


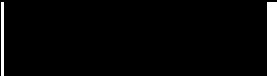
Would like to speak to the hearings panel (if applicable)

Individuals

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023


ID	Submitter feedback	Name - Organisation	Email / Contact
7074	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> Traffic signals, cycle lanes, shared paths, trees Traffic lights seem unnecessary. With a roundabout only a short distance up the road that works ok in all but peak traffic flows. A roundabout would work fine and be easy to manually control during events such as the show. <i>In relation to this intersection, I work nearby</i></p>	David Brittan	[REDACTED]
7048	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> I do like the raised safety platform, and the ability to cross the road safely, I. Have needed to cross here several times to go down Hayton road to pick up bought items from a business and it has been very hard to cross. The traffic lights improve it. I don't like the car access under the motor way. If you MUST allow access by cars it should be service vehicles only IE people who are more likely to be good drivers and not endanger people and less traffic. Also the raised crossing for cycles is a good idea, however it would be good if it was cyclists priority over car priority. IE it's the law that cars stop for pedestrians and cyclists. Not if they feel like it. <i>In relation to this intersection, Recreational or if I need to connect through to Lincoln or other destinations over that side of the city for running errands</i></p>	George Laxton	[REDACTED]
7001	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> The cycle path from the swale area to the intersection and the sealing of the path to the underpass. Also the moving of the Little River cycleway further from the underpass exit. What other parts of the proposed changes would you like to comment on? The proposals look good. They will slow the traffic along Wigram Road, provide a safe crossing point from the swale area to the cycle path on Wigram Road and get rid of the large loose stones in the area. <i>In relation to this intersection, I commute through this area, This will correct the worse piece of the ride from the city boundaries to the Central city along the Little River Trail. Good plans and a good consultation model.</i></p>	Don Babe	[REDACTED]
6974	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> For biking from Hayton drainage down onto Wigram road and then onto the bikepath Thanks for doing this piece of work, looking forward to it's completion so I can feel safe biking to work. Currently I don't. <i>In relation to this intersection, I live nearby</i></p>	Tori Milligan	[REDACTED]
6936	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> The shared path connection forces bicyclists to make a rapid abrupt stop and change of directions. I'm always nervous i'll run into someone coming the other way. Smoothing out the connection looks very helpful. I think this intersection upgrade is fine... but looking at the plans i suspect most of the works will be to help cars, rather than bicycles. This is ok by me, but i'm noting it because there seems to be a tendency to count plans like this a bike lane, even when most of what is shown concerns traffic regulation. Above i've highlighted how one small part, the shared path connection will make a big difference for me a cyclist. I'm less sure about the rest (as a cyclist) but as an automobile upgrade it seems good. <i>In relation to this intersection, I use this route to get from Riccarton to Lincoln University.</i></p>	William Godsoe	[REDACTED]
6880	<p><i>Do you think this intersection upgrade will improve safety? Yes</i> <i>What do you think makes it safer?</i> Allowing cars to pull out of Hayton Rd as there is always a steady stream of traffic on Wigram Rd I have concerns that this may interfere with already overloaded traffic flow on Wigram Rd unnecessary. There is a great entrance to nga puma whai from either Lincoln Rd or aidenfield Rd already. <i>In relation to this intersection, I work nearby</i></p>	Shane Conlan	[REDACTED]
6829	<p><i>Do you think this intersection upgrade will improve safety? Somewhat</i> <i>What do you think makes it safer?</i> No raised platform Traffic lights are not always red on approach and as this is a 50 km road anyone that approaches a green light at this speed are in for a shock when hitting this platform, you will need to make sure the signage is placed far enough back from platform to warn people of this. Not like the Lincoln rd one where your speed is increased to 50 km when leaving the 30 km zone just before the platform and then a small sign 5m from platform to reduce to 25 km. The 50 km sign should be on the south side of intersection and speed keep to 30 km up to the intersection . Very hard to see in the dark! <i>In relation to this intersection, I commute through this area</i> Depending on what lane you're in the Lincoln rd platform is different in height and does not seem to slow people down have also seen people hit this at speed with things flying off trailers etc this is not safe for following cars</p>	Nigel McGill	[REDACTED]
4993	<p><i>Do you think this intersection upgrade will improve safety? No</i> <i>What do you think makes it safer?</i> I walk around Ngā Puna Wai everyday with my dog. I see lots of people and their pets walking as well as cyclists. Allowing vehicles from Wigram road makes Ngā Puna Wai pedestrian and animal unfriendly space. Very dangerous for walkers. This is unnecessary. Just upgrade entrance from MacMahon Drive in Aidanfield. Much safer for pedestrians walking around Ngā Puna Wai. <i>In relation to this intersection, I frequent Ngā Puna Wai Sports Hub. I live in Aidanfield and walk around Ngā Puna Wai every day and have done so before Ngā Puna Wai was even there.</i> Ngā mihi.</p>	Hector Matthews	[REDACTED]

