



6. MEMORIAL AVENUE LANE MARKINGS

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

The purpose of this report is to outline a plan to improve traffic management along the section of Memorial Avenue between the Russley Road and Orchard Road roundabouts. This report was considered by the Fendalton/Waimairi Community Board which supports the recommendation.

BACKGROUND

The Fendalton/Waimairi Community Board has been working with the Airport Company on a landscape plan for this section of Memorial Avenue. The Christchurch Beautifying Association has had input into a proposal that was adopted by the Council (through the Fendalton/Waimairi Community Board's report of 31 August 1999) at its meeting on 23 September 1999. Regarded as a Millennium project, planting on both Christchurch Airport Company land and in the road reserve will be carried out this coming planting season.

The Airport Company has also requested assistance in providing for right turning traffic along the section of Memorial Avenue between the Russley Road and Orchard Road roundabouts. Many truck and light vehicle drivers are making U-turns at the facilities currently available near the service station and rental car businesses on the north side of Memorial Avenue. There are no turning slots to allow for these manoeuvres which, along with right turns into the service station and rental car business, often cause disruption to through traffic.

Long term, as redevelopment in this area takes place, improved facilities for turning traffic may be introduced.

TRAFFIC MANAGEMENT

If kerbside parking was to be banned along both sides of Memorial Avenue between the Russley Road and Orchard Road roundabouts, new lane lines could be introduced and more space allocated for turning traffic much of which exits from Ron Guthrey Road and U-turns to head back into the city. If all parking was to be removed from this section of Memorial Avenue (extensive "no stopping at any time" areas already exist) cycle lanes could be marked alongside the kerb on both sides of the arterial road.

Removing kerbside parking is also an essential element in the implementation of the proposed planting plan a feature of which is the red rose beds that will replace the existing grass berms. With the footpath remote from the edge of the roadway, it is not practicable for motorists to alight from their vehicles and cross the rose beds to gain access to the existing path.

THE PROPOSAL

A copy of the landscape concept plan and another of the lanemarkings proposed for this section of Memorial Avenue are attached to this report. The lane marking proposal includes provision for widening the existing median (with painted edgelines) to 6 metres, the removal of kerbside parking along both sides of the roadway, the retention of two through lanes each side of the median and the marking of cycle lanes.

PROCESS

The Fendalton/Waimairi Community Board will be considering the proposal to improve traffic management along the section of Memorial Avenue between the Russley Road and Orchard Road roundabouts with a view to circulating a plan of the proposal for comment. The City Services Committee will need to also consider the proposal and, following the consultation process, make appropriate recommendations to the Council relating to the proposed ban on kerbside parking.

CONCLUSION

Traffic management along this section of Memorial Avenue needs to be improved. All day parking has recently become more prominent in this section of Memorial Avenue and, combining with the problem of turning traffic midblock, increases hazards for through traffic including cyclists. To fully implement the proposed planting plan for Memorial Avenue it will be necessary to remove kerbside planting to allow for the cultivation of rose beds in the existing berm areas.

Traffic management will be much improved if kerbside parking was to be banned and the roadway relaned as proposed. Future development on Airport Company land may mean that some changes are likely to be made to turning facilities within the median in the future. The plan proposed will fit in with any future developments and ensure that traffic service is maintained along this vital link with the airport.

- Recommendation:**
1. That the Committee support the plan to ban kerbside parking along both sides of Memorial Avenue between the Russley Road and Orchard Road roundabouts.
 2. That the Committee, following the public consultation process, consider recommending to the Council that kerbside parking be prohibited along both sides of the section of Memorial Avenue between the Russley Road and Orchard Road roundabouts.

Chairman's

- Recommendation:** That the plan as outlined in the report be approved for consultation purposes.