

9. REPORT BY THE CHAIRPERSON OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD

REALIGNMENT OF POUND ROAD AND ROAD STOPPING – AIRPORT RUNWAY EXTENSION

General Manager responsible:	General Manager City Environment, DDI: 941-8608
Officer responsible:	Asset and Network Planning Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval for the realignment of Pound Road and the sale of a parcel "A" to Christchurch International Airport Company (CIAL) by way of land exchange. The proposal is shown in the attached plan. When considered by the Fendalton/Waimairi Community Board this report involved matters that required a Council decision as well as matters to be decided by the Board under delegated authority. The decision requested from the Board under delegated authority was dealt with by the Board as follows:

"The Board **resolved** to approve the stopping of Pound Road and Savills Road as shown on the plan attached to the 24 August 2009 Works, Traffic and Environment Committee agenda and marked by "X's", being from Savills Road to Jessons Road."

EXECUTIVE SUMMARY

2. The Council has received a request from Christchurch International Airport Limited (CIAL) to realign the location of the existing Pound Road from Savills Road to McLeans Island Road as shown on the **attached** plan. This deviation is required for the extension of the airport East-West runway which is scheduled to be completed in 2011.
3. The proposal is to replace a section of the existing Pound Road commencing from Savills Road to Jessons Road intersection.
4. Pound Road is a "collector route" and is carrying approximately 3,500 vehicles per day. It is on an important route to many regional recreation destinations, construction, manufacturing and numerous transport businesses.
5. The proposed new alignment will require land owned by the Council (marked "A" on the plan) to be made available to CIAL. Council staff support the exchange for a parcel of CIAL land that is adjacent to the Council site marked "B".
6. Two other options were investigated and quickly discarded and these were construction of a tunnel under the runway and the extension of the existing road to follow the perimeter of the new extended runway. The tunnel option was ruled out by CIAL due to its very high cost, and the extended road option was not supported by the Council's staff due to traffic safety deficiencies.
7. This proposal will provide a shorter route for vehicles travelling in the northerly and westerly direction of McLeans Island Road, however, it will result in a longer distance for vehicles travelling in the easterly direction. The longer distance travelled will be compensated with a lower vehicle running cost and a much safer road without the sharp bends along the perimeter of the existing runway. There have been a number of accidents resulting in drivers failing to negotiate these bends.
8. The design of the new alignment will replace the sharp bend at McLeans Island Road with a controlled Tee intersection. The outcome will result in a safer road environment for road users.
9. This proposal once constructed will render a section of Pound Road redundant to the city roading network and for this reason it is recommended that this portion of road indicated on the plan marked "x" be declared surplus to Roothing requirements and "Road Stopping" in accordance with Local Government Act 1974 be carried out by the Council.

10. It is essential that the Council commences the road stopping process as soon as practicable, enabling CIAL to commence work on-site and physical road closing can be carried out with the completion of the realignment work.
11. CIAL staff gave a seminar presentation to the Fendalton/Waimari Community Board on 24 June 2009 on this road realignment and other future airport developments. Prior to the Board's briefing, CIAL staff also did a presentation to residents in Jessons Road.

FINANCIAL IMPLICATIONS

12. There will be no financial implication to the Council and the work will be funded by CIAL, including all costs that the Council will incur.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

13. Not applicable.

LEGAL CONSIDERATIONS

14. The proposed 'Road to be stopped' complies with Council Policy and in this instance the delegation to stop road is with the Fendalton/Waimairi Community Board.
15. The Fendalton/Waimairi Community Board has recommendatory power to Council for disposal of Council Land and the realignment of Classified road of which Pound Road is a Collector road.

Have you considered the legal implications of the issue under consideration?

16. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. Yes. This proposal will provide a higher level of service and a safer road for road users.

ALIGNMENT WITH STRATEGIES

19. Not applicable.

Do the recommendations align with the Council's strategies?

20. Not applicable.

CONSULTATION FULFILMENT

21. The Road Stopping Process will trigger submissions from stakeholders and the general public.
22. CIAL have carried out a presentation to residents of Jessons Road and the discussion was positive.

STAFF RECOMMENDATION

That the Council approve:

- (a) The realignment of Pound Road from Savills Road to McLeans Island Road as shown in the attached plan.
- (b) The sale of an area of land as shown on the attached plan marked "A", by way of land exchange.

BOARD RECOMMENDATION

That the staff recommendations be adopted.

(Note: The Board requested that the proposed design for the realignment of Pound Road comes to the Board for input prior to its finalisation.)