

7. RICCARTON TRAFFIC ISSUES – AROUND WESTFIELD MALL

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PURPOSE OF REPORT

1. The purpose of this report is to update the Board on the outcomes of the Board seminar and public meeting held in September and October 2005 on traffic issues around the West(-12(outc8i(hv)dF6.7(
2. For some months, officers have been investigating a number of traffic concerns identified by the Central Riccarton Residents Association and other traffic issues around Westfield Mall.
3. Staff from the Transport and City Streets Unit gave a comprehensive (PowerPoint) presentation to a Board Seminar (28 September 2005) on the catchment area, specifically identifying individual sites. The Board received the information, gave feedback, and then agreed to facilitate a public meeting. The public meeting was held on Monday 17 October 2005, in the Riccarton Community Centre. The same (PowerPoint) presentation that the Board viewed at its seminar was presented to the public meeting. The public meeting was attended by:
 - Julie-Ann Beattie, Westfield Riccarton Centre Manager
 - Mark Sadler, Chairperson of the Central Riccarton Residents Association
 - Keith Derbyshire, immediate past-chairperson of the Central Riccarton Residents Association.
4. Six separate locations were identified to be of concern to the Central Riccarton Residents Association. These were:
 - Riccarton Road/Matipo / 95(t)-1.5(r)-6.5eet()-12inte(r)-6.5scc on rap
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 - Wharenui School (Matipo Street) pedestrian crossing.

(a)

RICCARTON ROAD/MATIPO STREET INTERSECTION

Conflict at the pedestrian crossing on the east side of the intersection (McDonalds to Kauri Rest home), Riccarton Road. Pedestrians when crossing at this point feel threatened by traffic turning east from Matipo Street (towards the City). The delay is also detrimental to traffic flow. There is a signalled crossing on the west side of this intersection that has no conflict with turning traffic. To resolve the conflict on the east pedestrian crossing it is proposed to remove the eastern pedestrian crossing. The rest home is in agreement with the proposal to remove the eastern pedestrian crossing.

Public Meeting Outcome

To remove the eastern pedestrian crossing, but that St Teresa's School be informed (as its children are frequent users).

Officers' Response

The removal of the eastern signalised pedestrian crossing is supported and will be pursued by staff who will also liaise with St Teresa's School.

(b) **ROTHERHAM STREET, EAST SIDE ENTRY/EXIT AT FOX AND FERRET**

The Residents Association requested that the two on-street car parks (on the east side, immediately to the north of the entry/exit point) be removed. It is perceived that the visibility issue these two vehicles create could reduce safety. Alternative options were the removal of one car park, the construction of a small kerb build-out, better delineation of the footpath/vehicle crossing, or the installation of warning signage. The PowerPoint presentation which included a short video clip of traffic using this entry/exit point, showed that there was no real problem created by these two parked vehicles and in actual fact helped to reduce the approach speed of vehicles, thus improving safety for pedestrians on the footpath.

Public Meeting Outcome

To retain the two existing car parks however the entry/exit area from the ROW could be enhanced by speed humps, but this would have to be carried out by the landowners.

Officers' Response

The meeting outcome is supported and officers will approach the property owners to discuss traffic calming.

(c) **CLARENCE STREET/DILWORTH STREET INTERSECTION**

Issues here concern exiting from Dilworth Street, turning left and right onto Clarence Street. Suggestion made that Clarence/Peverel be signalised to achieve better flow for Dilworth/Maxwell Street. The Dilworth/Clarence intersection is working well. The proposal to signalise the intersection of Peverel Street and Clarence Street would have an adverse effect on a large number of residential properties.

Public Meeting Outcome

To retain current layout.

Officers' Response

The meeting outcome is supported by the officers.

(d) **MAXWELL STREET/DILWORTH STREET (BETWEEN MATIPO STREET AND CLARENCE STREET)**

Concerns expressed about speed and volumes, and difficulty for pedestrians to safely cross Maxwell Street and Dilworth Street. It was suggested a 'Zebra' crossing be installed at the existing island east of Division Street. Most are shoppers, including a number of elderly persons. The Power Point presentation showed that pedestrians crossed at various points along the full length of the road and were not making use of the existing pedestrian facilities. The installation of a 'Zebra' crossing can not be supported. However the installation of a pedestrian island between the existing kerb build outs west of Division Street and the extension of the painted median was considered to be a better solution.

Public Meeting Outcome

It was the wish of the Transport and Roading Committee to fund an island and associated painted flush median located at the existing kerb build outs. The island would provide a safety refuge for pedestrians and help to slow traffic on Maxwell Street.

The public meeting agreed that funding be requested for the island from the Community Board.

Officers' Response

The officers supported the meeting outcome and will make the necessary arrangements for the island and markings, subject to the funding of \$7,000 being provided by the Board.

(e) MATIPO STREET/MAXWELL STREET INTERSECTION

Difficulties are experienced here for traffic exiting Maxwell Street on to Matipo Street, in both directions. Perhaps some road lane markings on Maxwell Street here could be of assistance. It was acknowledged that queuing was a regular occurrence, but that this intersection was working well. Also, there is some confusion between traffic indicating to turn left into the Mall and those indicating to turn left into Maxwell Street when coming south on Matipo Street and this was acknowledged. Surveys indicated that the excessive queuing was not a regular occurrence.

In conjunction with the pedestrian safety improvements for Maxwell Street, a short 'Lane Line' at the Matipo Street intersection between the island and kerb will be installed. This will help guide motorists to position their vehicle so both left and right turning movements can be made simultaneously.

Public Meeting Outcome

That a short "lane line" be installed in Matipo Street between the island and the kerb.

Officers' Response

Officers will make arrangements for the short "lane line" to be installed.

(f) WHARENUI SCHOOL (MATIPO STREET) CROSSING

Vehicles travelling south on Matipo Street are "overtaking" queued traffic by using the painted median, in order to turn right into Rex Street or Blenheim Road. The drivers could be unaware of the existence of the Wharenui School patrolled 'Zebra' crossing. This presents a safety concern that can be overcome by installing an island within the flush median. This could be installed north of the crossing or the 'Zebra' crossing removed and a pedestrian island installed with a 'Kea' crossing at school times.

Public Meeting Outcome

That an island be installed in the painted flush median north of the 'Zebra' crossing and that a report be presented to the full Board requesting funding for its installation.

Officers' Response

The officers will make the necessary arrangements to have the island installed, subject to funding of \$5,000 being provided by the Community Board.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The cost of one Pedestrian Refuge and one Traffic Island is \$12,000.
6. The costs cannot be met by existing budgets within the next three years. The City wide ranking of the two pedestrian islands puts them outside this time frame. These funds are therefore sought from the Board's Project/Discretionary Funds.
7. Land Transport Rules provides for the above.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) Receives the information and notes the actions to be carried out in the officers' responses to the traffic issues of concern around the Riccarton Westfield Mall.
- (b) Agree to fund \$7,000 from its Transport and Roothing Committee Project Fund for the installation of a Pedestrian Refuge Island in Maxwell Street .
- (c) Agree to fund \$3,000 from its Transport and Roothing Committee Project Fund, and \$2,000 from its Discretionary Fund, for the installation of a Pedestrian Refuge Island in Matipo Street.

CHAIRPERSON'S RECOMMENDATION

That the Committee's recommendations be adopted.