

Kōrero mai | Let's talk

Cashmere-Penruddock intersection upgrade submissions, January 2026

Please note: these are all accepted submissions on the Cashmere-Penruddock intersection upgrade. The views are those of the submitters and may include mis- or disinformation, hearsay and offensive or discriminatory language.

Q1 Are you responding:

Multi Choice On behalf of a recognised organisation or business

Q2 Name of organisation/business

Short Text Westmorland Residents Association

Q3 Your role

Short Text Chair

Q4 Full name

Short Text Ryan Brinch

Q8 Before this work starts, is there anything we need to know?

Long Text I am making this submission after consultation with our committee. There seems to be significant concern that the intersection will become as dysfunctional and problematic as the Cashmere/Colombo Street round-about. The fact the there is speed bumps all over the roundabout. Pedestrian crossings are all occurring at the intersection with the traffic flow. the removal of the free turning lane, this will all lead to this becoming another point of congestion. This is our only viable way out of our community besides exiting via Gosforth Way, this will then funnel more traffic onto Worsleys Road. I believe removing the speed bumps and moving the pedestrian crossing further towards the basketball and tennis courts will make crossing easier to the bus and also make is safer as you will not have assess multiple flows of traffic and pedestrians.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Cameron Stark

Q8 Before this work starts, is there anything we need to know?

Long Text

We live in Brookford Place and 90% of our vehicle trips involve turning right onto Cashmere Road. We have lived here 20+ years
We are very concerned that the install of a round-about will make it even harder to get out , but we accept that it will be necessary for traffic flow , particularly out of Penruddock rise , as traffic from there has the same issue as we currently do , but on a much larger scale.
The only issue we really have with your proposal is the plan to install speed humps. We believe this will unnecessarily slow the traffic and create long bottlenecks for traffic heading south along Cashmere Road (and probably the other direction too) , thereby making it even harder for us to right turn out of Brookford place We , along with our neighbours have a caravan and often I tow a car trailer for work use. Speed humps are very cumbersome when towing and make me go VERY slow to avoid bounce damage , thus slowing all following traffic . I daily experience the major slowing of traffic at the intersection of Colombo St and Cashmere road , with major roadblocks at peak traffic times. Colombo St / Cashmere rd roundabout is a very different intersection than the one you are proposing for our neighbourhood and we feel it wrong to treat all round-abouts as major safety issues. PLEASE can you consider NOT installing speed humps at this new Round-about on Cashmere - Penruddock intersection.
Thank-you

Response No:
3

Contribution ID: 41113

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Yanike Sophie

Q8 Before this work starts, is there anything we need to know?

Long Text Could you please consider installing Dutch style roundabouts where cyclists and pedestrians always have right of way?

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Ryan Brinch

Q8 Before this work starts, is there anything we need to know?

Long Text
There seems to be significant concern that the intersection will become as dysfunctional and problematic as the Cashmere/Colombo Street round-about. The fact the there are speed bumps all over the roundabout. Pedestrian crossings are all occurring at the intersection with the traffic flow. the removal of the free turning lane, this will all lead to this becoming another point of congestion. This is our only viable way in and out of our community besides exiting via Gosforth Way, this will then funnel more traffic onto Worsleys Road. I believe removing the speed bumps and moving the pedestrian crossing further towards the basketball and tennis courts will make crossing easier to the bus stop and also make is safer as you will not have assess multiple flows of traffic and pedestrians. Cyclists will continue to just use the main road as they have always done. This appears to be another attack on motorists, the ones that pay the exorbitant rates. How about we save some money and keep the community happy?

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text David Anthony Provan

Q8 Before this work starts, is there anything we need to know?

Long Text

I think the speed bumps are not necessary with such a small roundabout, which is similar to that at the Cashmere Rd/ Barrington St intersection. The turn radius will slow traffic adequately.

Also, the centre plantings need to be selected to stay low. Many Chch roundabouts have attractive plantings that have grown so high that oncoming traffic's indicator signals cannot be seen until the last minute. In making this judgement, it should be remembered that not everyone drives an SUV or a HiAce. Or a cycle.

