Waimāero Fendalton-Waimairi-Harewood Community Board Information Session/Workshop
AGENDA

Notice of Information Session/Workshop Te Pānui o te Hui:

A Waimāero Fendalton-Waimairi-Harewood Community Board Information Session/Workshop will be held on:

Date:	**Monday 18 May 2026**
Time:	**After the Board Meeting**
Venue:	**Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton**

Membership Ngā Mema

Chairperson	Jason Middlemiss
Deputy Chairperson	Nicola McCormick
Members	David Cartwright
	James Gough
	Aaron Keown
	Lucy Keown
	Sam MacDonald
	Ben Spittle
	Bridget Williams

12 May 2026

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Note: This forum has no decision-making powers and is purely for information sharing.

To watch the meeting live, or previous meeting recordings, go to:
https://www.youtube.com/@fendaltonwaimairiharewoodc6878/streams

To view copies of Agendas and Notes, go to:
https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Memorial Avenue, Notice of Motion, Investigation into the viability of clearway/s

Reference Te Tohutoro: 26/844613

Presenter(s) Te Kaipāhō : Andy Milne Transport Asset Planning Team Leader; Liqi Chen Transport Network Planner; Peter Rodgers Transport Network Planner; Michael Ferigo Sustainable Transport Planner;

1. Detail Te Whakamahuki

Timing	This workshop is expected to last for forty minutes.
Purpose / Origin of the Workshop	At the Councils 4th Feb 2026 meeting it was resolved for staff to hold a workshop with the Board regarding the viability of establishing a clearway on Memorial Avenue between Greers Road and Clyde Road to: a. Develop a shared understanding of the issues, potential options, and associated trade-offs. b. Enable staff to provide a more accurate estimate of workload, costs, and impacts. c. Ensure any potential project can be considered as part of Long-Term Plan deliberations. The origin for this workshop topic comes from the Council resolution, accepting Councillor Cartwrights recommendations without change. (ref. CNCL/2026/00016)
Background	Memorial Ave is a Major Arterial Route travelling northwest-southeast between the airport and (via Fendalton Road) the CBD. The section between Greers Road and Clyde Road had two traffic counts in 2020: these showed it carrying around 22,000 vehicles per day, with a high number of Heavy Vehicles (~7-11%) There are a number of significant attractors close to this section of Memorial Avenue, for example: Burnside High, Christ the King Primary, Cobham Intermediate, and Burnside Primary School; Jellie Park recreation centre; Fendalton supermarket and shopping centre; and slightly further away is the University and Fendalton Village and Library. The roads crossing Memorial Ave in this location are also extremely important to the overall functioning of the network: Greers Road, Ilam Road, and Clyde Road are likewise carrying large numbers of users. Greers Road also carries one of the core bus routes (Orbiter), and Ilam Road is the route for the Nor'West Arc Major Cycleway. These intersections are operating, during peak times, near or over their capacity, resulting in queues and delays. This means that any changes to prioritise traffic along Memorial Ave could have wider impacts. A previous 2019 study looked into the performance and options for this one lane section of Memorial Avenue towards working through options to achieve these objectives: 1. Reduce transport related fatalities and serious injuries by 5% per annum 2. Improve journey time reliability on key corridors by 2027

	3. Improve the convenience and connectivity of walking, cycling and public transport to increase the use of these modes. Optioneering was undertaken, however, the early low-cost concept iterations aiming to improve the corridor optimisation were revised as high-cost intersection widening works mitigating serious and significant road safety issues needing addressing. The draft study was discontinued through lack of funding and packaged its uncompleted preferred option as a candidate project for the capital long term plan. It is not listed within the current LTP. Whilst the 2019 study provides a good basis to understand the issues, any future study would need to establish its objectives to meet current Strategy directions and funding priorities of Council and partners, then work through a new process path towards targeting the contemporary objectives. This workshop will provide a good opportunity for staff to present information of our past and current findings, issues and options identified along with benefits/trade-offs and for members to join with discussions and questions.
Key Issues	• A single lane section of Memorial Ave, between Clyde Rd and Greers Rd, restricts traffic flow either side of continuous two lane carriageway sections that make up part of the balance of many users' travels, such as between the Airport and the CBD. The inconsistency of this section, and physical constraints, create a bottle neck for traffic in both directions, increasing vehicle travel times and reducing travel time reliability. • The single lane section is constrained with a narrower corridor and carriageway width than its route counterparts. When looking to replicate the roading lane provision at either side, several specific issues and challenges arise that are inherent to narrow corridors. • Three significant transport network corridors intersect with the section at the three signalised intersections – these signals are each currently operating near or over capacity at the peak times to balance competing demands and safety considerations. • To realise options to decrease travel times at peak times it is possible that construction will be needed to gain physical width on the carriageway, possibly both midblock and at intersection/s. • Trade-offs to increase efficiency have the potential to be contentious; for example changes to the levels of on street parking availability, removal of the median (which creates space for right turning vehicles), removal of pedestrian refuges, and/or in-lane bus stops. Any physical changes are likely to result in a reduction in intersection berm widths and increases in carriageway crossing distances, and possibly impact on underground services.
Next Steps	• To be determined through the workshop conclusion.
Useful Links	• Attachments to the Council 4 Feb 2026 meeting – Draft 2019 business case & the long list options:

	○ https://christchurch.infocouncil.biz/Open/2026/02/CNCL_20260204_ATT_10809_EXCLUDED.htm#PDF3_Attachment_49981_1 ○ https://christchurch.infocouncil.biz/Open/2026/02/CNCL_20260204_ATT_10809_EXCLUDED.htm#PDF3_Attachment_49981_2

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Memorial Avenue Clearway workshop presentation	26/967915	8

Signatories Ngā Kaiwaitohu

Authors	Peter Rodgers - Transport Network Planner Andy Milne - Team Leader Asset Planning Michael Ferigo - Transport Planner Sustainable Transport Liqi Chen - Transport Network Planner
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport

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Memorial Avenue Clearway Viability investigation

Workshop purpose:

Shared understanding of the current usage, issues, clearway options and accompanying benefits / costs

Prepared for: Waimaero Fendalton-Waimairi-Harewood Community Board

Workshop 18/05/2026

Prepared by: Transport - Asset Planning Team

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Workshop Coverage

Memorial Avenue – Greers Rd to Clyde Rd

- Clearways
- Memorial Aves network context
- Clearways revisit 2 critical elements & current performance
- Previous study on clearway options
- Recent changes
- 2026 initial traffic modelling finding
- Discussion and direction

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Clearways

- A clearway is a designated road or lane where stopping or parking is prohibited during specific hours, typically to maximize traffic flow and reduce congestion during peak times.

- Relies on compliance for optimal results

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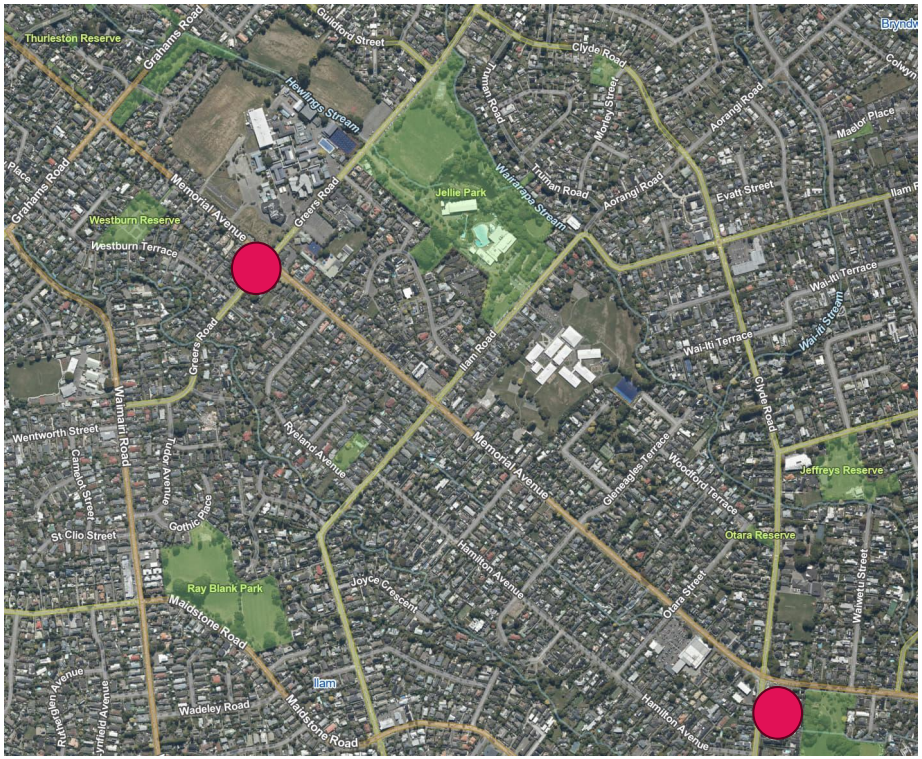
Network context



