

8. STATE HIGHWAY 1/HALSWELL JUNCTION ROAD INTERSECTION - UPGRADE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Michael Aitken, Transport & Greenspace Manager
Author:	Bill Morgan, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council that it give consent to parts of Hornby Domain and Leslie Park being required by the Crown for road, in order for intersection improvements to be undertaken to State Highway 1 and Halswell Junction Road by Transit New Zealand.

EXECUTIVE SUMMARY

2. Given that the proposed upgrade is urgently required as the intersection currently experiences a high accident rate and long travel delays at peak traffic periods through congestion, the proposed improvements are recommended by staff. The work cannot, however, proceed without the Council's consent first being given under the Public Works Act 1981.
3. A seminar outlining the proposal was held with Riccarton/Wigram Community Board members on 13 June 2006. The Board supported the proposal as the intersection has been a problem for many years.
4. The matter was also discussed with the affected sporting bodies at a combined meeting on 27 June which similarly acknowledged the present problems and supported the proposal, subject to some minor modifications, which have subsequently been accepted and made by Transit New Zealand.
5. The land required, fronting Hornby Domain, is designated within the City Plan, and as such has previously been notified through the planning process, which did not attract any sustainable objections.
6. As the impact of the road will only have a relatively minor effect on the reserves, and as the benefits in terms of safety and traffic management outweigh the land loss, it is considered the proposal should be supported and consent given.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Under Section 114 of the Public Works Act 1981, the Minister of Land Information may, by Notice in the Gazette, declare any land whether owned by the Crown or not, to be road. The land cannot, however, be declared to be road without the written consent of the body in whom the land or its control is vested, which in this case is the Council.
8. Both of the reserves were derived from the Crown's Estate, and the Department of Conservation has confirmed that the compensation payable will be shared on a 50/50 basis between the Crown and the Council.
9. There are no financial implications for the Council as all of the associated costs are being borne by Transit New Zealand.

BACKGROUND ON STATE HIGHWAY 1/HALSWELL JUNCTION ROAD INTERSECTION – UPGRADE

10. Transit New Zealand is proposing to upgrade the intersection of State Highway 1 with Halswell Junction Road. This is urgently required as the intersection currently experiences a high accident rate and long travel delays at peak traffic periods through congestion. This intersection upgrade (referred to as the interim intersection upgrade) is scheduled to occur in 2006/07, and funding for this has been allocated in Transit's current 10 year programme for State Highway Improvements.

11. In the wider context, Transit is currently proposing to connect an extension of the Christchurch Southern Motorway to State Highway 1, via Halswell Junction Road, which in Transit's current 10 year programme is scheduled to commence in 2010/11. At that time this will necessitate a further upgrade of the intersection, including widening of State Highway 1 from two to four lanes generally between Halswell Junction Road and Foremans Road for a length of approximately 650 metres. This will be the ultimate intersection upgrade.
12. The interim intersection upgrade is designed to tie in with the ultimate intersection upgrade, as well as the longer term proposal to four lane this section of State Highway 1 further south. Minimal rework will be required between the interim and ultimate intersection upgrades. The principal objectives of the interim intersection upgrade are to:
 - Reduce congestion and delays through the intersection at peak times
 - Reduce accident rate
 - Provide cyclist and pedestrian access and facilities; and
 - Ensure mitigation of actual or potential adverse environmental affects.
13. The existing intersection has a significant problem with safety and efficiency relating to a high accident rate, which over the period between 1998 and November 2005 numbered 31, consisting of one fatal, 3 serious, 13 minor and 14 non injury. Crossing type crashes dominate the intersection's history, which in total is above the national average for this type of intersection. Eighty four percent of the crashes are a result of drivers failing to stop at the existing Stop signs.
14. The interim intersection upgrade will be designed to improve the safety and efficiency of the intersection for current traffic and normal growth prediction. It is currently proposed that this will include the installation of traffic signals, pavement widening to accommodate turning movements, and a slip lane turning west from Halswell Junction Road into State Highway 1. The interim upgrade is depicted on the **attached** plan 6/203/18/ 6604/1/R2.

COMPENSATION

15. Both of the parks affected are reserved subject to the Reserves Act 1977, which were derived from the Crown Estate and vested in the Council. As a consequence, any compensation payable to acquire the land is shared between the Crown and the Council on a 50/50 basis. The land value has been determined independently by the Property Advisory Group, Registered Public Valuers, and assessed at \$22,500 plus GST for the parcel being derived from Leslie Park and \$132,750 plus GST for the land being acquired from Hornby Domain. This is a total of \$155,250 plus GST, of which the Council will receive 50%. In addition to the compensation, Transit New Zealand will be responsible for all legal and survey costs incurred with the acquisition of the land and will also be responsible to undertake the appropriate landscaping of the respective reserves in accordance with the **attached** plan 6/203/18 6605/1/ROI, together with the fencing of the boundaries.

OPTIONS

16. The proposal has been considered by the Council's Transport and Greenspace Unit and has met the appropriate audit requirement in terms of safety. As such there are no reasons why the proposal should not be supported by the Council. The necessary consultation has been undertaken with the affected parties and Riccarton/Wigram Community Board members have also being informed of the proposal at a seminar held for that purpose. The option presented is the option preferred by all of the parties.

STAFF RECOMMENDATIONS

That the Board recommend to the Council that it give consent to the land, described in the schedule below, being declared to be road pursuant to Section 114(2)(b) of the Public Works Act 1981, subject to the following conditions:

- (a) That the Crown obtain the Minister of Conservation's consent to the acquisition of the reserve for road.
- (b) That the Crown pay 50% of the compensation to the Council.
- (c) That the Crown accept responsibility to undertake the necessary surveys and complete the gazette and proclamation action at its cost.
- (d) That the Crown undertake the landscaping of Reserve 4146 generally in accordance with the draft landscape consent plan 6/203/18/6605/1, including the erection of an appropriate fence along the new boundary. The design and type of fence to be agreed upon between the parties.
- (e) That the fence currently on the boundary of Reserve 332 (Leslie Park) is to be replaced with a similar fence to that which currently exists.

SCHEDULE

1. That the parcel of land containing approximately 885m² (subject to survey) being part Reserve 4146 and being part of the land contained in Computer Freehold Register CB244/101 (NZ Gazette 1979, page 990) as is more particularly delineated on Plan 10.
2. That the parcel of land containing 150m² approximately (subject to survey) being part of Reserve 332 (NZ Gazette 1985, page 167) as is more particularly delineated on Plan 9.