

## **Riccarton bus priority measures and Central Riccarton Street enhancements consultation summary**

### **Consultation process**

Consultation was carried out between 20 April and 18 May 2015 and included the following:

- Council's "Have your say" website, with links to ECan and Selwyn District Council websites and Facebook.
- Hand delivery of approximately 1700 booklets to Riccarton Road businesses and residents and/or posted to directly affected property owners, with approximately 400 hard copy booklets posted and emailed to key internal and external stakeholders and community groups.
- Booklets and fliers at all Council service centres and libraries.
- Posters on buses, posters, booklets and fliers at the Central Bus Exchange.
- Approximately 3,000 fliers handed out to bus passengers in Riccarton Road, at Riccarton House market, and put under window wipers at North Hagley Park.
- Three, three hour drop in sessions with staff present to discuss the proposals which were attended by around 40 businesses, property owners, residents, bus, and cycle users
- A one hour information session held for Chinese community at Rewi Alley Cultural Centre.
- A presentation to the Riccarton Community network meeting.
- Phone calls, emails and meetings with business and property owners and other community members and stakeholders throughout the consultation period.

### **Framework for feedback**

The consultation feedback form allowed submitters to indicate their preference for Option A or B in Central Riccarton, and to provide separate comments on the Central Riccarton (Matipo to Clarence section, the Clarence Street to Deans Avenue section, and the overall Bus Priority Proposal).

### **Feedback on the Proposal**

The following summary is divided into three sections:

1. General comments
2. Clarence Street to Deans Avenue including the Deans/Riccarton intersection
3. Central Riccarton - Options A and B

### **Additional information**

The CCC Bus Priority web page :[www.ccc.govt.nz/transport/public-transport/buses/bus-priority/](http://www.ccc.govt.nz/transport/public-transport/buses/bus-priority/) includes the following documents:

- Feedback and project team response tables for each of the three sections
- A pie chart showing of the overall level of support for the proposal from the general comments about Riccarton Bus Priority
- The proposed Central Riccarton Parking plan
- The plans for Infrastructure, Transport and Environment Committee Approval

**1. Riccarton Road Bus Priority Proposal general comments** (for more details, refer to Riccarton Road bus priority general comments table of consultation feedback and project team response). This document also includes a table containing project team response to issues raised at community meetings during consultation.

During the consultation the Council received 232 submissions. The majority supported Riccarton Road bus priority proposals to improve bus travel times and journey time reliability. Support was also noted for the Deans Avenue/Riccarton Road/Riccarton Avenue proposal to replace the roundabout with traffic signals to improve efficiency and safety. Submitters also strongly supported the proposed improvements to cycle and pedestrian facilities.

One hundred and seventy eight submitters commented on the overall Riccarton Road Bus Priority proposal. Sixty two of these showed full support and also suggested that the Bus Priority proposal needs to be more rigorous and far reaching to meet the stated objectives. Comments included requests for Riccarton Road to have full time bus lanes, the further removal of parking and more facilities for cyclists.

A further 46 expressed full support for the project. Thirty seven additional submitters showed support with suggestions for improvements, for example road layout, safety and access for cyclists and pedestrians at the proposed Deans Avenue/Riccarton Road intersection, and bus travel efficiency. Fourteen submitters expressed mixed views or suggestions only. The project team has considered all safety, road access and layout issues, and the resulting proposed changes to the Riccarton Road bus priority proposal are listed in the tables below.

In contrast 19 submitters expressed overall opposition to the Bus Priority proposal and nine of these included concerns about on-street parking loss, mainly from affected businesses and property owners in Central Riccarton and the rest of Riccarton Road. Opposition was also expressed by several other submitters including a local residents group. Others questioned the overall viability of the project including the plan, cost benefits, resourcing and timing

The remaining 54 submitters who did not comment on the overall bus priority project limited their feedback to preferences for and suggestions about Central Riccarton and/or the Deans/Riccarton intersection (see attached pie chart showing support indicated from submitter comments about the overall proposal).