Section length = 2km

Intersects with main routes =

- **Greers Rd**
- **Ilam Rd**
- **Clyde Rd**

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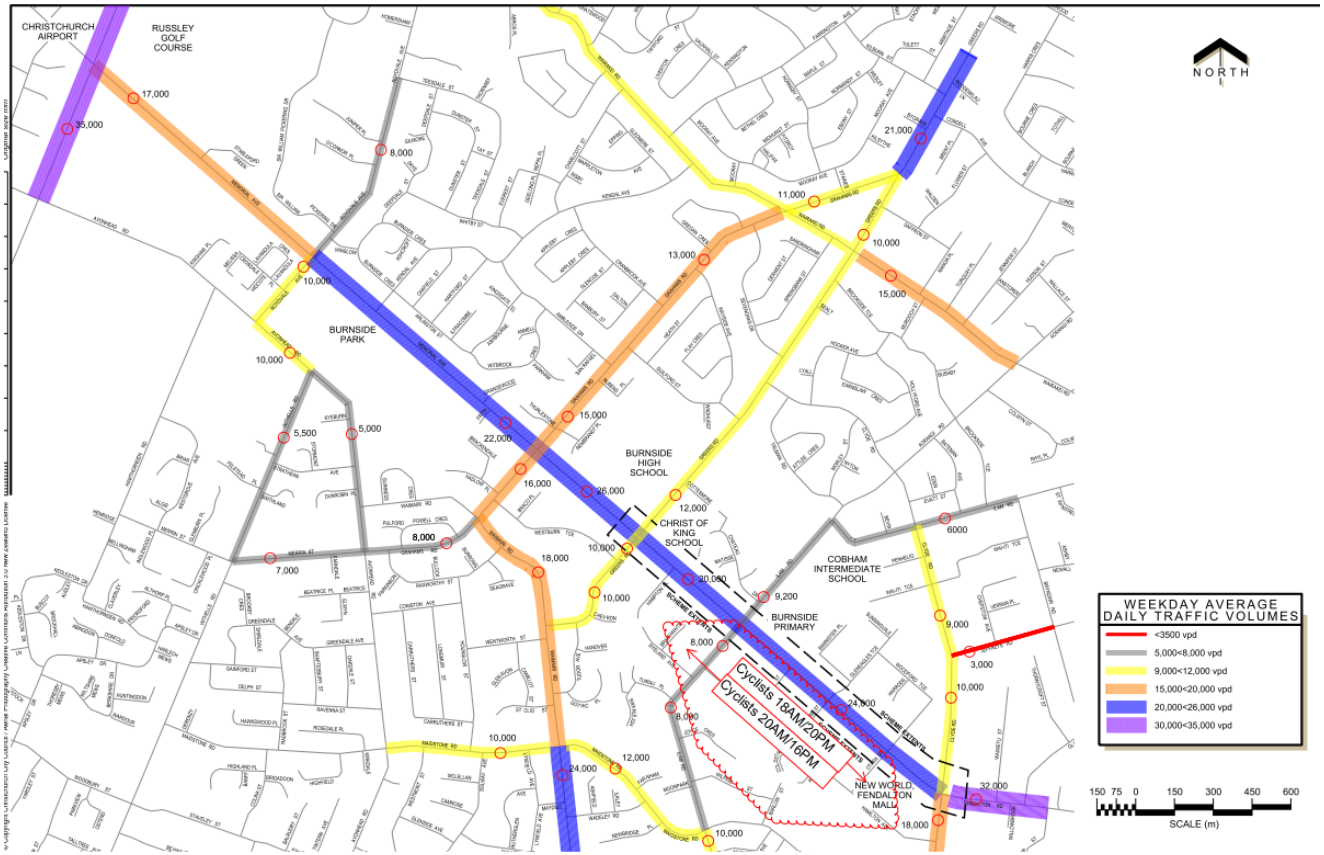
Network context



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Attachment A Item 2

Clearways

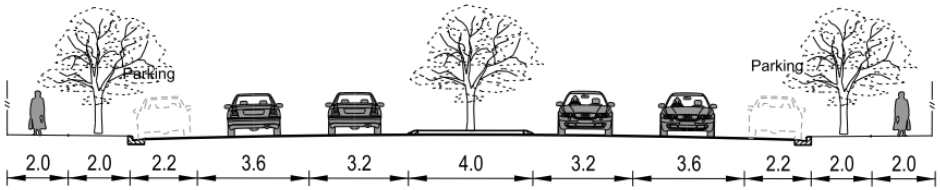
2 fundamental elements that inter-relate:

Mid-blocks & Intersections

Current performance of intersections

- SCATS intersection capacity
- Addinsight – Bluetooth, Wi-Fi = travel times
- Safety performance city rankings

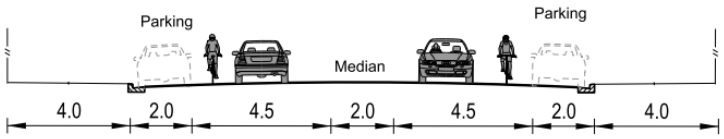
Fendalton Road - Dimensions



Memorial Ave, Existing cross section, north west of Greers Road

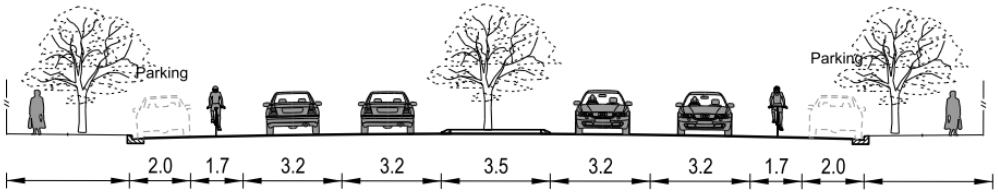
Kerb to Kerb

22 metres



Memorial Ave, Between Greers & Clyde Road

15.4 metres



22.3 metres (Fendalton Rd)

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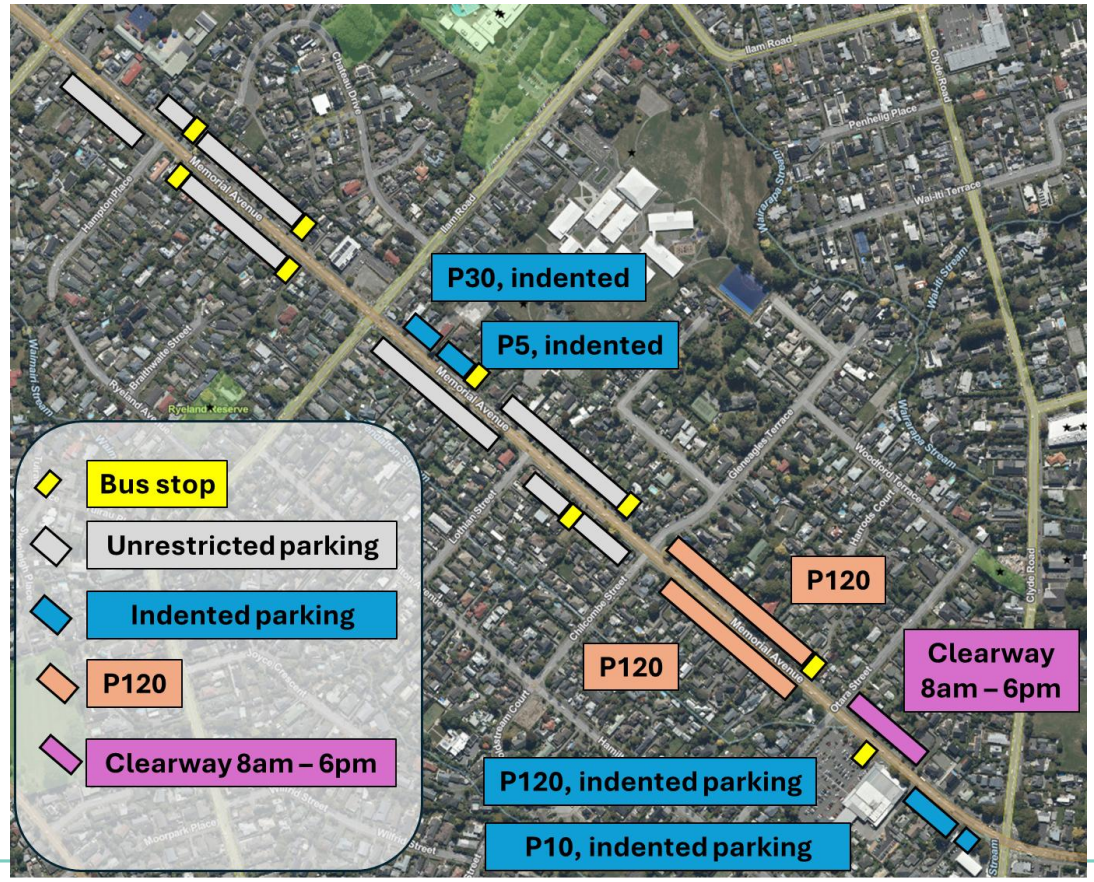
Current layout and performance of mid-blocks



