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Installation of traffic signals.	The addition of the raised safety platforms and crossings achieve a significant and much needed improvement to user safety at a more affordable cost than traffic signals. This project would not preclude traffic signals in the future if they were required and affordable.
Changes will cause even more congestion than what is currently being experienced.	The purpose of this project is solely to address an ongoing high safety risk to people who travel outside of vehicles at this intersection. Improvements to the efficiency of the intersection is not the main objective of the project. The raised safety platforms are designed to control speeds to 30km/h and as such, at the most congested times of the day (where travel speeds are less) they are not expected to be detrimental to the efficiency of the roundabout and exacerbate further any existing congestion related issues. Slower speeds and improved facilities help to make people travelling outside of vehicles feel safer, enabling more people to choose other transport options.
Concerns around the installation of the raised safety platforms.	The addition of the raised safety platforms and crossings achieve a significant and much needed improvement to user safety at a more affordable cost than traffic signals. The installation of raised safety platforms and the improvements to the roundabout geometry are designed to result in slower speeds at the roundabout. No one expects a crash, but people make mistakes – including those who are careful and responsible drivers. Speed is the key factor in deaths and serious injuries – no matter what the cause of a crash is, its speed that determines whether or not you'll walk away from it. We can prevent serious injury and harm through a safe system approach, which incorporates safe speeds and safe infrastructure, which includes treatments such as raised safety platforms. Slower speeds will provide more time for all users to observe each other and reduce the risk of crashes resulting in a significant reduction to the likelihood of crashes and also, in the unfortunate event crashes do occur, less severe injuries.
Concerns about cyclists sharing the lane with vehicles	The combination of raised safety platforms and the sharrow (cycle share the lane) markings are designed to be provide conditions for cyclists to take

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	the lane and be much more visible to traffic. The raised safety platforms are designed to keep speeds at 30km/h or lower.
-Is historical accident data available? -Does the historical accident data for this roundabout support this? -And was it fully considered for this proposal?	This intersection is classified as having a high safety risk. In the last 10 years there have been 27 crashes at the intersection. Of these crashes, 17 involved a person travelling on two wheels be it either a motorcycle or a bicycle. These users are more at risk to serious injury evidenced by the fact they account for all 10 of the serious injury crashes recorded. Slower speeds have been proven to contribute to a significant reduction in both the likelihood of crashes and, in the unfortunate event crashes do occur, less severe injuries for all users. While the project is mainly focussed on people travelling outside of vehicles, as a vehicle can absorb some of the crash forces and protect the person, the safety measures proposed will also reduce the likelihood of serious crashes occurring for drivers. As such the proposal is highly aligned with the safe system approach and the Government's Road to Zero Strategy.
Re-design the northeast corner of Colombo Street and Cashmere Road by taking some land of the corner of 2 Cashmere Road.	Currently the project only has available funding to undertake low-cost improvements within the existing road reserve.
Level of service at the intersection in peak hours – changes will not address this.	The primary purpose of this project is to address an ongoing high safety risk to people who travel outside of vehicles at this intersection. Improvements to the efficiency of the intersection is outside of the scope of this project.
Concern at removal of the left turning lane on the Dyers Pass Road approach and the ability for heavy vehicles to turn here.	The left turn onto Cashmere Road from Dyers Pass Road has been designed to accommodate the typical larger vehicles such as refuge trucks. Buses use Hackthorne Road and Cashmere Road. Strategic freight traffic should be using arterial freight corridors such as Brougham Street.
Is it possible to modify the existing kerb on the south side (between Centaurus and Dyers Pass) to further slow left turning vehicles? The shallow angle between these two approaches enables turning vehicles to maintain relatively high (and inappropriate) speeds approaching the crossing point.	The design of the exit onto Dyers Pass has been developed so that it can accommodate tracking of vehicles. The effective width has been lowered as far as possible and an overrun area provided for larger vehicles. It is noted that the raised safety platform on Dyers Pass Road would require lower speeds through the crossing point so does constitute an improvement on this current issue.