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

4606	<p><i>Do you think this intersection upgrade will improve safety? Yes</i></p> <p><i>What do you think makes it safer?</i> The raised safety platform and integrated shared paths. The lack of shared paths on the northern roads presents a significant danger to pedestrians and cyclists today owing to the tiny (non-existent in some areas) shoulder width. Ideally there could be a shared path on the south west side of the farm (there is no path there today). If not, to avoid the need to cross two sets of lights, ideally the intersection could have a scramble crossing or some sort of ped / cyclist priority.</p> <p><i>In relation to this intersection, I live nearby</i></p>	Cody Cooper	
4419	<p><i>Do you think this intersection upgrade will improve safety? Not sure / Don't know</i></p> <p><i>What do you think makes it safer?</i> Are we looking at just safety for pedestrian or safety for all? These are two different angle to look at. Were there consideration given to how this change affect traffic flow for Wigram Road. Twice a day just before and after work hours, the road is already hammered with traffic coming in from Halswell. It's the only "smooth" and direct path leading up to Riccarton. Putting a traffic light is going to add more to the traffic leading beyond the roundabout at Wigram/Skyhawk/Aidanfield intersection. This gets worst during rainy season. If the upgrade is only about catering for access to Nga Puna Wai then we need to think better. Alternatively if its for safety access to cyclist, then look at alternatives as well, perhaps an overhead pass. Putting a traffic light does not solve the problem.</p> <p><i>In relation to this intersection, I live nearby.</i></p>	Huan Chew	

Organisation

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

ID	Submitter feedback	Name - Organisation	Email / Contact
7147	<p><i>Do you think this intersection upgrade will improve safety? Yes</i></p> <p><i>What do you think makes it safer? Traffic signals, cycle lanes, shared paths, trees</i></p> <p>Support the raised platform to slow speeds. Will there be other visual guides to slow traffic? Perhaps some trees planted along Wigram Road to visually narrow the space.</p> <p>Support the trees at the intersection.</p> <p>Is the “green surfacing” an impermeable surface? Could this be a rain garden or shrubs instead?</p> <p>Support the advanced stop boxes cyclists and the on-road cycle lanes/sharrows. Please ensure there are advanced stop boxes or green cycle lanes consistently applied at the front of all approaches to the intersection, whether turning or travelling straight through.</p> <p>Please confirm the width of the shared path on all corners of the intersection, as these should be at least 3 m wide so that pedestrians are still safe.</p> <p>Please confirm where Hayton Road stops being a shared path (south-western side) and how cyclists are supposed to transition from the shared path onto the on-road cycle lanes. Is there a clearly marked (i.e. green) cut-down like on the north-eastern side? Likewise for the transitions on Wigram road north-east of the intersection. Can a cut-down between the on-road cycle lane and the shared path please be added for those travelling south-west along Wigram Road? Please ensure these cut-downs are wide enough to be ridden on an angle (no-one will hit them perpendicular) with a cargo bike/trike.</p> <p>Please confirm the on-road cycle lanes meet the minimum width requirements as per the best practice guidelines.</p> <p>Are cyclists allowed to cross the intersection in the same way as pedestrians from the shared paths? Please make this very clear and ensure there is a beg button for cyclists. Will this be a barnes dance crossing (doesn't appear so, based on the kerbing)? Would a Barnes dance crossing be the safest option for cyclists wanting to travel from the underpass west along the shared path? Are there turning arrows for vehicles (including cyclists) using the main roadway?</p> <p>Shared path connection</p> <p>Support the shared path continuing down the north-western side of Wigram Road between Hayton Road and Hayton Stream Drainage Reserve. Please confirm this is adequately wide so cyclists don't pass pedestrians too closely.</p> <p>Please improve the way-finding around all of these shared paths, as it is not easy for people new to the area or those with visual impairments.</p> <p>Underpass upgrade</p> <p>Support the gravel access to Ngā Puna Wai being sealed to make it safer for cyclists and pedestrians (gravel is a hazard).</p> <p>Support the cycle crossing having right-of-way over motor vehicles and the raised platform. Please ensure there is adequate signage to inform drivers who has right-of-way, as this is not guaranteed to work (e.g. outside Christchurch Girls' High School, where drivers ignore the give way signs for the uni-cycle MCR). Are CCC expecting most cyclists to be coming from/leaving Ngā Puna Wai area, rather than approaching from Curletts Road? Seems odd to have south-west-bound cyclists giving way to cyclists exiting Ngā Puna Wai, and that pause may cause drivers to assume that cyclists are giving way to them. Please consider how this 'T' intersection will function and how cyclists' behaviour will influence driver behaviour and vice versa.</p> <p>Support the 20 km/h speed limit.</p> <p><i>In relation to this intersection, I cycle along the Little River Link cycleway and visit neighbouring industrial, commercial, and residential areas, and Ngā Puna Wai.</i></p>	Fiona Bennetts on behalf of SPOKES	