Kerb to Kerb:

15.4 metres

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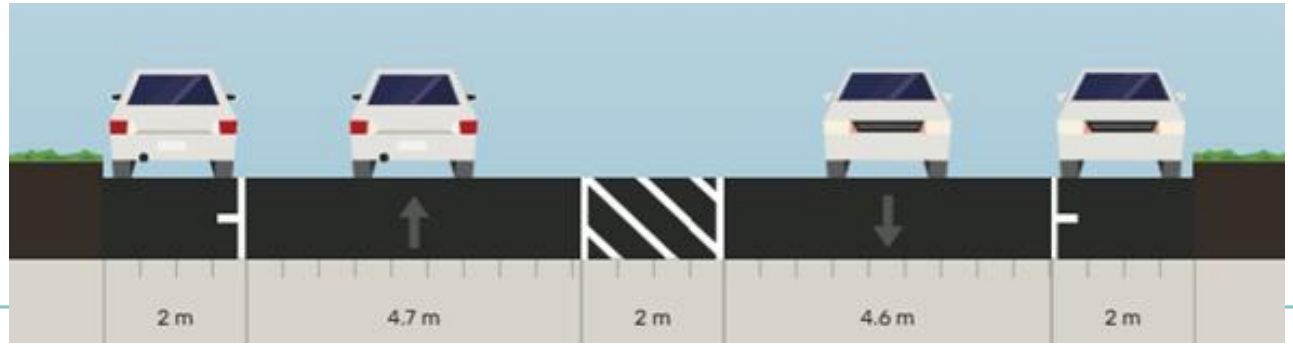
Item 2

Attachment A

Current layout and performance of mid blocks



Previous Work

2019 Business Case study draft

- clearway options discarded
- preferred option

Previous Work

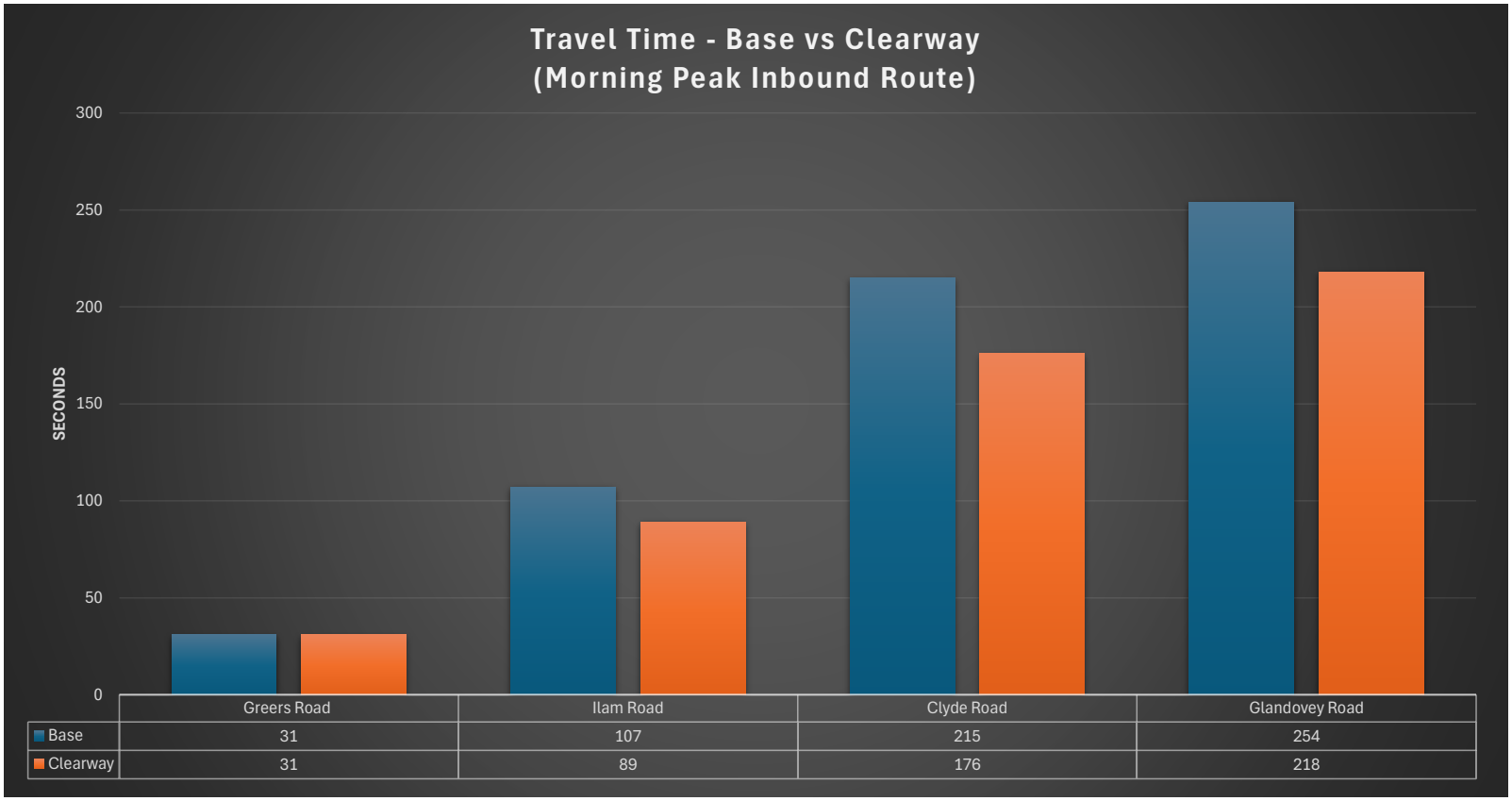
Memorial Avenue cycle lane project listed in LTP delivery 2032- 2034