**Some key requests raised in general comments about Riccarton Bus Priority:**

Submitter request	Project team response
<b><i>Requests to increase bus priority operating times</i></b>	It is not proposed to extend the bus operating hours to include longer periods of the day or weekends, the proposed times are similar to operating times on other bus priority corridors and will be supported in peak hours by sections of full time bus lanes. The hours of operation will be monitored and reviewed, and amended if required.
<b><i>Requests for extended bus lanes to intersections</i></b>	There is not enough room for dedicated bus lanes to extend to intersection stop lines. Buses will generally proceed ahead from the left turn lane. Motorists can enter a bus lane 50 metres ahead of a left turn at the intersection and so the bus lane stops at approximately this point.
<b><i>Requests for "B" bus lights</i></b>	These will be provided in the scheme at Deans Avenue/Riccarton Road and Clarence Street/Straven Road signal intersection. Bus lanes are needed on the approaches and departures to support the bus lights as the buses need to be able to get to the stop lines and then get ahead of other traffic
<b><i>Requests to extend bus priority to Church Corner</i></b>	There is a longer term plan to deliver bus priority west of Matipo Street to Church Corner and to meet the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub.

Submitter request	Project team response
<b>Requests for further improvements for cycling</b>	As a local cycleway in the Christchurch Transport Strategic Plan, Riccarton Road cycle facilities are wide on-road cycle lanes rather than segregated lanes. On-road marked cycle lanes are to be 1.8 metres wide and when the bus lane is not in operation there is a wider space for cycling between the traffic lane and the parked cars. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway for the 'interested but concerned cyclists'. Cycle provisions on Riccarton Road are aimed at current cyclists using this route.

**2. Clarence Street to Deans Avenue proposal responses (including the Riccarton Road/Riccarton Avenue and Deans Avenue intersection)** (For more details, refer to the Clarence - Deans table of consultation feedback and project team response)

There were over a hundred support comments for the Clarence - Deans section of the Riccarton Road bus proposal, and more than forty positive references to the signalisation of the intersection with Deans Avenue.

**Other issues raised about the Clarence to Deans section**

Issue	Project team response
<b>Deans Avenue/Riccarton Avenue intersection layout</b> <i>Some submitters commented that if Riccarton Road really is a priority public transport route, why are there so many traffic lanes at the intersection of Deans Avenue/Riccarton Road signals?</i>	Separate turning lanes at the intersection particularly for right turning vehicles are required primarily for safety and not capacity. The two right turn lanes from Riccarton Avenue into Deans Avenue meet traffic demands from the Central City, and discourage the use of Riccarton Road. It is now proposed to make one of the through lanes on the Riccarton Road approach to the Deans Avenue intersection a dedicated bus and cycle lane reducing the general vehicle traffic lanes to one.
<b>Additional cycle facilities - Deans Avenue/Riccarton Avenue intersection</b> <i>Several submitters asked for additional cycle facilities at the Deans Avenue/Riccarton Avenue/Riccarton Road intersection and along this section of Riccarton Road including hook turn boxes, advanced stop boxes and the marking of cycle lanes over the minor roads.</i>	Cyclists are encouraged to use the pathways in Hagley Park for north-south travel rather than Deans Avenue, and this is why hook turns for right turning cyclists on to Deans Avenue are not included in the proposal. There are existing facilities at the Deans Avenue/Kilmarnock Street intersection, the old Blenheim Road deviation, and at the Deans/Harper/Fendalton intersection for cyclists to cross or access Deans Avenue. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.  Nevertheless at the Deans/Riccarton intersection an advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue at the Deans/Riccarton intersection. In addition the cycle lanes are to be marked over minor roads along Riccarton Road between Deans Avenue and the Clarence Street intersection.

