

22. SHIRLEY ROAD SLIP LANE AT MARSHLAND ROAD

Officer responsible City Streets Manager	Author Brian Neill - Traffic Engineer: Major Roads & Transport Improv., DDI 371-1616
Corporate Plan Output: Signs 9.5.108	

The purpose of this report is to consider a proposal to install a “zebra” pedestrian crossing within the left turn slip lane from Shirley Road into Marshland Road.

BACKGROUND

At a meeting of the Community Board on 3 September 2001, Philip Haythornthwaite spoke to his submission about his concerns over the way in which the pedestrian (wheelchair) ramps had been constructed to the new traffic island and footpaths in the area. Mr Haythornthwaite is also concerned that vehicles now have right of way over pedestrians within the slip lane which disadvantages a lot of pedestrians who need to cross the roadway at this intersection.

Mr Haythornthwaite suggested that the contractor working on this project did not construct the kerb ramps and dividers to comply with the code of practice for access and mobility design. The Board decided that the City Streets officers be requested to report back to the Board on the action taken to address the issues raised by Mr Haythornthwaite.

DISCUSSION

Slope and camber problems with the cobbled surface on the traffic island had already been attended to and work was in progress on a problem with the kerb cut down on the southeast corner of the intersection at the time of the meeting.

Traffic volumes and pedestrian counts have been taken to measure the scale of the conflict between pedestrians and motor vehicles using the slip lane. During a peak afternoon period 2.45 pm - 3.30 pm, 218 vehicles used the left turn slip lane along with 119 pedestrians. This after school period is probably the busiest time of the day for pedestrians but indicates a high level of conflict that should, if at all possible, be addressed.

CONCLUSION

Action has been taken to rectify some of the problems created recent construction works at the intersection. It is not practicable to improve on the Council's standards for the construction of kerb cutdowns. However, wheelchair access is a priority and we are continuing to discuss this with Mr Haythornthwaite.

The conflict between pedestrians and motor vehicles within the slip lane can be addressed by installing a “zebra” pedestrian crossing.

- Recommendations:**
1. That the information be received.
 2. That the Board recommend to the Council that a “zebra” pedestrian crossing be installed in the left turn slip lane from Shirley Road into Marshland Road.