

## 6. GOULDING AVENUE PEDESTRIAN FACILITY

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The purpose of this report is to seek the Board's support to implement a consultation plan for a pedestrian crossing facility on Goulding Avenue and, further to this, if no significant issues are raised during the consultation process, that the project proceed to construction.

### INTRODUCTION

Goulding Avenue is located between the Main South Road and Shands Road Hornby. It is a local road and carries approximately 2,500 vpd.

There is a budget of \$20,000 in the Neighbourhood Improvement Plan for the 2002/2003 financial year to provide a safer pedestrian crossing facility on Goulding Avenue. It has been recommended that a pedestrian refuge would cater for the high number of pedestrian movements across Goulding Avenue from the retail business area to the Library and the Community Centre while encouraging slower traffic speeds.

### PROPOSED PLAN

Four options were considered to provide a safer pedestrian crossing facility on Goulding Avenue.

### AIMS AND OBJECTIVES

- To provide a safer pedestrian crossing facility
- To reduce vehicle speeds
- To maintain and enhance Goulding Avenue as a cycle route
- To maintain on-road parking where possible

### OPTION ONE: TO INSTALL A MID-BLOCK THRESHOLD WITH KERB BUILD-OUTS

This option was considered as it provided a point where traffic would slow and pedestrians could cross, however, it still required pedestrians to cross two lanes of traffic therefore not providing any great advantage for pedestrians and it also required a significant amount of parking, on both sides of Goulding Avenue, to be removed.

### OPTION TWO: 90 DEGREE ANGLE PARKING OUTSIDE LIBRARY

This option would slow traffic by reducing the lane widths and provide additional parking, however, it then made the traffic lanes narrow and unsafe for cyclists, this is a route to Branston Intermediate, and did not provide specifically for pedestrians.

### OPTION THREE: CENTRED PEDESTRIAN ISLAND

This option has the pedestrian island in the centre of the road on a painted median with kerb build-outs each side. To establish the appropriate sight lines it required the removal of substantial on-road parking.

### OPTION FOUR AND RECOMMENDED OPTION: AN OFF-CENTRE PEDESTRIAN ISLAND WITH ONE KERB BUILD-OUT ONLY ON THE NORTH EAST SIDE OF GOULDING AVENUE. PLAN ATTACHED.

The proposed works would be located between the Council Housing (Hornby Courts) and the Community Centre/Library on the south/west side and the retail shops on the north/east side of Goulding Avenue.

This option reduces the traffic lanes to 4.5m, encouraging slower speeds, while still providing enough width for vehicles and cyclists.

The pedestrian island is 2m wide which is the recommended width to provide adequate space for a pedestrian to stand with a pram/pushchair in front or a cyclists standing beside or sitting on a cycle.

This option provides parking along the north east side of Goulding Avenue but requires the removal of some parking on the south west side.

To ensure the appropriate sight lines it is not possible to install an island in a location that is equidistant between Goulding Avenue/Main South Road intersection and the Goulding Avenue/Shands Road intersection.

The Scheme Safety Audit recommended that the painted median approach to the island be made wider, and this recommendation has been adopted.

#### **CONSULTATION PLAN**

There has been some discussion with the Goulding Avenue Council Library Manager on the proposed island with the view to getting some initial feedback.

A publicity pamphlet illustrating the layout and position of the proposed island and inviting comment and feedback would be distributed to residents, schools and business owners/operators, including the Library/Community Centre along Goulding Avenue.

It is anticipated that the proposed island would receive a positive response from the community.

Construction Costs:	Budget:	\$20,000
	Pre –design estimate:	\$20,000

#### **CONSTRUCTION**

Construction is planned to start in March 2003 and to be completed by April 2003.

#### **Staff**

**Recommendation:** That the Riccarton/Wigram Community Board approve the distribution of a publicity leaflet for a pedestrian island on Goulding Avenue, and, if no significant issues arise then the project proceed to final design, tender and construction.

#### **COMMUNITY ADVOCATE'S COMMENT**

Members will note that the Chairman has recommended that this work be deleted from the programme and that the funding be transferred to Lochee Road.

Our City Streets Liaison Manager, Ken Stevenson, has provided the following comments:

Goulding Avenue is in the approved Council programme and Community Boards do not have authority to change the approved programme. Only the Strategy and Finance Committee can do that. The Board can recommend to Strategy and Finance that Goulding Ave be deleted and replaced with Lochee Rd. Also the work that is required to be done for Lochee Rd now, ie assessment of options and presentation to the residents is not capital expenditure. Capital expenditure can only occur when a project has been reasonably scoped. At the moment we have no idea what the solution might be for Lochee Rd so any money spent has to be 'operational' money. If the Board wishes and Strategy and Finance agrees then the capital money could be transferred to Lochee Rd for the purpose of designing and building something when it is known what it is we are building. In the meantime 'other' money will need to be used to decide what it is we are doing.

#### **Chairman's**

**Recommendation:** That the Community Board recommended to the Strategy and Finance Committee that the Goulding Avenue work be deleted from the programme and that the funding be transferred to Lochee Road.