Issue	Project team response
<p><b>Parking removal Clarence Street to Deans Avenue</b>  <i>In the section from Riccarton Avenue to the Clarence/Riccarton/Straven intersection, removal of on-street parking during the hours of bus lane operation was opposed mainly by retailers and land owners. These included the owners and the businesses operating at 11 to 13 Riccarton Road, e.g. a dairy, a florist and Arjee Bhajee restaurant.</i></p>	<p>The removal of parking during the hours of bus lane operation is required to support the greater strategic requirement to improve bus journey time reliability for current users, and to make public transport a more attractive option for all travellers. Continuous bus lanes provide the greatest travel time reliability as buses do not have to merge with general traffic for a short section to then re-enter the bus lane.</p> <p>For example, a westbound bus lane starting through the intersection on Riccarton Avenue will allow buses to bypass the traffic queue that forms back to the roundabout and continue along Riccarton Road without the delays that would result from merging back into the general traffic lane for a short section.</p> <p>It will also avoid potential safety problems for all traffic including cyclists if the buses and cyclists do not have to merge. Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes.</p>
<p><b>Slip lanes at Deans Avenue intersection</b>  <i>Four submitters (including the Blind Foundation) questioned the safety and viability of left turn slip lanes on the proposed signals intersection at Deans Avenue/Riccarton Road. A meeting was held with a representative of the Blind Foundation in June when this issue was discussed.</i></p>	<p>Deans Avenue is too narrow for a signalised left turn lane that would hold the traffic demands on a red arrow to provide full pedestrian and cycle protection for those crossing between the two parks. This would create traffic queues in the through traffic lanes causing congestion and other safety problems.</p> <p>For the left turn slip lane from Riccarton Road into Deans Avenue staff undertook further investigations into replacing it with the left turn controlled by a green arrow, so it could run in a number of signal phases. This would leave an unprotected crossing on Riccarton Road of 30 metres leaving pedestrians exposed to additional danger. The left turn slip lanes allow pedestrians to pass through when there are gaps in traffic.</p> <p>A wide raised platform will slow vehicles on the approach, and cater for crossing demands. The project team concluded that the original proposal provides a better balance for pedestrians crossing at the intersection.</p>
<p><b>Retain the roundabout</b>  <i>Three submitters questioned the need for traffic signals to replace the roundabout.</i></p>	<p>The project team notes that a change to traffic signals allows for bus priority for eastbound and westbound buses, allows the intersection to cope with current and future traffic volumes, and improves crossing opportunities for pedestrians and cyclists. Research shows that the traffic signals will help to make vehicle journey times less variable and this will improve bus journey reliability.</p>

**Proposed changes to the Clarence to Deans section as a result of consultation (including the Deans Avenue/Riccarton Avenue intersection)**

<b>Proposed changes to Riccarton Road from Clarence Street to Deans Avenue</b>
<ul style="list-style-type: none"><li>• Marking of cycle lanes over side roads along this section.</li></ul>
<ul style="list-style-type: none"><li>• Marking of an extra green line inside the edge line to further highlight to drivers the difference between full time bus lanes and part time bus lanes.</li></ul>
<ul style="list-style-type: none"><li>• Removal of two proposed trees outside 33 Riccarton Road.</li></ul>
<ul style="list-style-type: none"><li>• Inclusion of one proposed tree into proposed planting bed outside 4B Riccarton Road</li></ul>
<b>Proposed changes to the Deans Avenue/Riccarton Road/Riccarton Avenue intersection</b>
<ul style="list-style-type: none"><li>• Addition of an advanced cycle stop box at the front of the kerbside lane on Riccarton Avenue.</li></ul>
<ul style="list-style-type: none"><li>• An extension of the eastbound bus lane to the stop line at the traffic signals. This will result in one bus lane and one general traffic lane.</li></ul>

**3. Central Riccarton (Matipo Street to Clarence Street) - Options A and B** (for more details, refer to Central Riccarton Options A and B table of consultation feedback and project team response).

Of the 194 submitters who expressed a preference for the Central Riccarton options 98 preferred Option A and 96 favoured Option B. The remaining 38 either supported the overall proposal but had no preference or didn't respond to this section, and showed a range of support or opposition.