Recent changes

- Signalised intersections
- Increased activity

Current ‘generic’ modelling findings

Travel Time Saving – Morning Peak Inbound



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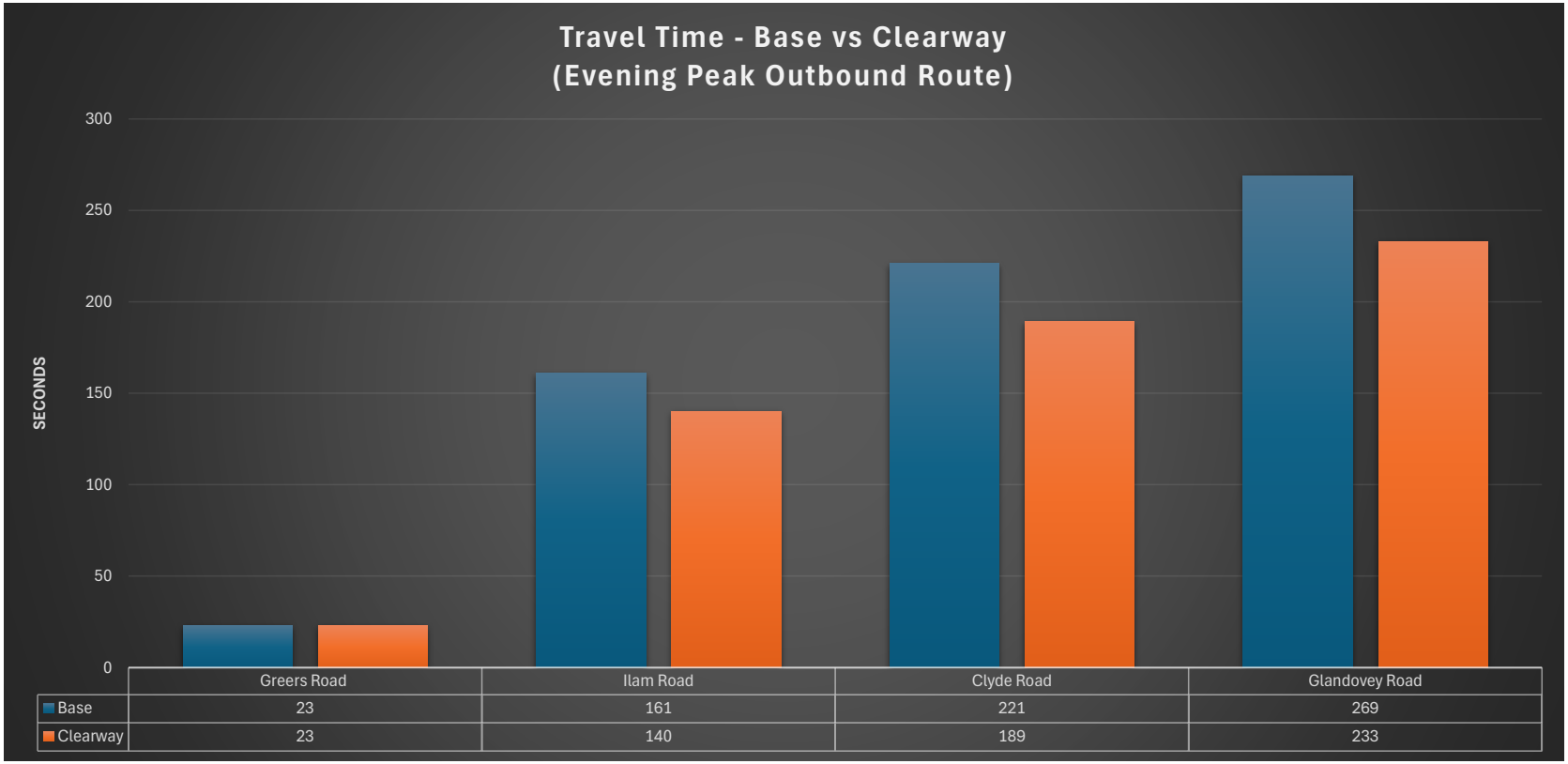
Travel Time Saving – Evening Peak Outbound