Additional feedback: I've lodged a submission already on this project. One of my comments was that plantings on the roundabout need to be kept low, to avoid them blocking drivers' view of the indicators of oncoming traffic. This is a very common Chch problem.

However, since making the submission I've studied the proposal further and decided that a similar problem could exist for vehicles exiting Brookford Place. The plantings on the south side of Cashmere Rd could make it difficult to safely check for oncoming traffic, which will be accelerating as it leaves the roundabout.

Queueing at the roundabout, which will certainly happen for much of the day as it does for the other Cashmere Road roundabouts, will make it very difficult to turn right from Brookford Place in any case.

Could these comments be passed to the Community Board, as well as my submission? I'd be happy to talk to them, if required.

Apropos of nothing much, I'm charmed to see from the plan that several of our friends now live on Penruddock Risk.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text KEVIN LAWRENCE DEAN

Q8 Before this work starts, is there anything we need to know?

Long Text

May I commend the Designers on the proposed plan and I support it fully.
I understand the Residents Association have issues with the speed humps as people have done with the Colombo St roundabout but they may be vocal but my conversation's reveal over welling support for the design, equally with support for this proposal. Previously the Residents Association did not support the proposed cycle lane along Cashmere Road which didn't necessary represent a large part of cyclist's living in our suburb.
In short this is an individual submission with plenty of support by others to adopt the proposal presented.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Jane Griffen

Q8 Before this work starts, is there anything we need to know?

Long Text

Hi there, my concerns are,

1. Parking for access to courts in Francis Reserve, it looks like this is now going to be a no stopping area where the current parking is. The current parking is conveniently next to the courts at the moment.
 2. Excessive kerb push outs in the plan under the key of landscape planning. Making the roundabout more difficult to negotiate. I see this has happened with the Dyers Pass/Colombo street roundabout which is a total mish mash, in my opinion, of so much over engineering which makes it quite difficult to negotiate.
 3. Pedestrian crossings at the roundabout. Again just one more hazard to have to look out for, similar to the Dyers Pass/Colombo Street roundabout.
 4. Speed bumps, in my opinion unnecessary as the roundabout will naturally force vehicles to reduce speed.
 5. Why are we not consulted before expensive plans are conceived? Feels like we are not actually being given any option or that our concerns will be taken seriously. Seems to be a done deal, too bad if we don't like it!
- My thoughts are that while I'm all for a roundabout, I see this design as being over engineered which no doubt will make it a very expensive project. Please stop bringing the traffic flow to creeping speed in this area and other projects going forward within our city. For this reason I avoid going in to the city and now it is coming out to the suburbs. For example, do any of you actually choose to travel down Riccarton Road? I do feel really sorry for the many businesses that no longer have parking for customers on the street. Absolutely killed it for them. Like a ghost town down there now. Council need to think of the residents needs in the area effected by their, (the Council) decisions. In this particular case what the residents of Westmorland and local area think.

Response No:
8

Contribution ID: 41184

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text LINDA MACINTYRE

Q8 Before this work starts, is there anything we need to know?

Long Text I fully support the Roundabout proposal.
Plus the speed humps that are essential for safety.
I also support the bike lanes and bus stop and landscape plantings.
Thank you

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Robin Berthault

Q8 Before this work starts, is there anything we need to know?

Long Text I am in support of a roundabout in this location. Traffic along Cashmere road and Penruddock intersection gets quite busy during rush hour periods and on weekends, and can back up and create rushed right hand turns / near misses.
This would be an excellent proactive addition and improve traffic flow and safety of road users.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Jonny Harrison

Q8 Before this work starts, is there anything we need to know?