Those who preferred Option A included 20 local Riccarton residents, Riccarton Bush/Kilmarnock Residents Association, Kauri Lodge Retirement Home, 10 Riccarton Road businesses (eight of these outside Central Riccarton), CycleChCh, Spokes Canterbury, Living Streets Red Bus, ECan, and New Zealand Automobile Association (NZAA).

The key reasons in support of Option A were the pedestrian priority and 'precinct' feel to be gained by the median and trees, the cycle lanes and the general improvement to traffic flow resulting from the loss of 'side friction'.

Submitters preferring Option B gave several reasons including the absence of the central median, and fewer trees in this proposal. Key concerns about the median were vehicle access limitations and use of road space. There was also support for retention of some parking. However, many supporters of Option B requested no parking outside peak times to allow the bus lane to operate at all times.

Submitters preferring Option B included six local Riccarton residents, four business representatives, and six property owner representatives, two Central Riccarton Motels, Westfield Riccarton, St Johns Ambulance, Disabled Persons Assembly, Generation Zero, and the Heavy Haulage Association.

A number of submitters indicated a preference for Option A or B but indicated or showed through their comments that they like aspects of both options. These included support for or concerns about the median, and support for designated bus lanes; others requested more cycle lanes segregated from the bus lanes for Option B. Concerns about the street trees proposed in both options included leaf drop, shade, visibility and safety issues.

## Summary of feedback - Option A

Support	Concerns/Suggestions
<ul style="list-style-type: none"> <li>• Pedestrian safety increased</li> <li>• More traffic calming</li> <li>• Trees will make it more appealing</li> <li>• Cycle lanes and no parking</li> <li>• Create a destination rather than a through route</li> <li>• Easy to understand</li> </ul>	<ul style="list-style-type: none"> <li>• Where are the bus lanes?</li> <li>• Trees will create a mess</li> <li>• Like the trees but also include banners and decoration</li> <li>• Need to retain access to property</li> <li>• Traffic diverting onto local roads</li> <li>• Need to retain parking</li> </ul>

## Summary of feedback - Option B

Support	Concerns/Suggestions
<ul style="list-style-type: none"> <li>• Good for buses</li> <li>• Some parking retained</li> </ul>	<ul style="list-style-type: none"> <li>• Peak hour only bus lanes will create confusion. Remove all parking.</li> <li>• Traffic turning right into Rimu St will block through traffic on Riccarton Road</li> <li>• Not so good for pedestrians</li> <li>• Concerns for cycle safety</li> <li>• Traffic diverting onto local roads</li> </ul>

## Project team response to key issues - Central Riccarton

Issue /comment	Project team response
<b>Access concerns - central median</b>	<p>It is proposed that sections of the median will be flush to the carriageway (ie painted not raised), to allow access for vehicles, including emergency response. The five metre road space between the kerb and the median will allow two cars to pass, or a car to pass around a bus. The flush median between Kauri Street and Clarence Street is to be paved.</p> <p>There will be no ground cover plantings in the median.</p>
Like trees in median but may not improve bus flow as effectively as Option B?	The median island option with limited on-street parking would provide benefits to traffic flow outside peak times. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal, and the reduction in bus stops in Central Riccarton will also help.
<b>General concerns about use of road space, including central median (Option A)</b>	Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic). The removal of most on-street car parks will improve traffic flow.
<b>Concerns about trees</b> <i>There were a number of concerns expressed about drop, shade, visibility and safety particularly in relation to the Option A proposal</i>	<p>Vertical elements are required in the median to help keep speeds low. It is proposed to replace some of the trees in the median with columns that allow for promotional banners, and to reduce the number of trees in the footpath on the south side.</p> <p>All trees will be pruned so there are no branches below two metres, to ensure there is good visibility between vehicles and pedestrians.</p> <p>Trees provide many benefits for an improved street environment. This is consistent with Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.</p>

