

Officer responsible City Streets Manager	Author Brian Neill
Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to recommend to the Council that “NO U-TURN” signs be erected at the end of traffic islands at the intersections of Clyde Road/Fendalton Road/Memorial Avenue, Ferry Road/Barbour Street, Ferry Road/Grafton Street and Ferry Road/Olliviers Road.

CLYDE ROAD/FENDALTON ROAD/MEMORIAL AVENUE INTERSECTION

Drivers who regularly use the above intersection often complain about other motorists who execute U-turns at the end of the traffic median island on the Memorial Avenue and Fendalton Road approaches to the traffic signals. At the end of the island in Memorial Avenue, four traffic lanes are marked making a U-turn manoeuvre at the termination of the solid median island (90 m from the intersection) hazardous. Similarly, on the Fendalton Road approach to the intersection, traffic merges at the termination of the median approach island 95 m from the intersection.

If “NO U-TURN” signs were erected as shown on the copy of an aerial photograph attached to this report, traffic safety would be enhanced with very little inconvenience to motorists who have a need to reverse their direction of travel. To the northwest drivers can right turn into Otara Street and then execute a safe U-turn manoeuvre before travelling back along Memorial Avenue towards the central city. Motorists travelling along Fendalton Road can turn into Waiwetū Street, U-turn and then right turn back along Fendalton Road towards Memorial Avenue.

FERRY ROAD PEDESTRIAN REFUGE ISLANDS

The proposal to introduce cycle lanes along the section of Ferry Road between Wilsons Road and Aldwins Road have highlighted a problem that occurs at the ends of the median pedestrian refuge islands that were constructed between Wilsons Road and Olliviers Road some years ago. With heavy traffic volumes and a merge situation from Moorhouse Avenue into Ferry Road east from Wilsons Road, drivers executing U-turns at the end of the median pedestrian refuge islands cause hazards for other road users.

The Council receives many complaints about the inconsiderate drivers of vehicles in this part of Ferry Road which are related to the restrictions that have been placed on turning traffic at the intersections of Mathesons Road/Barbour Street and Grafton Street/Olliviers Road. If “NO U-TURN” signs were erected in the locations indicated on the plan attached to this report road safety would be enhanced. Motorists who have a need to reverse their direction of travel can proceed along to Grafton or Osbourne Streets, turn into the side road, execute a U-turn and proceed back along the way in which they have come.

Recommendation: That “NO U-TURN” signs be installed in the following locations:

1. In Memorial Avenue at the end of the median island 90 m west from its intersection with Clyde Road.
2. In Fendalton Road at the end of the median island 95 m east from its intersection with Clyde Road.
3. In Ferry Road at the end of the median pedestrian refuge island 14 m east from its intersection with Mathesons Road.
4. In Ferry Road at the end of the median pedestrian refuge island 19 m east from its intersection with Olliviers Road.
5. In Ferry Road at the end of the median pedestrian refuge island at the intersection of Grafton Street.