

13. MOORHOUSE AVENUE - NO RIGHT TURN

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Transport Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the banning of the right turn from Moorhouse Avenue into Hagley Avenue.

EXECUTIVE SUMMARY

2. In March 2004 the Sustainable Transport and Utility (STU) Committee approved the installation of the Hagley Avenue Traffic management Project. This work involved cycle lane and median marking, pedestrian crossing islands and parking restriction changes.
3. The overall approved project concept included the removal of the right turn movement from the Moorhouse Avenue east approach into Hagley Avenue.
4. In June 2004 the STU Committee resolved the changes to the road marking for the Hagley Avenue Traffic Management Project. This report covered the road markings, but unfortunately it did not include the banning of the right turn.
5. The Hagley Avenue Traffic Management Project has now been installed and the right hand turn from the Moorhouse Avenue east approach into Hagley Avenue has been marked and signed and is effectively operating. However, because there is not a Council resolution banning this turn, it cannot be legally enforced.

FINANCIAL AND LEGAL CONSIDERATIONS

6. There is no cost to implementing this resolution as the marking and signing are already in place.
7. Without the resolution to ban the right turn from Moorhouse Avenue east approach into Hagley Avenue this traffic movement is not enforceable.

STAFF RECOMMENDATION

It is recommended that the Board approve that the right-turning of vehicles from the Moorhouse Avenue east approach into Hagley Avenue be restricted.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

8. The overall concept for the Hagley Avenue Traffic Management project included the proposal for banning the right turn from Moorhouse Avenue into Hagley Avenue. The restriction was proposed primarily to increase intersection efficiency and effectiveness. There are a very low number of right-turning vehicles by comparison to the straight-through vehicles. Because the right-turners and straight-through vehicles shared a lane, the right-turn vehicles therefore restricted the through-put of straight-through vehicles. The banning of the right-turn eliminates this effective restriction, allowing the overall intersection to operate at a greater efficiency.
9. Further, the right-turn ban offers pedestrian safety improvements to those crossing Hagley Avenue at Moorhouse Avenue. Normally the crossing action would be concurrent with vehicles that were permitted to make the right turn. The banning of the right turn removes any potential conflict. Further, the right-turning vehicles would be turning across two east-bound lanes of Moorhouse Avenue. The turn ban removes any potential conflict here also.
10. The consultation on the Hagley Avenue Traffic Management Project included the banning of the right turn from Moorhouse Avenue east approach into Hagley Avenue. Only three responses mentioned this intersection change directly. The LTSA were supportive of the changes, while two members of the public wanted to retain the right-turn.
11. Overall, the changes proposed to the intersection will result in both safety improvements, and a greater throughput of traffic. A recent existing-roads safety audit recommended the removal of the right-turn (Moorhouse - Lincoln). The reconfiguration of the lanes will allow greater efficiency of the intersection.

OPTIONS

12. Two options were considered. These are outlined as follows:

Option 1: Maintenance of the right-turn

Option 2: Ban the right-turn

PREFERRED OPTION

13. Option 2 is the preferred option. It increases the capacity of the intersection and creates a safer intersection.
14. The original status quo prior to this project was to have a combined through/right turn lane, a through lane and two left turn lanes from Moorhouse Avenue east approach (westbound). This allowed traffic to right turn across two through lanes of eastbound traffic.
15. The lanes in this configuration resulted in some through traffic being delayed due to the turning traffic and created a safety issue for the turning traffic because of the two lanes of opposing traffic.
16. Restricting the right turn (option 2 above) removes a safety issue from the intersection, and increases the capacity of the intersection.
17. The two through lanes allows more traffic through the intersection during each cycle of the signals. The potential for conflict with the right turning traffic that do not have a dedicated turn movement in the signal cycle, increases the safety of the intersection, and removes a potential conflict with crossing pedestrians.
18. It should further be noted that the right-turn ban is currently marked, signed and operating effectively. This report seeks retrospective resolution to confirm the restriction. If the right-turn ban resolution is declined, it would require the right-turn markings and signage to be reinstated, effectively losing the safety and efficiency gains for the intersection.