Long Text

We'd be grateful if you can please consider the following before confirming the design:

- 1) Please check all sightlines associated with the new roundabout and, if necessary, add new yellow lines and/or remove vegetation. It is currently difficult to see traffic approaching from the right when vehicles park along Francis Reserve (when turning right out of Penruddock)
- 2) Please consider adding a free left hand turn off Cashmere Road directly into Penruddock to allow for an easy and efficient flow of traffic into Westmorland.
- 3) We support moving the bus stop on Cashmere Road! Its tricky to climb across the drainage ditch to wave down the bus (particularly with a pram). It would be helpful if the new location was shown on the drawing.
- 4) To progress this improvement work, please consider installing pedestrian/cycleway access to connect this area along Henderson Road so we can safely access Sparks Road wetland, Hoon Hay pharmacy, school etc.
- 5) We support the bike crossings. Westmorland is generally short of appropriate kerb crossing points and its great to see this be incorporated into this upgrade.

Response No:
11

Contribution ID: 41207

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text DAvid Lee

Q8 Before this work starts, is there anything we need to know?

Long Text **See attachment**

Date, 22-01-2026,

Submission: Lettalk:-

Cashmere Road and
Penraddock Rise intersection.
Improvement.

From David Lee. [REDACTED]
[REDACTED]