	Greers Road	Ilam Road	Clyde Road	Glandovey Road
Base	23	161	221	269
Clearway	23	140	189	233

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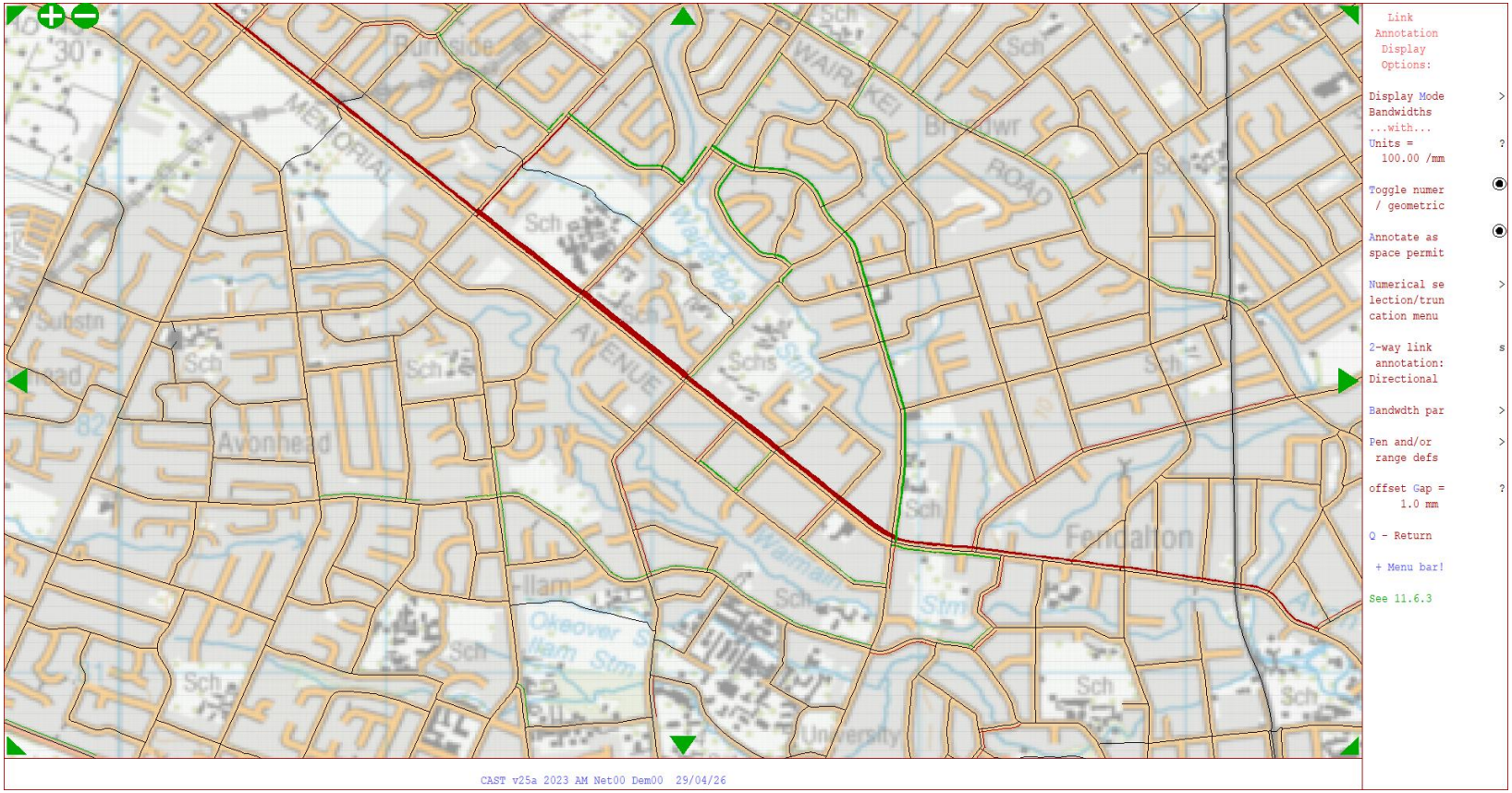
Network Impact – Morning Peak Inbound