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

6988	<p>Yes Introductory comments</p> <ul style="list-style-type: none"> • We have long argued for an upgrade of this intersection, and we're really happy that City Council has taken a comprehensive approach to the upgrade. • We greatly appreciated the presentation by Irene MacArthur & David Sun of potential options for the project to our July meeting. • Our major concern is that the question of accessing Ngā Puna Wai has yet to be addressed in a comprehensive way, even as the usage of the facility continues to increase with attendant issues around on-street parking and traffic for people living in Aidanfield. <p>Our detailed response</p> <ol style="list-style-type: none"> 1. Intersection upgrade <ol style="list-style-type: none"> a. We strongly support the signalisation of this intersection. <ol style="list-style-type: none"> i. The signalisation will cater for the volume of traffic now using this area, and likely to use it in future as the use of Ngā Puna Wai continues to grow. ii. The signalisation will also help people walking and biking along Wigram Road to the Little River Extension cycleway, and accessing Ngā Puna Wai. b. The speed platform at the intersection is a good idea, and fits in with a city-wide strategy to improve the safety of high-volume intersections for all road users. 2. Shared path connection <ol style="list-style-type: none"> a. Making the shared path wide enough to cater for both pedestrian and cyclist traffic is really important. The hope here is that more people will walk or bike to Ngā Puna Wai, and catering for this (and encouraging it) is really important. 	David Hawke	<p>Submitting on behalf of the Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell.</p> <p>Halswell RESIDENTS ASSOCIATION (inc) The Chairman: McDermott Place, CHRISTCHURCH, 8025</p>
------	--	-------------	--