ChCh City Council
Krystle Anderson
Ph. 03 941 8096

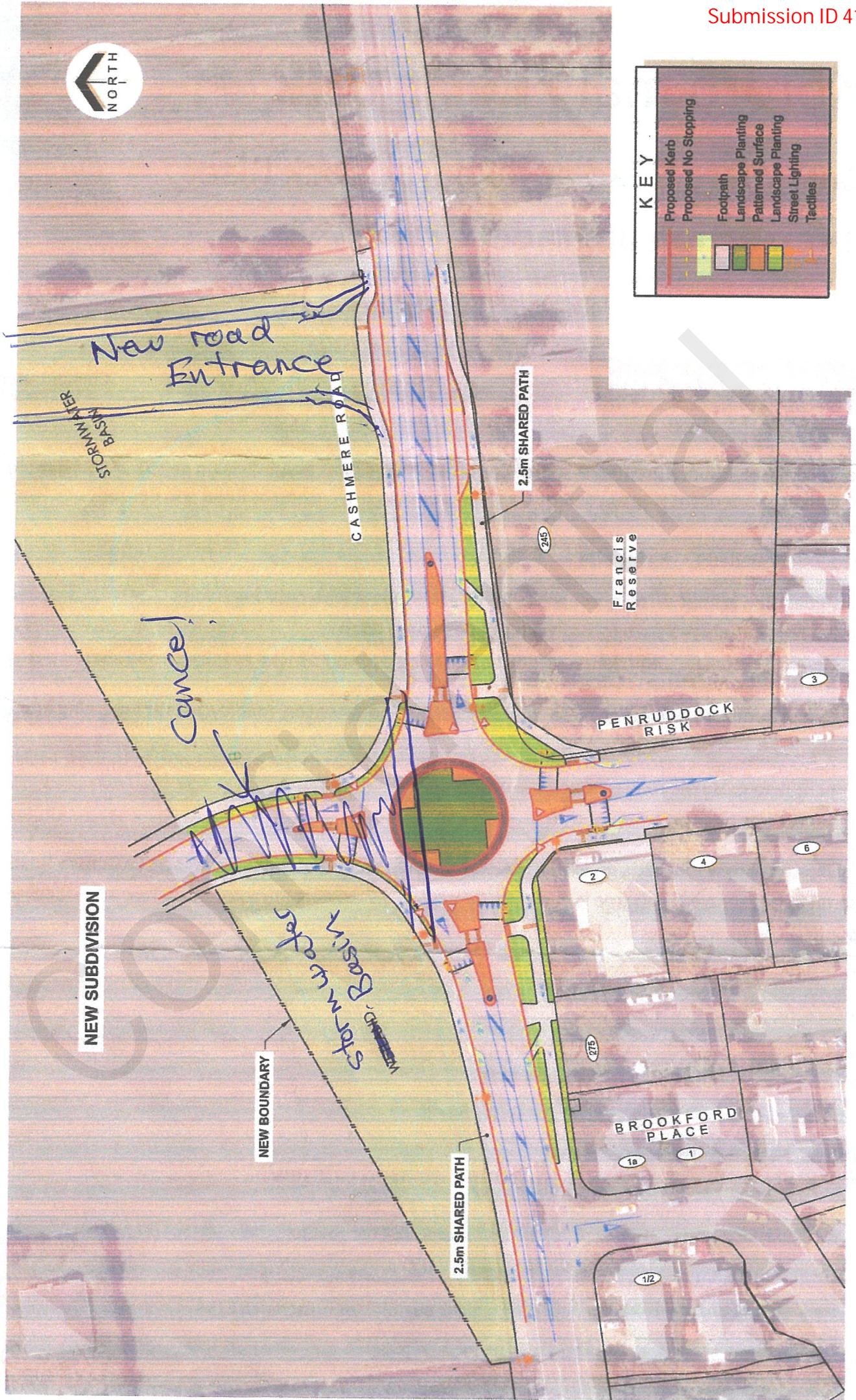
Confidential

David LeeDate 22-02-2026

Submission to Letstalk
Cashmere Road and
 Penruddock Rise intersection
From Landowner next to
 the subdivision David Lee,
Date 22-01-2026.

- ① Round about :- No
 traffic Lights :- Yes.
- ② Reason why! Example
 Henderson Road / Sparks Road
 was a Round about now change
 To traffic Lights.
- ③ Traffic Lights if for the future,
 it allow for Auto drive future
 vehicle.
- ④ Traffic Light makes it easier
 for older Driver, why! roundabout
 you have to judge distance
 and with old driver on the road
 it not that easy.
- ⑤ Traffic Light is better for
 Heavy Truck and Tractors.
- ⑥ Traffic Lights is better for Cyclist
 eg, Training cyclists that ride
 at speed over 40 km/hr,
 Group cyclists and pension cyclists
- ⑦ Alternative is shift the Entrance
 to East side of subdivision.
 therefore no need for Round about
 or traffic Light. refer to attach
 other plan.

Cashmere Road and Penruddock Rise intersection improvements



Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Tim Sewell

Q8 Before this work starts, is there anything we need to know?

Long Text

Firstly, what data is being used to make decisions about the design, and what design principles are applied? Has data about current and projected traffic through the intersection been gathered? This should be shared as part of the consultation. Without this info you're just getting people's uninformed opinions.

Regarding the design (based on my subjective observations), there are a couple of areas of concern.

You currently have space for cars to turn both left out of Penruddock and right. In morning peak this is especially useful as right turning cars back up with traffic heading east on Cashmere Rd, but left turning traffic (going west on Cashmere) can go. This reduces the length of the line for all cars coming out of Penruddock.

Afternoon peak traffic heading west on Cashmere Rd can turn both left into Penruddock and go straight along Cashmere at the same time. Removing the left turning lane would make all traffic go into the roundabout causing traffic to back up.

Would traffic lights and turning lanes be more efficient, syncing in with the Hoon Hay Rd ones as more and more traffic comes from Halswell? I don't know, but it would be good to understand if this has been considered.

At least, don't get rid of the existing ability to turn left freely, both from Penruddock and Cashmere Rd.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Lynette Bailey

Q8 Before this work starts, is there anything we need to know?

Long Text Saturday 24 January 2026

Roundabout:

1. I have concerns that the kerb pushouts in the plan are far to wide . . . dangerously narrowing the lane for traffic turning left into Penruddock Rise, Westmorland from the city end. These kerb pushouts definitely need to be narrowed.
2. We definitely do not need the exit humps. The nature of the roundabout ie entry hump, slowing movement and no restrictions or pedestrian crossing ahead then indicates the exit does not require an 'exit hump'.
3. I am concerned about the removal of parking for the Tennis Courts and access to the drinking fountain and playground. Where can people park now then ?This is used regularly, and not just by Westmorlanders.

This roundabout plan for this intersection is totally overengineered, as these engineers or planners seem to feel the need to do these days, creating more unnecessary cost. We all know the crazy over engineering and situation at the Colombo St/Cashmere Road intersection.
It could well have been planned simpler, and more straight forward.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Lindsay Richards

Q8 Before this work starts, is there anything we need to know?