Issue /comment	Project team response
<p><b>Requests for other tree species/plantings</b>  <i>There were several requests for non-deciduous or and/or native trees to replace those proposed</i></p>	<p>Native trees were considered when choosing the tree species for the proposals. However Hornbeams and maples were chosen because they are successful and hardy street trees. Deciduous trees along with their seasonal change also provide shade in the summer and allow sunlight through the winter.</p> <p>Appropriate native plants will be considered for the plant beds.</p>
<p><b>Parking removal concerns</b>  <i>In Central Riccarton removal of on-street parking was a specific concern for several submitters including business and property owners, and a residents group</i></p>	<p>The removal of on street parking (with some replacement of higher turnover off-street car parking) reduces side friction improving traffic flow for buses, and allows for more pedestrian space and crossing points. This provides space for cycling and environmental enhancements to support Central Riccarton as a place. The Option A proposal also provides pedestrian facilities in line with the Council's designation as a Central Riccarton Walkable Centre and Riccarton Road as a core public transport route.</p>
<p><b>Support for removal and/or provision of alternative parking</b>  <i>Several submitters expressed support for the removal of on-street parking in Central Riccarton, to ensure the objectives of the proposal are met.</i></p> <p><b>Proposed off street parking</b>  <i>Many submitters also requested further details of the Council's plans to improve off-street car parks on Council land to the rear of the shops on the north side of Riccarton Road, and asked for assurance that there will be adequate signage.</i></p>	<p>65 Council owned car parking spaces including three mobility parks are available on two sections of land in Riccarton Road between Road Rimu Street and Straven Road. These parks currently have no set time limit and are mostly used by businesses and local residents through the day, preventing public use.</p> <p>If the proposal is approved, these car parks will be re-designated as P120 spaces, allowing turnover throughout the day for the public to access Central Riccarton.</p> <p>Additional signs are proposed to direct private vehicles from Riccarton Road to these spaces, and normal parking enforcement is also being considered to patrol and enforce the P120 restrictions. This proposal is recommended by staff in the Infrastructure, Transport and Environment Committee report for the 6 August meeting. It will also be reviewed by the Riccarton/Wigram Community Board on 14 July.</p> <p>Overall, the total number of restricted car parks proposed will be greater than the current number of on-street car parks to be removed as part of the wider bus priority and pedestrian friendly measures proposed in this report.</p> <p>The proposal to re-designate the Council's car parks as P120, to support businesses on Riccarton Road, will displace long stay parked vehicles onto the surrounding streets. Staff realise this is an issue, but the Council does not prioritise the provision of long stay car parks for commuters.</p>
<p><b>Requests for more cycle lanes</b>  <i>A number of submitters made requests for more cycle lanes and segregated lanes than shown in either of the central Riccarton options.</i></p>	<p>It is not proposed to install segregated cycle lanes as Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. Option A removes the majority of on-street parking to allow for kerbside cycle lanes and there is minimal on-street parking, which improves cycle safety (reduced risk of 'dooring').</p>

Issue /comment	Project team response
Off peak parking is more dangerous for cyclists - don't include (Option B)	If Option B were to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road would need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
<b>Requests for continuous and/or full time bus lanes</b>	While bus lanes provide more benefits for buses if they are continuous when required in terms of traffic delays, they were not proposed for Option B in order to retain some part-time car parks. Option A would provide benefits for buses, cyclists and pedestrians outside the peak hours too.
<b>Option A does not go far enough</b>	<p>Central Riccarton is a key activity centre and is defined as a walkable centre in the Christchurch Transport Strategic Plan, which also defines the Riccarton Road as key public transport corridor. Option A should deliver benefits for buses, cyclist and pedestrians and the removal of most on-street car parks will improve traffic flow. There is a section of full time bus lane for buses exiting the bus stop and heading west.</p> <p>Part time bus lanes are not a good solution for Central Riccarton because outside peak times the issue of side friction is still present creating delays through the day. It also requires enforcement to ensure that visitors are not parking in the bus lanes during operational times and reducing the effectiveness of the bus lanes.</p> <p>It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a lower speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section, which could impact on cycle safety.</p>
<b>Over dimension vehicles</b> <i>The Heavy Haulage Association expressed concern about the proposal to remove the designation of Riccarton Road between Matipo Street and Clarence Street as a route for over dimension vehicles. This was countered by four requests for a heavy vehicle ban to be extended along Riccarton Road</i>	It is not proposed to remove heavy vehicles from this corridor as they are required to service the main shops and businesses along the street. However, Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic (including through traffic and freight traffic). It is only proposed to remove the over-dimension designation from Central Riccarton to prevent its use by trucks with exceptionally large loads to allow for the trees and banner poles.



