

Proposed Marlborough Environment Plan
Response to Minute of the Hearing Panel Minute 50
From Steve Murrin, Marlborough Roads

Responses to:

1. In my opinion, a safe and efficient roundabout can be constructed within the confines of the New Renwick Road, Battys Road and Richardson Avenue intersection without acquiring additional land.
2. The schematic roundabout design supplied by Laura Skilton of Cardno provides evidence that a roundabout can be constructed within the confines of the intersection and be able to cater for all types of vehicular traffic. The design provided does not cater for cycle traffic or for pedestrians crossing roads within the intersection.

The design provided was only schematic. In my opinion if this intersection proposed did progress to detailed design then provision could be made to safely cater for cyclists and pedestrians.

3. (i) Traffic movements along New Renwick Road in both directions can be catered for safely and efficiently.
(ii) Traffic movements into and out of Battys Road onto New Renwick Road can be catered for safely and efficiently.
(iii) The impact of the proposed design will likely mean there could be slight delays for traffic going straight through on New Renwick Road as they now need to give way at the roundabout. The proposed roundabout will improve the efficiency of vehicles getting onto New Renwick Road from Battys Road and Richardson Avenue.
4. The use of Richardson Avenue should remain minimal, however, there is a risk that if traffic backs up on New Renwick Road heading east that locals may “rat run” along Lancaster Avenue, Spitfire Drive and Richardson Avenue to avoid the wait. This is similar to what happens at the Main Street roundabout with traffic travelling east on Main Street “rat running” along Park Terrace.

Other Considerations

This proposal will have a significant impact on the available space in the front of the shop which is currently used by customers of the shop.

There is high and low voltage overhead power reticulation through this intersection that will likely need to be relocated to construct the roundabout.

There is a considerable amount of underground services within the intersection. These will need to be factored into the design of the roundabout.

Consideration should be given to acquiring a 2.5m strip along the Battys Road frontage of the property on the north east corner.

In conclusion a safe and efficient roundabout can be constructed within the confines of the Battys Road, New Renwick Road, Richardson Avenue intersection.

Regards



Steve Murrin CMEng NZ, CPEng

Marlborough Roads