Long Text

The roundabout, although desperately needed to help control the ever-increasing traffic flow along Cashmere Road, is totally over-engineered. Surely Council would have taken heed of the Cashmere Road/Colombo Street roundabout which has, if anything, contributed to even more traffic congestion due to the same over-engineered design. Roundabouts, by their very nature, slow traffic whilst maintaining an even flow from all points so why add the restriction of speed humps at each exit of the traffic circle? Traffic will have already slowed, with the preparation of having to give way to other traffic already on the roundabout, so it seems futile to impede their exit from the roundabout with the introduction of a further speed hump. Similarly, a large percentage of the traffic using the roundabout will be that coming from the city end and turning left into Westmorland. There is currently a left-turning lane to make that option easier, the curb build-outs, as shown on the plan, eliminate that option and will surely lead to more congestion. Please don't make this roundabout a carbon-copy of one that does not work.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Kent Allison

Q8 Before this work starts, is there anything we need to know?

Long Text As a cyclist, the raised humps are horribly dangerous. And making cars merge with bikes at that point is 10-fold worse. I've never felt more scared than on those new pieces of infrastructure. Forcing cars to merge with cyclists is the least safe thing that could ever be done! And doing it over an obstacle that unweights all user vehicles is a recipe for serious accident. Roundabout and all other elements make sense.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Kayla Wu Jarvis

Q8 Before this work starts, is there anything we need to know?

Long Text We hope the "slip way" land will be kept as it is now (however, it is not in the design), so in the afternoon, the traffic flow will not be too heavy at the roundabout.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Alan Jarvis

Q8 Before this work starts, is there anything we need to know?

Long Text

Speed humps are more dangerous and cause unnecessary backlog of traffic at peak times and slows the natural flow of traffic. If this design goes ahead then traffic will be backed up to Hoon Hay Road causing congestion and in the other direction to Henderson's Road potentially around the corner blocking people turning right out of Cashmere Road while also causing hazard as people come around the corner to find traffic. Also potential to back traffic in Penruddock road to the hill. Also it would be wise to keep the slip way to allow traffic to turn left into Penruddock while also removing speed bump to allow for smooth traffic flow, otherwise in the afternoon to evening traffic will be backed up to Hoon Hay road causing gridlock in this area making it more dangerous. My experience on these speed humps/bumps as Dryers road/colombo st is gridlock when pedestrians enter and traffic stops for them creating blockages of the roundabout and cars to stop in the middle of roundabout as busy looking to see in can enter only then to enter and find have to stop behind another car that stopped due to pedestrian using crossing. This is causing people to inadvertently commit illegally act of blocking traffic at a roundabout and slows natural flow, not taking into account the increased wear and tear on people's vehicles. So please remove speed humps/bumps and keep the slip way turning left into Penruddock to allow traffic to flow smoothly reducing potential for congestion in the wider surrounding areas. Thank you.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Alan Clelland

Q8 Before this work starts, is there anything we need to know?

Long Text We have been asking for years for cycle lanes and improved pedestrian access between Oderings and Penruddock. PLEASE take this opportunity to extend the proposed cycle lanes and extra 150 m or so, to join up with the existing cycle lanes outside Oderings. Also, widen the existing pedestrian path on the south side of the road too. Thanks

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Peter Griffen

Q8 Before this work starts, is there anything we need to know?

Long Text

1. I don't think speed humps are required driving out of the roundabout and speed humps on the approach to the roundabout should be of a lower design.
2. I suggest that the landscape planting proposal adjacent to Francis Reserve is redesigned as a separate left turning lane from Cashmere Rd in to Penruddock Rise. This will help ease congestion at peak times and allow better turning of large/long vehicles.
3. Under this proposal there will be no parking on Cashmere road adjacent to tennis and basketball court and less parking adjacent to Francis Reserve on Penruddock Rise due no parking lines. Suggest a small 6 car park be incorporated off Cashmere Rd inside Francis Reserve between its eastern boundary and the tennis court.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Lindsay Sandford

Q8 Before this work starts, is there anything we need to know?