Individuals

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

ID	Submitter feedback	Name - Organisation	Email / Contact
4358	Yes. <i>What do you think makes it safer?</i> The signals on a raised safety platform. Love the shared path connections and formalizing this intersection. I use the underpass regularly so appreciate it having some work done, as long as vehicle speeds are managed. I commute through this area	Jodi Enright	[REDACTED]
4381	Yes. <i>What do you think makes it safer?</i> The shared pathway is a long time coming, that connection is required! Seems a bit of overkill to install traffic lights, I think that pedestrian/cycle crossing lights are more appropriate. These could be placed halfway between the Skyhawk/Aidanfield/Wigram roundabout and the intersection in question. I live nearby	Ben Mathieson	[REDACTED]
4385	No <i>What do you think makes it safer?</i> Wigram road gets very congested and putting a set of lights at a new intersection there will cause even more problems. There should be NO intersection there for traffic going into nga puna wai. It will just cause more issues with wigram road traffic congestion. Traffic already banks up from the roundabout to right back over the curletts rd expressway overbridge.	Cameron Taylor	[REDACTED]
4393	Yes. I live nearby	Peter Galbraith	[REDACTED]
4395	Yes. <i>What do you think makes it safer?</i> Lights. Can the walking path be extended continuously along wigram road as there is a gap from Musgrove to hayton road. I live nearby.	Rory Kennett	[REDACTED]
4396	Yes. <i>What do you think makes it safer?</i> Traffic lights and cycling areas. Better without the safe speeds platform, if you want slower, just add a 30km/h speed limit to the area. I live nearby.	Gordon Burnett	[REDACTED]
4397	Yes. I live nearby.	Johanna Stockman	[REDACTED]
4398	Yes. <i>What do you think makes it safer?</i> Easier access for walkers, easier road traffic balancing for cars. I live nearby	Michael Schramm	[REDACTED]
4400	Yes. <i>What do you think makes it safer?</i> the path linking this intersection to the edge of wigram. someone is going to die walking out biking down that road. I bike through here sometimes	Michael Van der Werff	[REDACTED]
4405	Somewhat. Light controlled intersection, good. Raised platform , not good. Using the Lincoln Rd Barrington intersection as an example, it does little to slow traffic down, just creates a jumble and looks like a dogs breakfast. I live nearby	James Meyer	[REDACTED]
4412	Yes. <i>What do you think makes it safer?</i> Clearer definition of road/paths/cycle ways - great access to NPW from NW side of the city. I frequent Ngā Puna Wai. I bike in this area a lot so makes sense to me and am aware that CCC committed to this as part of ongoing development of NPW.	Christine Rodda	[REDACTED]
4413	Yes.	Rohan Van Soest	[REDACTED]
4414	Yes. <i>What do you think makes it safer?</i> Additional room (dedicated straight through lane) for vehicles traveling towards Skyhawk road to go around traffic turning right into Hayton Road. Also improves safety for traffic turning right out of Hayton Road onto Wigram Road. Please no 'Safe Sped Platform'. The one on Lincoln Road is a nightmare. Some Vehicles slow, some hit it at speed and veer wildly, it's incredibly unpredictable how drivers react to it. Makes the intersection a great place to avoid if at all practical. Is it possible to incorporate some other traffic slowing method please. Also a lot cyclist's including young children currently use the cycle path, please focus safety efforts on cyclists crossing the new access way. I live nearby	Chris Lawry	[REDACTED]
4422	No <i>What do you think makes it safer?</i> With a road crossing the shared pathway it will be more dangerous for cyclists and pedestrians. I think this should be made cyclist/pedestrian priority, with an explicit stop sign for vehicles where they can only proceed if there are no users on the shared pathway. I live nearby	Liam Byrne	[REDACTED]
4437	Not sure / don't know. <i>What do you think makes it safer?</i> Include a link to the shared trail through hayton basin to the runway. Include a priority to cyclists, as continuity is proven internationally to be a key factory in encouraging sustainable transport. I work and live nearby and cycle commute through here daily	Blair Waller	[REDACTED]
4514	Yes. <i>What do you think makes it safer?</i> making it safer for turning vehicles. I would like to see on and off rams onto the motorway as to help with the flow of traffic when an event is on. I work nearby.	Glen Sanders	[REDACTED]
4520	Yes. <i>What do you think makes it safer?</i> Traffic coming out of Haytons road, will be able to access Wigram road easier and safer. I do not see the purpose of a raised platform, this is a busy road, in the mornings and afternoon and a raised platform will only slow the traffic down further. Also are these raised platforms good for cars. I live nearby.	Janet Borgfeldt	[REDACTED]