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Bus lane Cashmere Road from Thorrington Road to Colombo Street be discontinued. This would allow for safer cycling on both sides of Cashmere Road.	With limited road space and a number of transport modes competing for space, inevitably some compromises are required. Bus lanes are commonly shared with people who ride bicycles and use public transport and due to the lower numbers of buses than general traffic lanes should reduce exposure to risk.
Include a zebra crossing and green paint marking on top of the Raised Safety Platform across Cashmere Road.	The zebra crossings on Colombo Street and Centaurus Road are provided as these crossings are the locations of highest demand. The crossing on Cashmere Road was considered carefully during the design, however there is limited separation between the platform and the left turn from Dyers Pass Road. This is an issue for larger vehicles which will need to use the overrun area, which is immediately next to the crossing. Larger vehicles tend to have less visibility out of the passenger side window due to their height. A zebra crossing relies on a driver being able to have clear sightlines of pedestrians and the absence in this case may result in them being struck. Instead, it was considered safer that a person walking, which has clear sight of the vehicle, to make a decision on when it is appropriate to cross when the roadway is clear.
Consider vertical signage "share with care" or an additional cycle sharrow further back on each arm so drivers have more of a lead in time to merge with cyclists.	Additional signage and sharrows can be considered at the next design stage. Sharrows are usually only marked where vehicle speeds are low enough for a person riding a bicycle to claim the lane, which is closer to the intersection.
Extend the 30km/hour traffic speed along Cashmere Road between Colombo and Barrington Street as there is currently a gap here (see Reduced Speed project in school hours near schools), and this is the spine road for the vast majority of school zone families for Thorrington Kura to access their school.	It is proposed to consider this request further as part of the Safe Speed Neighbourhoods Programme.
Lowering the speed limit during school hours with signage that there is a school down Colombo Street is a MUST! This would make motorist more aware of the traffic lights outside the school.	Your request for a speed reduction on Colombo Street is noted and will be passed to the team currently looking at a speed management programme for Christchurch. Safe Speeds around schools and neighbourhoods are currently being considered with schools a priority for Council.

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The lane heading south on Columbo should be two lanes, one forward and one left. The reason for this is to try to stop cars driving (racing) down Remuera Ave to avoid the queue of traffic. This becomes extremely dangerous when children are walking down Remuera Ave to be picked up after school.	Your concerns regarding Remuera Avenue are noted, as part of the CCC safe speed neighbourhood plan Remuera Avenue is proposed to be changed to 30km/h, your feedback will be passed to this team.
Please reduce the speed limit on all four streets which intersect at the round-about to a permanent speed limit of 40 km/h (outside of school zone variable times when 30 km/h is more appropriate), minimally: - Dyers Pass Road from the roundabout up to #236 - Colombo Street from the roundabout up to at least #35 - Cashmere Road from the roundabout through to Opihi Street - Centaurus Road for the full length of the road.	It is proposed to consider this request further as part of the Safe Speed Neighbourhoods Programme.
Enforce the no right turn out of Thorrington Road into Cashmere Road (on the bend - just west off the site map) as doing so causes fast and furious driver speeds which puts cyclists and other cars on the other side of the road at risk as they are not expecting such a dangerous manoeuvre.	This will be raised with the Police.
More preventative measures to detract traffic turning left onto Thorrington from Cashmere would be beneficial and safer for users of Thorrington Road.	Concerns about traffic on Thorrington Road are noted and while outside of the scope of this project will be passed to our traffic engineer for further consideration.
Lack of alternative routes (easily fixed by allowing entry to Thorrington Road) forcing drivers to use the roundabout	It is not proposed to permit additional traffic through the local street of Thorrington Road. Traffic is encouraged to use the arterial transport network for movement.
Expand the shape / extent of the northern part of the island at the base of Dyers Pass out to the extents of the blue line to physically slow driver speeds heading up the hill.	The design of the exit onto Dyers Pass has been developed so that it can accommodate tracking of vehicles.
Instead of a shared path, can the corner at Protocol Restaurant please be separated. There's enough space for a dedicated cycleway here, with a kerb ramp near Dominos, and a connection to the crossing.	The shared facility adjacent to Protocol restaurant is relatively short and varies in width. Due to the proximity of the two crossings, cyclists would be required to cross a separated path in a short distance, this combined with the narrower section to the north on Colombo Street may result in limited useful separation. In mitigation, it is noted that sight lines around this corner are good so there is opportunity for opposing users to see each