Long Text

I am strongly against the road humps that are part of this plan. The roundabout itself will be great - however there is no need to install anti-car measures as part of this plan. The roundabout itself it planned to be very big, which will already slow traffic sufficiently. The road humps are quite simply anti-car, not pro cycling or pedestrian. My children have always crossed at the crossing near Oderings, and it works well, without any road humps. Traffic around the roundabout will be slower than the traffic by Oderings due to the roundabout itself. One last thing, I encourage the council to move the pedestrian crossings further away from the roundabout (only an extra 5-10 metres. This will be safer, because vehicles leaving the roundabout will have time to refocus from going through the roundabout, and have time to react to a cyclist or pedestrian coming across.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Laura K Kenny

Q8 Before this work starts, is there anything we need to know?

Long Text Not necessary for speed humps, they are not required.
Maybe it would be smarter to install lights ☐☐

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Allan Taunt

Q8 Before this work starts, is there anything we need to know?

Long Text

Thanks Team, I largely support the implementation of a roundabout as designed at the Cashmere-Penruddock intersection.

The main suggestions I have is around the use of sharrows at roundabouts. These are really important markings that tell cyclists it is recommended to take the lane and to tell drivers it is ok for cyclists to take the lane.

With this in mind, would it be possible to have sharrows on the north and south legs of the roundabout. For the north leg, that seems possible. For the south leg, unsure if that is possible as the ramp off the road is close to the roundabout (so adding sharrows could be busy and confusing).

I understand on the south leg, the ramp off the road on to the shared path is placed close to the roundabout to avoid the driveway. Maybe though it would be ok for the shared path to cross the driveway at 2 Penruddock Rise and add the ramp at 4 Penruddock Rise. That would then give room for sharrows.

Also a longer shared path leading up to the roundabout on the south leg could improve safety for pedestrians. In the design, cyclists biking fast on the road could bike fast at the instant they move on to the shared path. Being close to the corner they may not see a pedestrian coming around the corner. That is, moving the ramp on to the shared path further away from the roundabout gives cyclists more room to slow down their speed before the corner.

For the north leg, would it be possible to include a ramp off the road on to the shared path (again a distance back from the roundabout so there is room to include sharrows).

Another couple of thoughts:

When cycling north on the shared path, maybe the rider feels comfortable riding on the road. With that in mind, perhaps the shared path could be extended a short distance with a ramp off the shared path on to the road.

The other concern is when riding south on the shared path and then using the ramp to enter the road it is close to the roundabout and close to the island. This increases risk and limits the room for any evasive action. I realise there are trees and limited room, but is it possible to provide a ramp on to the road further away from the roundabout.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Alex Fletcher

Q8 Before this work starts, is there anything we need to know?

Long Text No, please proceed without changes. This roundabout is needed to support the growing population to safely get through the area.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Craig Buchan

Q8 Before this work starts, is there anything we need to know?

Long Text

I'm concerned the rural vibe of Halswell and Westmorland is being abandoned. The countryside was beautiful - almost like the French countryside with lovely broadleaves. There used to be a tour de France style cycle race in the area and the road is broad enough to share with cars.

My two complaints are:

1. Why a wetland when there is already one 200m to the west? There is surely enough scrub flax tussock and swamp area already, as well as the native reiver boundary - why not plant a mix of European broadleaves and natives. There is a swamp area opposite Oderings that is rather an eyesore and not usable for recreation.
2. You should keep cycles on the road and not have a restricted lane for pedestrians cycles and lime scooters all crammed into a concrete lane. Large groups of 'Tour de France' style cyclists and mountain bikers could dominate, clog the lane and make it dangerous for walkers .

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Peter Heenan

Q8 Before this work starts, is there anything we need to know?