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

4532	No <i>What do you think makes it safer?</i> will have a massive negative impact on people using the csm shared path (both cyclists and pedestrians). the major safety gain of the CSM shared path is that it's fully separated - your proposed design means it'll now be crossing the new 'upgraded' access road, the proposed raised platform/giveway sign for motorists where the path crosses will be ineffective as motorists simply will NOT be looking for people coming from their right/left. I commute through this area.	John Davis	[REDACTED]
4535	Yes. <i>What do you think makes it safer?</i> The shared path ends in a very unsafe location currently. I live nearby.	Robin Dickie	[REDACTED]
4494	Yes. <i>What do you think makes it safer?</i> Filling in the missing section of shared path connection from the swale to the rest of Wigram Rd. I cycle to work from Wigram to Riccarton every day. I go along the swale shared path, then have to endure the muddy unpaved section to get to Wigram Rd, then merge with traffic as there is no cycle lane there. On the way home, I have to ride across the Nga Puna Wai gravel pit when the cycleway ends, then merge onto Wigram Rd, then cross Wigram Rd in rush-hour traffic to get back to the swale shared path. A few years ago, this section was entirely unlit but at least there are new street lamps here now. I cycle along Wigram Rd as part of my daily commute to work.	Matthew Yan	[REDACTED]
4495	Yes. <i>What do you think makes it safer?</i> Traffic light intersection, better road markings. Highly approve. Will be good for residents of Wigram Skies. Good link between the sub-division and Nga Puna. I work nearby	Stephan Lloyd	[REDACTED]
4584	Yes. <i>What do you think makes it safer?</i> Lights. The sooner the better. I live nearby.	Shirley Yates	[REDACTED]
4791	Yes. <i>What do you think makes it safer?</i> Signalised crossing and shared path extension so I don't get squished on my bike. Very pleased with the shared path connection. Now I feel I can safely take my kids on their bikes through to Wigram. Raised platforms at the intersections are not working elsewhere so wish this was removed from the plan. I live nearby.	Megan Reid	[REDACTED]
4620	No. As far as I can tell from the plan, cyclists using the little river link will only have a crossing platform, not lights. I can tell you from experience that cars simply do not stop for cyclists at these platforms, they do not give way to cyclists. For this to be safe for cyclists, there needs to be a traffic light cycle crossing for the little river link. Currently it is a beautiful, 100% safe path for cyclists and pedestrians. Cars do not respect give way crossings for cyclists, they are incredibly dangerous and I nearly get hit on them all the time. It doesn't matter if there's a raised platform, if it's painted green, if there are signs saying give way to cyclists - drivers simply do not care. Please don't take away this safe route, it is very popular for both commuting and recreation and it would be devastating to see its safety compromised. Unless I'm misreading this and you mean a raised overbridge where cyclists & pedestrians and cars don't have to mingle, in which case please go ahead! I commute through this area.	Sian Troath	[REDACTED]
5059	Somewhat. You really aren't thinking about those that use this road simply to commute right through the intersection. I commute through this area.	Susan Hill	[REDACTED]
6074	No. The existing T intersection is safer for children, people with mobility issues and motorists alike. You are converting 6 points of conflict to 24 points of conflict on this major arterial road. Adding this additional entry point to or a major arterial road should not be allowed for vehicle traffic. As you require an additional entry point for Nga Puna Wai, the logical choice is to use McMahon drove. It will be substantially safer than what is proposed here. I live nearby.	Mike Walls	[REDACTED]
6778	Yes. The ability for cyclist to cross the road safely is major. I commute through this area.	Abigail Cairns	[REDACTED]
6840	Yes. <i>What do you think makes it safer?</i> It will control speed along Wigram road and also provide a safe right turn into Wigram road from Hayton road. I commute through this area	Karen Edgecombe	[REDACTED]
6854	Yes. Having the footpath extend on wigram side all the way to Haytons road. I'm concerned about the morning and evening traffic and that the traffic quite often bottle necks back to the wigram/aidenfield drive roundabout, so traffic lights are going to have an impact here. I live nearby.	Melissa Fenwick	[REDACTED]
6865	Yes. It actually makes it easier to get from Hayton and turn right onto Wigram road as this is a difficult maneuver in peak traffic. The speed limit on Wigram Road should be raised to 70Kms per hour. I commute through this area.	Craig Woolhouse	[REDACTED]
6914	Yes, Signals at the intersection will make it much safer for cyclists exiting the underpass and accessing the industrial area, currently this is a high risk activity! This intersection is so dangerous for cycling that I have modified my route to avoid it, to access the industrial area I go well out of my way to use Annex Rd (Norwest Arc) then onto Little River Link over the Wigram Rd overbridge and cross at Treffers Rd. the extension of the shared path from Wigram Skies will be fantastic, as it stands to access the shops around Musgrove Cl, I cycle alongside the motorway and come in through the Drainage Reserve which is not always in the best state for riding a bike, but at least it's not on a shoulder of a road where most vehicles significantly exceed the speed limit. I suspect installing lights will also reduce the average speed along Wigram Rd, I certainly hope so. I work nearby	Steve Arker	[REDACTED]
6940	Yes. It will enhance the safety of road users in the area. The upgrade will improve safety in this busy area. The shared pathway will provide a safe environment for cyclists and pedestrians. I commute through this area.	John Skevington	[REDACTED]
6990	Yes. Mostly clear demarcation of the area, and the linking of the shared path. I commute through this area.	James Graham	[REDACTED]

Public Submissions received on Proposal for Wigram and Hayton Roads Intersection Upgrade, August 2023