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	other. However, based on your feedback separation or additional markings will be explored further in the detailed design.
Can the corner at Protocol be painted green, between the grass and proposed buffer.	Generally green paint is reserved for conflict points between vehicle traffic and cyclists. Additional markings can be considered in detailed design.
Can a separated cycle lane please be fitted into the Cashmere Road to Colombo St turn. By slightly reducing the width of the median island, it'll: (a) make this corner much easier for cyclists; (b) give some Dutch-style priority to cycling, and (c) make a logical connection to the proposed cycle crossing outside of Protocol.	Consideration has been provided to the provision of cycle facilities on the Cashmere Road to Colombo Street turn including the possibility of a shared path. Unfortunately, there is not enough space within the road reserve to accommodate this.
The raised crossing, please have it so it has a sharp rise (not a gentle slope) so vehicles actually have to slow right down which means they are more likely to let bikes and pedestrians cross safely and/or see them. Also, in Taupo the raised crossing have tiled bricks on the faces which makes it easier to see for drivers and clearly shows to the drivers that they are entering a different zone and need to pay extra attention due to the different road surface. This could be instead of the white arrows.	The raised safety platforms are designed to a 30km/h speed which is consistent with safe system principles (the speed where vulnerable users are less likely to be seriously hurt in a collision). Our design would appear likely to have more of a gradient than the examples provided so would be expected to perform better in terms of speed reduction. The design is consistent with current best practice and the use of alternate materials would need to be carefully considered. The block paving shown in the example provided would likely require additional maintenance and cost over and above asphalt so would not be appropriate to this busy location.
Having a sign that shows that if you want to turn left you can (instead of entering the roundabout) turn on to the share sidewalk and exit on to the road. Just have a sign that says something like "left turn cyclists this way" or similar would be great. Centaurus Road looking west - just before the curb cut for the cyclists place the sign there?	It is the intention that people riding bicycles use the crossing to bypass the roundabout where possible, and it is expected that cyclists would become familiar with this fairly quickly as these movements have already been observed on site. Consideration will be given to additional signage where necessary.
A cycle ramp should be installed in front of 2 Cashmere Rd to accommodate eastbound cyclists in the bus lane approaching the roundabout. This would enable them to use a shared use path around the corner as opposed to merging with vehicular traffic at a point where heavy vehicles in particular have well-established blind spots.	A shared path was considered during the design on the north-western corner including cycle ramp. However, this was ruled out due to the limited footpath width and sightlines around the corner which could lead to conflicts with other users. Unfortunately, additional land acquisition is outside of the scope of the project so cannot be accommodated at this time. It is agreed that the left turn conflict is a risk for cyclists hence using the combination of raised safety platforms, providing single lane entry to slow traffic and create conditions to encourage cyclists to safely take the

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	lane. The sharrows indicate the presence of people riding bicycles to other road users in the lane.
The footpath alignment to the two RSPs on the west side is rather awkward and will be challenging to navigate for the vision impaired. This may be required by the steep vertical topography, but I would encourage a revision of this corner to aim for a more intuitive path to both Cashmere Road and Dyers Pass crossing points.	The alignment of the crossing is limited by the available space and topography, further consideration to refining this will be given in the detailed design.
Concerns about the proposed sharp concrete lip on the roundabout.	The overrun area to the central roundabout island is not intended or required for general traffic to be able to negotiate the roundabout as people should be travelling around the roundabout and not through it. The design will be such that there is sufficient contrast from the road so that it is clear that this is not an area to drive in for general traffic. In the case that users do stray into this area the lip is designed to be forgiving and overrunable for traffic in accordance with current design best practice.
Concerns about the Dyers Pass Road approach.	The raised safety platform will be accompanied by advance warning signs and advisory speed signs to provide sufficient warning of the need to slow down. The ramps on the downhill Dyers Pass Road approach will also be designed to take account of the approach gradient so that the change in level is not too severe.
Is it possible to build out curbs any further to reduce speeds for vehicles making left hand turns? (It seems to me that vehicles turning left onto Dyers Pass Road from Centaurus Road and onto Colombo Street from Cashmere Road have more space than may be necessary, especially where there is a painted median used).	The design of the exit onto Dyers Pass has been developed so that it can accommodate tracking of typical vehicles such as refuse trucks. It is noted that the raised safety platform on Dyers Pass Road would require lower speeds through the crossing point so does constitute an improvement on this current issue.
Is it possible to provide any physical separation for the painted cycle lanes within this project? Maybe a flexible bollard or two, or a concrete timtam separator?	Unfortunately, there is not enough room to provide separation at the roundabout for cyclists, however the project does allow for cyclists to use the raised dual crossings to effectively bypass the roundabout for some movements where possible. The combination of raised safety platforms and the single approach lanes allow for cyclists to take the lane and be much more visible to traffic.
Install a free left turn for traffic turning left onto Colombo Street.	A free left turn onto Colombo Street would only serve to increase speed and safety risk. The project has taken a balanced approach to reduce the