Issue /comment	Project team response
<p><b>Kauri and Rata Street shortcutting concerns</b>  <i>Several Kauri Street and Rata Street residents have expressed concerns that either option could lead to excess rat running traffic turning off Riccarton Road and using Kauri Street and Rata Street to avoid congestion.</i></p>	<p>Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 120VPH during the evening peak in 2021.</p> <p>If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.</p>

**Suggested changes to Options A and B changes following consultation**

Option A	Option B
<ul style="list-style-type: none"> <li>· Remove some trees and replace with columns for promotional banners</li> <li>· Remove some of the full height median for access</li> <li>· Allow for a shorter-term P5 parking space</li> </ul>	<p>Remove on-street parking on the north side to allow for:</p> <ul style="list-style-type: none"> <li>· full time bus lane</li> <li>· reduced risk to cyclists as no 'dooring'</li> <li>· reduced need for enforcement</li> </ul>

**See also attached sheet 'Meeting the Objectives' - Options A and B to understand more about how the project team decided on the recommendation below:**

**Project team recommendation for Central Riccarton**

Following review of all submissions for Central Riccarton Options A and B, including requests for changes to either or both options, it is clear there is strong overall support to improve the Central Riccarton area for residents, businesses and visitors, and for improvements to the street to benefit buses, cyclists and pedestrians.

Although Option A is only narrowly indicated as the preferred option, the project team believe that this option, subject to the proposed changes below, provides the best solution for Central Riccarton bus priority, improved cycling and the walkable centre.

The proposed changes shown in the table on the next page are in response to:

- Access concerns (including emergency vehicles), relating to the proposed central median
- Concerns about the number of trees in the median and in the footpath on the south side.

## Proposed changes to Central Riccarton, Option A, as a result of consultation

### Proposed changes to Option A through Central Riccarton from Clarence to Matipo Streets

- Removal of full height median in front of property numbers 140, 142 Riccarton Road and 1 Kauri Street. This will be replaced with a painted median.
- Sections of flush (painted) median that will allow for emergency vehicles to overtake and create extra space if required should a vehicle breakdown. The flush median between Kauri Street and Clarence Street is to be paved.
- Removal of some trees from the proposed median (reduction from 41 trees in the original proposal to 25 trees) and replaced with columns for promotional banners in the median. Vertical elements are required in the median to assist with speed management and the proposed poles will be subject to resolving any safety issues during the detailed design process.
- There were 11 trees proposed in the footpath on the south side, it is now proposed to provide nine.
- Change to one P60 parking space on the south side to a P5 Loading Zone to support servicing for Central Riccarton businesses.

### Key features of the staff proposal for Central Riccarton:

- Pedestrian friendly streetscape
- Removal of parking to remove side friction to ease traffic flow
- Cycle lanes provided
- Combination of solid and flush median allowing pedestrians to cross the road in two stages (median is 1.8 metres wide).
- Allow for trees and columns with promotional banners.
- Vertical elements help keep speeds low to support the walkable centre
- May discourage larger vehicles from using as a through route
- Re-enforces banned turns through Riccarton to assist with traffic flow.
- Allows vehicles to wait clear of passing traffic.
- Painted flush median to provide access to motels west of Kauri Street.