6991	Yes. Turning right in to Wigram road is safer with lights. I oppose the raised intersection. This is unnecessary and causes drivers to need to slow to approx 25km/h from the posted limit (50km/h) all while under a normal green light. This also causes worsened fuel economy and greater vehicle emissions as drivers have to brake and re-accelerate once through the intersection. A standard non-raised intersection is perfectly sufficient. I live nearby	Tim Coulter	
6998	Yes. The lights will help regulate traffic flow, especially those exiting from the Nga puna Wai sports hub side on big event days. I frequent NPW. I work at NPW and have done for past 5 years. On larger event days it can be chaotic with the number of vehicles that are exiting the site mainly out of one entrance. This doesn't help keep peace with our neighbours.	Ian Thomas	
7106	Yes. Shared path and traffic lights. I think changing the bike path crossing will be good and makes it safer. Would be great to connect cycling through to Nga puna wai and the Aidenfield entrance. I commute through this area.	John Carter	
7110	Yes. Raised platform = slower speed and more awareness. Signalised intersection will enable bikes to travel across Wigram Rd safely. Better connection between Nga Puna Wai and North Wigram. 3 metre wide shared path at least please, in consideration of pedestrians. I commute through this area. I regularly ride in this area leading groups of people on recreational rides around the city.	Robert Fleming	
7101	Yes. Better ability for pedestrians and cyclists to cross Wigram road at this point. I am strongly in favour of the raised platform for the Wigram Hayton intersection, which will have beneficial traffic calming effects. I am strongly in favour of the addition of signals for the Wigram-Hayton intersection, which make crossing safer for pedestrians and cyclists. I am strongly in favour of extending the shared pathway along Wigram Road, which will increase safety for pedestrians and cyclists. I am strongly in favour of the apparent plan (based on the image in underpass upgrade) to have The Little River Rail Trail cycleway maintain traffic priority over the new underpass connection. Giving priority to cyclists and pedestrians over motorists is a great way of encouraging and promoting active transport. I regularly make use of The Little River Trail cycleway when visiting friends in Hornby.	Richard Abey Nesbit	
7148	Yes. The most important part is linking up the cycleway from Wigram and making it safer to cross Wigram Road. Why has it taken so long. we raised this issue with council 4 years ago. I live nearby.	Allan Holden	
7151	Yes. The raised platform encourages safe speeds. Traffic lights will reduce the chance of poor judgement. The connections and crossing points for active transport will place people in expected locations. Great to see the shared path connectivity (rather than paths just stopping and becoming grass). Intersection with crossing for pedestrians and people riding bikes will make this much safer from crossing Wigram Road. Support a sealed surface, current gravel poses risk for non-mountain bikes (especially in conditions when there is low visibility). Agree with the relocation of the crossing and priority for people riding bikes. The 20 km/h speed limit will complement this well. Agree with on road cycle lanes as well as a shared path option in this location. This helps cater for a wide range of people riding bikes. I frequent NPW.	Allan Taunt	
7126	Making it a traffic-light controlled intersection with dedicated crossing for pedestrians and cyclists, and the inclusion of the raised safety platform which will help ensure motor vehicles travel through the intersection at a safe speed. I often cycle to/from Nga Puna Wai via Hayton Road. Although adding the controlled intersection will improve safety (and I fully support it!) it is not clear how I should get from the shared pathway on the south to the cyclelane on Hayton Road. Should I go in the vehicle lane? Or cross via the shared ped/bike crossing (but if I do, is there a kerb cutout which allows me to access the cyclelane on Hayton Road?) Please ensure there is a clear and safe way for cyclists to travel in this direction. I am please to see the underpass upgrade includes a raised crossing with priority given to those using the crossing, rather than vehicles. However, this could perhaps be enhanced by including zebra crossing markings, rather than relying only on the give way triangles? Great to connect the shared path along Wigram Road to this intersection too :-) I frequently visit Nga Puna Wai for Hockey, and travel through here by bicycle to visit my parents.	Arthur McGregor	
7293	Yes. This is a brilliant step and long overdue. We need to remove the incoming/outgoing traffic to Nga Puna Wai, using Augustine Drive. The whole area around Augustine Drive and Euphrasie Drive has become unsafe. This area has a large number of families with children and older people who regularly walk in the area. On Saturday, as a result of an accident, one car went through a fence and into a family's front yard on Euphrasie Drive corner. Fortunately, the children were not outside at the time. The Wigram Road traffic lights and opening the under pass is step 1 to removing the traffic using Augustine Drive. We need to open the entrance off Curletts Road the A and P grounds in accordance with your resource consent. This weekend Nga Puna Wai was full, including the overflow car park plus 86 vehicles parked illegally inside Nga Puna Wai on footpaths, yellow lines grass, etc. I measured all the vehicles at Nga Puna Wai and only 4 were too high to use the underpass. In Conclusion, Step One – upgrade and improve the Wigram and Hayton Road intersection upgrade; install traffic lights on Wigram Rd and open the underpass. Step Two – Open the Curletts Road Intersection Step Three - Close Augustine Drive to Nga Puna Wai before someone gets hurt.	Wayne Keen	