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	ongoing occurrence of serious injury and harm, and also maintain the competing needs of all users including cars, cyclists, pedestrians and public transport.
Could all four crossings be made shared crossings with bicycles and pedestrians separated? Cyclists will no doubt use the pedestrian-only crossing regardless	The zebra crossings on Colombo Street and Centaurus Road are provided as these crossings are the locations of highest demand. The crossing on Cashmere Road was considered carefully during the design, there is limited separation between the left turn from Dyers Pass Road. This is an issue for larger vehicles which will need to use the overrun area which is immediately next to the crossing. Larger vehicles tend to have less visibility out of the passenger side window due to their height. A zebra crossing relies on a driver being able to have clear sightlines of pedestrians and the absence in this case may result in them being struck. Instead, it was considered better that a pedestrian, which has clear sight of the vehicle to make a decision on when it is appropriate to cross. A zebra/cycle crossing on Dyers Pass Road was considered but is unlikely to have sufficient demand and use due to; the necessity of cyclists to ride up the hill to use the facility to travel west and the lack of an appropriate pathway on the west (limited by the hillside) and; For cyclists travelling east towards Centaurus Road there is limited space in the footpath such that a shared pathway cannot be provided.
Can the Dyers Pass Road and Cashmere Road crossings have the red AC surfacing added as well please, for consistency.	Red AC surfacing has been shown on the zebra crossing approaches only at this stage.
Please run a safety campaign on the TV, YouTube adds, Facebook adds, etc. to teach people (cyclists and drivers) how to use sharrows, and especially how to give way to pedestrians and cyclists at these raised crossings, which is a new layout for Christchurch as far as I'm aware (positioned next to roundabouts).	Safety campaigns and information sharing around use of sharrows and user behaviour at roundabouts will be considered.
Please consider buying a small parcel of land at the Cashmere/Colombo corner to build a wide shared path there too.	Currently the project only has available funding to undertake low-cost improvements within the existing road reserve.
Please ensure the new kerbing/cut-downs allows a safe and easy transition for bicycles and trikes of all sizes (including cargo bikes, bikes with trailers) to navigate this new layout.	Appropriate flush kerb cutdowns will be provided for cycle transition onto the path areas at crossings.

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Please include sharrow markings on the roundabout itself, as well as the approaches. Drivers do not understand that cyclists are expected to take the lane in a roundabout. The intersection is also used by a lot of road cyclists who are likely to use the road rather than the slower crossings suitable for the more vulnerable.	Sharrow markings can only be provided on the approaches to the roundabout. Additional signage is being considered by Waka Kotahi to advise all users of people riding bicycles merging with general traffic.
A better solution would be to look at what they do in the Netherlands and implement a Dutch style roundabout, keeping cyclists and motor vehicles separate, whilst also giving cyclists the right of way, encouraging cycling as a fast means of transport.	Your comments regarding the Dutch style roundabout are noted. The roundabout is limited by the existing alignment of roads, topography and surrounding property. The scope of the proposal is designed to fit within the current intersection footprint and so the Dutch type arrangement would not be possible. The installation of raised safety platforms and the improvements to the roundabout geometry are designed to result in slower speeds at the roundabout. Slower speeds will provide more time for all users to observe each other and avoid conflicts resulting in a significant reduction to the likelihood of crashes and also, in the unfortunate event crashes do occur, less severe injuries. The combination of improvements are designed to provide conditions for cyclists to take the lane and be much more visible to traffic. Additional signage will be considered on the approaches also to advise road users of people on bicycles merging.
The Dyers Pass Road stop line and traffic island should be moved back up the hill to provide more space so that cyclists do not have to move into the path of vehicles.	The position of the limit line on Dyers Pass is dictated by the need to have appropriate visibility onto the roundabout, the widths on entry to the roundabout are designed to encourage cyclists to take the lane as opposed to the unsafe position to the left of traffic, which is a common contributor to cycle crashes. A cyclist filter lane would not be possible with the introduction of the raised crossing platform on Cashmere Road as there is not sufficient space.
Post monitoring of the roundabout	Post-monitoring work of roundabout use and operation will be undertaken.
A preferred solution to that proposed would be to augment the roundabout with a set of traffic lights. Note well I wrote "augment" not "replace". This combined system seems to work well in Barcelona, Spain and here is how I see it working in this location. There would be a single post, four-direction traffic light tree in the middle of the roundabout. At non-peak congestion times, it flashes orange continually in all four	The purpose of this project is to address the ongoing safety issue with people travelling outside of vehicles. The addition of the raised safety platforms and crossings achieve a significant and much needed improvement to user safety at a more affordable cost than traffic signals. This project would not preclude traffic signals in the future if they are required and are affordable. The operation proposed is not currently