Long Text Overall looks a reasonable design. My only comment this is a very busy cycling area for riders straight along cashmere road. It would be good to see the cyclists having more of a designated cycling lane leading into and out of the roundabout along cashmere road. This would provide some protection for the cyclists by keeping them somewhat separated from the cars and it would keep the cyclists and cars both flowing better.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Noelia O'Leary

Q8 Before this work starts, is there anything we need to know?

Long Text This is to submit in favour of this much needed improvement. All of the proposed improvements are much needed to enhance safety at this location for all users but in particular for the school kids and cyclist. We have seen a few accidents and many near misses

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Ross Divett

Q8 Before this work starts, is there anything we need to know?

Long Text

The Cashmere Road Dyers pass round about is too small.

There is an opportunity to make the Cashmere Road Penruddock rise roundabout future proofed by making it larger.

This could be achieved by pushing the roundabout north into the new subdivision and realigning cashmere road to accommodate the increase in size.

It would mean slower traffic speeds but would have a better overall traffic flow particularly because the inflows of traffic to the roundabout in the first few years will be unequal from the new subdivision in the main but also from a lesser point of view the penruddick rise input.

A larger roundabout will in the future handle increased traffic better.

The opportunity to do this will become more difficult with an increase in infrastructure over the following years as emphasised by the cashmere dyers pass roundabout.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text ashley terry

Q8 Before this work starts, is there anything we need to know?

Long Text

There is heavy traffic here coming in from Halswell down cashmere road in the mornings between 8-9am.

Is the 2.5m wide footpath on each side going to connect up to the existing footpath that runs both sides nbeaer oderings

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Andrew Cooper

Q8 Before this work starts, is there anything we need to know?

Long Text Retain the slip way into Penruddock Rise. You're just creating congestion. Add a slip way for left turning traffic out of Penruddock, else you'll just create even more congestion getting out. Remove the unnecessary and costly speed humps. Pointless in an intersection, people are already going slow.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Anna Grace Kennedy

Q8 Before this work starts, is there anything we need to know?

Long Text

Hi, I am a resident of Westmorland which is such a lovely area to live in. I support this proposal of a round about I think it will be a lot safer along Cashmere Road as a lot of traffic from Halswell speed through Cashmere Road and it can be quite dangerous. However I would still like to see a slip lane into Westmorland. This would ease the congestion in peak times along Cashmere Road. There is a larger population in Westmorland which will only grow as the land gets subdivided further up the top. Or else I worry people will start using Worsleys Road which can also be dangerous. Thank you Anna Kennedy

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Vanessa howell

Q8 Before this work starts, is there anything we need to know?

Long Text Getting rid of the extra lane from Cashmere Rd onto Penruddock coming from Oderings is madness. It will cause huge backlogs of traffic on Penruddock as cars will have less time to exit onto Cashmere rd. Footpaths leading to nowhere are pointless and become unused..an unnecessary expense. If traffic is already slowing for the roundabout then the calming tables are unnecessary. The split double bike/ multiuse lanes with kerbs would be better as just one wider unkerbed lane..it's over- engineered and unnecessary and won't make a difference to safety. A letter to all residents in Westmorland would have made them more aware and given them a more democratic chance for feedback than just chucking something on your website and Facebook over the holidays!!

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Timothy Charkez Bucknell

Q8 Before this work starts, is there anything we need to know?

Long Text Remove speed bumps from roundabout. Having roundabout will slow traffic down use the extra tarseal on penruddock rise.
Penruddock Rise has a number of corners limiting view of traffic.
Add speed bumps to penruddock rise.
Over the years a number of cats and other animals have died crossing Penruddock Rise.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text ashleigh erkell

Q8 Before this work starts, is there anything we need to know?

Long Text when roundabout in progress how will residents on the hill get to cashmere road

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Jeanette Elizabeth Gray

Q8 Before this work starts, is there anything we need to know?

Long Text Roundabout looks fine EXCEPT for the speed bumps at each entry. As at the Cashmere/Colombo/Centaurus Rd roundabout, these only serve to frustrate drivers who actually tend to speed over them. It is extra \$'s for an ineffectual idea

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text ANITA HAYES

Q8 Before this work starts, is there anything we need to know?

