of assets lying between (and including) the kerbs being owned by Transit and if there are no kerbs then all assets within the roading corridor are owned and controlled by Transit. Some items are generic and common throughout. However, there are exceptions such as land drainage infrastructure, amenity seating. Some of these are listed on a locational basis so the responsibility is clearly defined in the agreement. This document awaits finalisation and signing by both parties, however, the philosophies of the agreement have been implemented since 1 January 2004.

3. Land Issues

To limit access to their state highways, Transit generally make them a Limited Access Road (LAR). This is a gazetted status that defines which properties and side streets have access to the state highway. The Council generally used link strips (narrow bands of land in Council ownership adjacent to the road boundary) to restrict access to expressway type roads. Throughout the eastern section of the ring road there are numerous link strips in place. It is proposed that the ownership of the link strips be transferred to Transit. Transit would then have control over the access and can later impose LAR status to the roads if they desire.

Some land on QEII Drive is still held as Road Reserve and needs to be changed to Road as part of a tidy up of land issues.

4. Physical changes

Transit has assumed responsibility for the changes to the route signage on both the new state highways and those that have been revoked. These changes are to occur shortly.

Staff

Recommendation:

1. That the information be received.
2. That the Council approve the transfer of the link strips on the eastern section of the ring road from Council ownership to Transit New Zealand.
3. That the Council approve the changing of the following titles from 'Local Purpose (Road) Reserve' to 'Purposes of a Road' as part of a tidy up of land issues on QEII Drive:
 - Part Lot 21 DP27176
 - Part Lot 20 DP46723
 - Part Lot 19 DP38934
 - Part Lot 37 DP33872
 - Part Lot 37 DP29668
 - Part Lot 13 DP49033

Chairman's

Recommendation:

1. That the above recommendation be adopted.
2. That as soon as possible Transit New Zealand be required to take responsibility for all modes of transport on state highways with Christchurch City.