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directions. Since there is a roundabout, the traffic still has to slow down and give way to the right as it does now. This would be the default option.	permitted in New Zealand and would require a formal trial that would need to be approved by Waka Kotahi. This process can be timely to ensure all risks are considered, this can be discussed with them separately to this project proceeding.
I notice from the photo that Merlewood Ave will become a one-way street which will be much safer for everyone. Have you thought of making it a resident's only street? - as many many cars use it as a shortcut from Dyers Pass rd to get to the roundabout in the morning and they speed!	There are no proposals to change the operation of Merlewood Avenue as part of this project. Monitoring can be undertaken post implementation of the changes to determine if further changes to Merlewood Avenue are required. Changes to the speed limit on Merlewood Avenue are being considered through the Safe Speed Neighbourhood Programme.
I would like to know if there has been any thought to the residents of Merlewood Ave in these 'improvements'. Some residents of this street have driveways that can only be accessed if they drive up from Centaurus Road which means they cross need to cross the road just after the medium strip. If there are vehicles coming down, the drivers that are going up will need to wait by the median strip just after the pedestrian crossing blocking that area even further.	The proposed safety improvements at the roundabout will have the benefit of slowing traffic in the vicinity of Merlewood Avenue which should assist in making it safer overall for turning traffic. It is noted that the existing turning arrangement will remain unchanged so should not impede the current level of access.
When coming down Dyers Pass Road into this intersection on a bicycle the descent is steep and it requires concentration and good brake control. To add a sudden step up to a raised platform is more dangerous for cyclists in the traffic. I ask that this one entry point is exempted from the raised platforms but they are appropriate for the other three entry points.	The project aims to achieve a balance between the various users of the roundabout whilst maintaining an environment which is safer than the current arrangement. Your point is noted regarding cyclists and the raised safety platform on the downhill Dyers Pass Road approach. One of the issues we are trying to address is the higher speed entry of vehicles into the roundabout which has culminated as an issue for cyclists on the roundabout. The ramps on the downhill Dyers Pass approach will also be designed to take account of the approach gradient so that the change in level is not too severe.
Could you consider a slip lane for just people biking exiting Dyers Pass on to Cashmere Rd?	A left slip lane for cyclists would be difficult to achieve due to the raised safety platform on Cashmere Road which is also a pedestrian crossing point and could result in conflicts.
You need to build in cycle lanes and make this roundabout safer for the high amount of road cycle traffic it sees, rather than simply building measures for drivers and pedestrians/footpath users only. Protected cycle lane left turns for cyclists embedded in traffic islands or kerbs is a great	Additional messaging is being considered by Council to educate users at roundabouts about behaviour and positioning. The Waka Kotahi Cycling Network Guidance states that cycle lanes should not be used at roundabouts, as they put cyclists in a less safe position.

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start, to allow us to travel unimpeded and safely without merging into vehicle traffic. From there, you could also look at something to aid straight through and right turn travel - often cyclists are not seen or ignored because we can be slower than vehicles as we accelerate through roundabouts, and drivers will cut us off when they are supposed to give way to us. Or on approach to the roundabout, an electronic or standard sign to remind drivers this is a high cycle traffic zone and to be aware of cyclists travelling through?	Where cyclists use the roadway at roundabouts, they are encouraged to 'take' the lane so people riding a bicycle are in a central position within the lane (similar to a driver) and that people approaching are in a single file. To do this safely and to feel comfortable, vehicle speeds need to below 30km/h. The guidance recommends that cycle lanes and road shoulders should be terminated 30 metres prior to the entry of the roundabout and sharrows be marked to indicate that cyclists share the lane. It is expected that the installation of raised safety platforms on both the entry and exit to the roundabout will generate a more consistent and lower speed of negotiating the roundabout (as opposed to a slower entry and exiting the roundabout at higher speed). This should in turn create more time for users to react to each other and less likelihood of a crash. Reduction in speed to within safe system levels will mean that crashes, even if they do occur will be much less severe. The combination of sharrows and shared path are intended to provide an option for differing cyclist types. the sharrows and raised safety platforms are designed to slow traffic at the roundabout and allow cyclists to take the lane and be more visible to traffic. The crossings and shared path are to accommodate less confident cyclists, unfortunately this couldn't be provided on all approaches due to limited space within the road reserve. Waka Kotahi is developing additional signage to inform all users of people riding bicycles merging at the approaches.
Entering dyers pass the south leg looks to be pushing cyclists onto the shared path which then doesn't become a shared path around to Dyers Pass. Looks as if shared path link is missing along the southwestern side of the roundabout.	A separate path around the roundabout has been incorporated where space allows. Unfortunately, there is not enough space to provide a shared path on the south side of Dyers Pass Road. Cyclists will have the option to either use the roundabout or in the case of the Centaurus/Colombo corner have the option to use the crossings to bypass the roundabout if they are less confident. Where cyclists use the roadway at roundabouts, they are encouraged to 'take' the lane so people riding a bicycle are in a central position within the lane (similar to a driver) and that people approaching are in a single file. To do this safely and to feel comfortable, vehicle speeds