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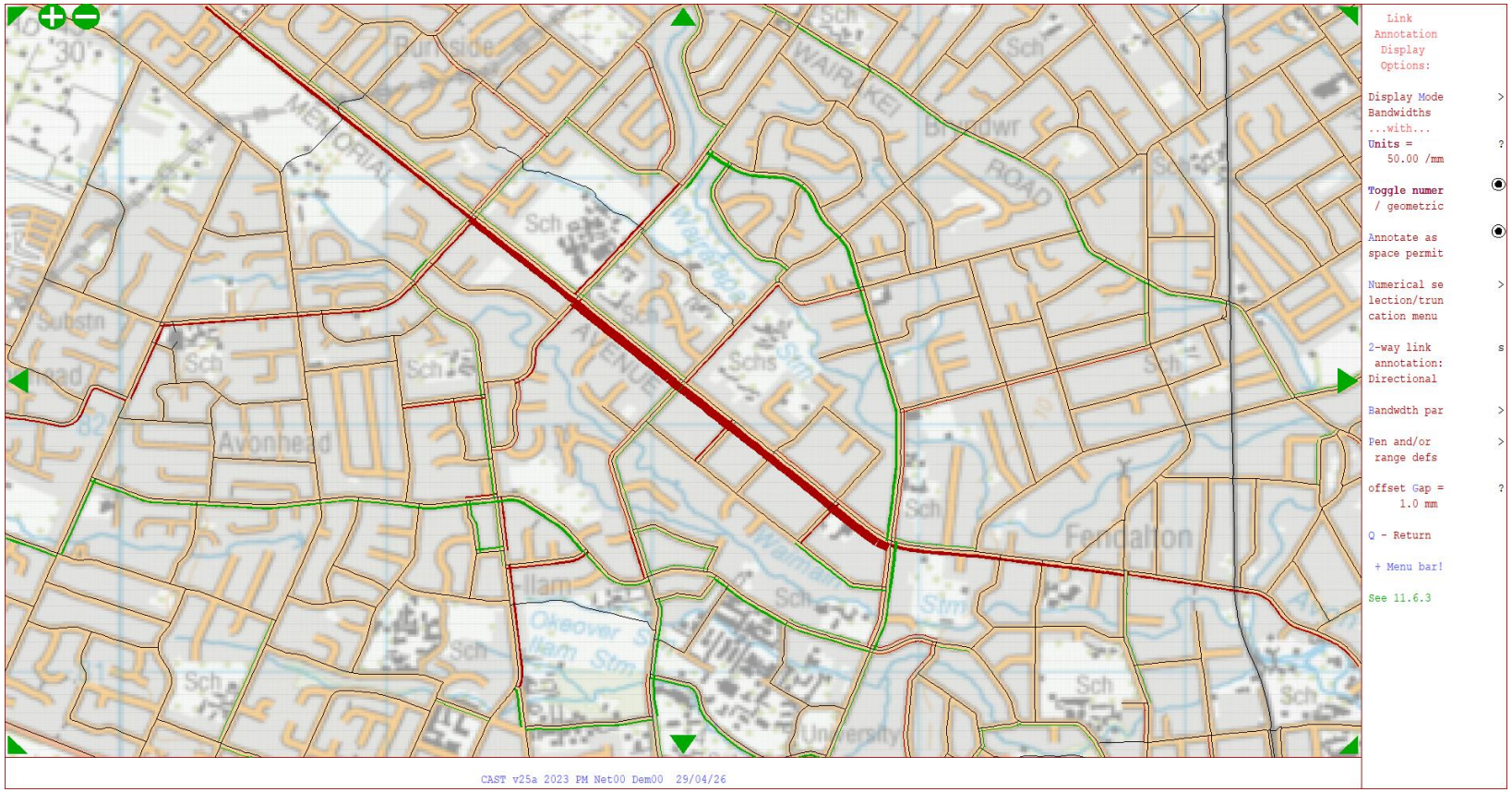
Network Impact – Evening Peak Outbound



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Current Modelling Finding

- Without corresponding improvements to address increasing intersection operation, the overall performance benefits will be limited.

- The above assessment is consistent with both previous corridor modelling findings and current SIDRA model outputs and onsite observations

Questions and Discussion