Long Text The existing left-turn lane from Cashmere Road on to Penruddock Rise should be incorporated in the new design in order to avoid long tail-backs stretching from Penruddock Rise towards Hoon Hay Road.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Sina Tait

Q8 Before this work starts, is there anything we need to know?

Long Text

I support the proposal in general. However I would like the layout to be more cycle-friendly and to integrate with the planned & existing cycle paths along Cashmere Road. A lot of students cycle to school from Westmorland and the route for cyclists should be clear - either sharrows at the roundabout or clearly-marked cycle lanes. (The key in the diagram suggests that the shared pathway is footpath only). Ensure also that the design can accommodate buses turning into and out of Penruddock Rise. Please also consider whether the pedestrian crossings should be located further back from the roundabout exits for safety.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Richard Smith

Q8 Before this work starts, is there anything we need to know?

Long Text
Excellent proposal. Good to see the bike lanes along this stretch and similar layout to the Cashmere/Colombo/Dyers Rd roundabout which works well.
Fully support the speed humps as well and a good thought to move the bus stops closer to the crossing point.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Don Cho

Q8 Before this work starts, is there anything we need to know?

Long Text I completely agree with this plan. I also hope they connect the road from Cashmere Road to Sparks Road.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text nick oskam

Q8 Before this work starts, is there anything we need to know?

Long Text While i believe that this roundabout will be an asset it will be important that any roadworks/closures do not conflict with ongoing works on sparks rd as Cashmere rd is the only suitable alternative route for many travelling east to and from work. Perhaps a temporary diversion (even an unsealed 2 way track) around works could be created for duration of works if necessary

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Helen Heenan

Q8 Before this work starts, is there anything we need to know?

Long Text I am a cyclist and have significant safety concerns about the Cashmere - Penruddock intersection proposed changes. A roundabout increases risk of through traffic not giving way, or even looking for cyclists entering the roundabout from Penruddock

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Lynette Hartley

Q8 Before this work starts, is there anything we need to know?

Long Text As a cyclist - I like this. It looks like the roundabout will be as safe as possible for cyclists. At present cyclists are avoiding Cashmere road as much as possible by biking between Kaiwara Street and Leistrella Road via the Kaiwara park. There is quite a trail developing there across the grass but it gets muddy in winter. Will it be possible to get from the new subdivision directly through to Leitrella Road (and from there to Kaiwara road as happens at present). Would be great if the developers considered this - it would be useful for walkers too to cut through to the Hoonhay/Rose St diary. Roundabout looks good - thank goodness its not two lane.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Douglas William George

Q8 Before this work starts, is there anything we need to know?

Long Text

This appears to be a copy of the Dyers Pass Colombo roundabout which in my opinion is a major engineering disaster that does absolutely nothing for traffic flow.

I feel so sorry for commuters who have to face it every day.

So.

For our new one at Penruddock.

1. No bumps! If cyclists do not have the skills to merge with traffic they should not be on the road. Perhaps the shared 2.5m pathway could be extended further along the Penruddock Francis Reserve side to allow safer merging.
2. No planting in the roundabout center. It becomes a danger when unkempt.

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Peter Hills

Q8 Before this work starts, is there anything we need to know?

Long Text Has anyone actually checked the volume of traffic using Cashmere Road at the Penruddock intersection - removing the slip lane from the east into Penruddock is going cause delays at peak use times for traffic proceeding further Cashmere Road. Traffic volumes continue to increase in both directions and this roundabout seems to be another short term response favouring the subdivision developer when previously it was intended to have traffic lights at this new intersection !! Do these approvals ever look further ahead than the immediate need to do something that suits the developers ??

Q1 Are you responding:

Multi Choice As an individual

Q2 Name of organisation/business

Short Text

Q3 Your role

Short Text

Q4 Full name

Short Text Jeff Hall

Q8 Before this work starts, is there anything we need to know?

Long Text The proposal looks good for cyclists and seems similar to the roundabout at the bottom of cashmere hill, colombo street which works well for cyclists.