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	need to below 30km/h and the raised platforms will contribute to this. It will require changes in behaviour by all road users.
Approximately 30% of the vehicles coming down Dyers Pass Road turn left into Cashmere Road: a) as a sharp downhill turn, it is technically more difficult to execute than an equivalent turn on a flat road. b) larger vehicles or those without a good turning circle will need to make a 3 point turn (reversing into the approaching traffic !!). To require drivers to do this is both dangerous and stupid and will cause accidents and traffic chaos. c) on the plan, there is an area of mountable curb shown on this corner, and motorists could drive over this to make the turn. But no road markings are provided to inform the road user that they should do this, and it is ludicrous to expect drivers to routinely mount the curb to make this turn. d) alternatively, a vehicle could make a 270 degree turn around the roundabout (i.e. turn right in order to turn left), but this will make congestion worse, as well as annoying other road users.	The geometry of the roundabout including the Dyers Pass Road roundabout approach have been designed to allow for the tracking of vehicles with overrun areas provided to accommodate larger vehicle turning movements. Buses do not make this turn and use Hackthorne Road.
Installing an overbridge for pedestrians and cyclists.	An overbridge can be appropriate for situations such as at motorways and high-speed roads. However, in this urban situation it would be impractical for a number of reasons including the significant cost for construction and land purchase, land requirements and accessibility to residential properties and businesses.
Why would the Council plant up this high-volume intersection?	Careful consideration will be given to any planting in this location so that it does not block or limit sightlines.
Planting at the intersection, ensuring there are clear sightlines.	Careful consideration will be given to any planting in this location so that it does not block sightlines.
The Bowenvale Ave / Centaurus Rd intersection I consider is far more dangerous. It's extremely difficult to exist Bowenvale Ave or from the Eastern Tce Bridge during busy traffic. Also crossing from the bridge to Bowenvale Ave when traffic is turning right out of Bowenvale is incredibly dangerous due to the misalignment. Multiple times I've had cars cut in	The Colombo Street/Dyers Pass roundabout is classified as having a high safety risk. In the last 10 years there have been 27 crashes at the intersection, including 10 serious injury crashes involving people riding bicycles and motorcycles. The purpose of this project is to address this risk. However, we understand your concerns about the Centaurus/Bowenvale

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front of me as I cross the the intersection (with right of way). Please install a roundabout there instead.	intersection and this information has been passed on to our area traffic engineers for further consideration.
The locals have been calling out for a safe pedestrian crossing in Cashmere Road between Colombo Street and Barrington Street. This was agreed by the CCC just before the earthquakes but has been forgotten. This is desperately needed now also with one near Crichton Tce. Cashmere High School students alighting from the Orbiter have to get a very busy road with absolutely no protection.	Investigations are currently underway into improvements to public transport on Cashmere Road including pedestrians crossing facilities and this feedback will be forwarded to that team for consideration.
It is a pity the council did not connect DP Rd via Rhodes Estate to Purau Ave long ago. Could it still be done?	Unfortunately, this could not happen for the following reasons: - The land required is fully developed with privately owned houses and has been since the 1980s – land purchase would be expensive and could be unpopular with residents. - Purau Reserve is a park/reserve and is not generally available for roading purposes. - Topography, the elevation difference between Dyers Pass and Purau could make it very challenging to deliver.
Considering traffic management at the bottom of Hackthorne Rd and Cashmere Road might also encourage some hill traffic from Dyers Pass Rd to divert that way and spread the load.	The Cashmere Road/Hackthorne Road intersection is outside the scope of this project, but your comments have been passed to the project team looking at this corridor.