

Proposed Marlborough Environment Plan

Minute of the Hearing Panel

Minute 46

To: Burleigh Estate Limited/Donna Marris and/or Laura Skilton, Traffic Engineer

1. The evidence of the traffic engineer Laura Skilton called on 6 November 2018, as part of the evidence package offered in support of the submissions seeking significant residential zoning provision north west of the Battys Road/New Renwick Road intersection, contained an analysis of projected traffic flow effects.
2. In particular at paragraphs 106 - 117 the traffic effects at the Battys Road/New Renwick Road intersection were analysed by making projections as to those cumulative effects when added to traffic effects of already consented or permitted activities.
3. The conclusion reached at paragraphs 112 & 113 was as follows:
 112. *With the development, the level of service on the southern approach (Richardson Avenue) reduces to D. the right turn on Battys Road also has level of service D with an average delay for this movement of 27.7 seconds per vehicle.*
 113. *With all the other developments the level of service reduces to F for both the southern and northern approaches. This level of delay is not acceptable and mitigation will be required.*
4. Then at paragraph 114, 115 & 117 the following was stated:

Mitigation

114. *A roundabout layout has been considered at this location. There are space constraints due to local land use boundaries. In order to get enough capacity for the eastern approach, two approach lanes are required here.*
115. *The analysis has assumed a single lane roundabout with a 15 m diameter. For the analysis I have changed the default roundabout environmental factor from 1.0 to 1.1 to be conservative as Sidra sometimes under estimates delays at a roundabout. The layout used in the analysis is shown in Figure 22.*
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117. *It is recommended that a roundabout be constructed here prior to the completion of all the developments proposed in the area.*

5. Ms. Skilton confirmed at the hearing that that might require land acquisition from other owners. The transcript of that confirmation is set out below from the Block 10, Week 1, Day 1, PM recording of the hearing:

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Laura Skilton: A roundabout obviously needs more space than just a simple priority intersection or signals but we won't talk about traffic signals here. Because basically you have got your centre island and you have to obviously drive around it. The bigger the central island the actual better the traffic tends to flow. And the less delays we have. There is enough space because of some corner splays at the intersection that we can actually build a roundabout as it is, but that's just very preliminary stuff that I have done. I haven't done a detailed design and we also need to obviously think about things like pedestrian footpaths that are going around the roundabout as well. Particularly with the new pedestrian footpath that has been built which I think is fantastic. Then obviously cycling issues are increasing as well. So it is all those things, I haven't done a detailed design, we may need to have a little bit of land encroachment, it's hard to tell, but I have tried to do all my analysis within a roundabout that would fit on the available land.

Commissioner Crosby: Because in terms of land encroachment when you use a term like that it sounds very nice but it means buying land off other people.

Laura Skilton: Unfortunately, which is why I have tried to ...

Commissioner Crosby: You haven't worked out if your design will fit.

Laura Skilton: The software that I use basically asks for things like the lane width and the central diameter, so I have looked at the available space looking at a diagonal distance across and went ok a 50 metre diameter roundabout should fit within this amount of distance and that is what I have used to analyse it. But if you reduce that central medium down to say 10 metres then the delays tend to increase, it's a swings and roundabouts, but those are the decisions at a detailed design stage with the help of Marlborough Roads.

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6. Given the statement in paragraph 114 (above) that there are "space constraints due to land use boundaries" the Panel requests that Figure 22 of the proposed intersection design be redrawn to include present property boundaries and information as to the ownership of the underlying land.

7. The Panel further requests that the submitters provide responses as to what, if any, steps have been taken to acquire the land necessary to be able to construct the roundabout depicted in Figure 22?
8. Similar conclusions were reached in respect of the analysis of effects at the Aerodrome Road/New Renwick road intersection at paragraphs 118 to 132 of Ms. Skilton's brief of evidence. In respect of this intersection, at paragraph 128 the following statement was made:

128. A roundabout layout has been considered at this location. There are space constraints due to local land use boundaries.
9. For the same reasons the Panel requests that Figure 24 be redrawn to include present property boundaries and information as to the ownership of the underlying land.
10. Once more the Panel also requests that the submitters provide responses as to what if any steps have been taken to acquire the land necessary to be able to construct the roundabout depicted in Figure 24?
11. These responses are requested to be made before the end of January, 2019.

Dated 5 December 2018

A handwritten signature in black ink, appearing to read 'T Hook', followed by a period.

Councillor Trevor Hook

Chair of the MEP Hearing Panel