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## Waipuna Halswell-Hornby-Riccarton Community Board Information Session/Workshop AGENDA

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### Notice of Information Session/Workshop Te Pānui o te Hui:

A Waipuna Halswell-Hornby-Riccarton Community Board Information Session/Workshop will be held on:

**Date:** Thursday 26 June 2025  
**Time:** 4 pm  
**Venue:** Rārākau: Riccarton Centre,  
199 Clarence Street, Christchurch

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#### Membership Ngā Mema

Chairperson	Marie Pollisco
Deputy Chairperson	Helen Broughton
Members	Sarah Brunton
	Henk Buunk
	Tyla Harrison-Hunt
	Andrei Moore
	Debbie Mora
	Mark Peters
	Luke Chandler

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#### Principal Advisor

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Manager Community Governance  
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[Bailey.Peterson@ccc.govt.nz](mailto:Bailey.Peterson@ccc.govt.nz)

19 June 2025

#### Meeting Advisor

Faye Collins  
Community Board Advisor  
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**Website:** [www.ccc.govt.nz](http://www.ccc.govt.nz)

**Note:** This forum has no decision-making powers and is purely for information sharing.

**To watch the meeting live, or previous meeting recordings, go to:**

<https://www.youtube.com/@waipunahalswell-hornby-ric5806/streams>

**To view copies of Agendas and Notes, go to:**

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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The time allocated for this Information Session/Workshop is 15 minutes

## **1. Apologies Ngā Whakapāha**

Apologies will be recorded at the session.



## 2. Amyes, Awatea & Springs Intersection Upgrades: Engagement Feedback.

Reference Te Tohutoro: 25/779363

Presenter(s) Te Kaipāhō: Katie Smith, Project Manager  
Krystle Anderson, Senior Engagement Advisor

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 30 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>On 29/08/2024, Council staff were invited to the Waipuna Halswell-Hornby-Riccarton Community Board for a project briefing on the issues and options around the Amyes Road , Awatea Road and Springs Road Intersections.</p> <p>The Community Board requested staff develop further scheming of Options 1 and 3 and associated costings for the Board to be better informed to advocate for funding for either of these options through the Annual Plan process.</p> <p>On 27/02/2025, Council Staff provided a briefing to the Community Board setting out the estimated costs for Options 1 &amp; 3. Additional Options 1a, 1b and 3a, 3b with estimates were also provided as these demonstrated improved safety measures as suggested through the Safety Audit process.</p> <p>At the Community Board Information Session on the 27/02/2025 it was agreed that staff would undertake engagement with the community to clearly identify the issues the local community experience at these intersections and surrounding area and report back.</p> <p>This information session is to report back on the community engagement and discuss next steps.</p>
<b>Background</b>	<p>Option 1 and 3 with sub options were presented to the Community Board on 27/02/2025 with estimated costs. However, there is limited funding allocated to achieve any of the options presented and other issues raised may impact these cost estimates including: -</p> <p>All options would include the removal of the bus stop on Springs Road north side between Amyes and Awatea. The bus stop would need re-locating, plus the addition of a corresponding stop on the south side with a pedestrian island, however the details of this are yet to be confirmed. ECan and the bus operators have indicated they would like this bus stop removed regardless of whether this project proceeds and are willing to work with staff on a suitable alternative location; most likely to the west of the Amyes / Springs Road intersection.</p> <p>Investigations have revealed that due to the poor quality of the subsurface the project will need to include a deep lift and kerb-to-kerb replacement including dish channel upgrades. Although a higher contingency has been allowed for in the cost estimates this may add to the overall cost of the project.</p> <p>Although not included in the scheme design nor the cost estimates, traffic calming (4 speed humps) may need to be installed on Dufek Crescent and Dix Street in the future if use of these two streets increases as a consequence of the introduction of traffic signals</p>

	<p>at the Awatea - Springs Road intersection. The high level estimated cost of this work is \$75,000.</p> <p>There are also other factors that need to be considered as part of the bigger picture for these intersection upgrades:</p> <p>Connecting capital projects –</p> <ul style="list-style-type: none"> <li>• Amyes Road reconstruction</li> <li>• Footpath renewals on Springs Road</li> </ul> <p>Network considerations and the impact on the efficiency of traffic movements on the wider network particularly the issues of HGVs along Branston Street, increased travel time on Springs Road, predicted growth routes and school travel planning.</p> <p>Staff engaged with the community understand the issues experienced at these intersections to ensure any potential schemes address the issues.</p> <p>400 people provided feedback. The results of the engagement will be presented in a powerpoint to the Community Board.</p>
<b>Key Issues</b>	<p>Issues raised during the engagement include;-</p> <ul style="list-style-type: none"> <li>• It's difficult, risky to turn right out of these intersections</li> <li>• The amount of traffic and congestion</li> <li>• Wait time causes risky driver behaviour</li> <li>• Witnessed near miss or accident</li> <li>• Traffic stacking to turn into Awatea or Awatea travelling opposite direction using same median is dangerous</li> <li>• There is no safe place for pedestrians to cross and it is unsafe</li> <li>• Currently many avoid the intersections to turn right and use safer routes</li> <li>• Unsafe for cyclist as cars cross cycle lane</li> <li>• Speed</li> <li>• Poor visibility for left turn out of both but particularly Amyes due to dip</li> <li>• Few submitters considered there is no problem at these intersections</li> </ul> <p>Insufficient budget to implement any of the options schemed to date</p>
<b>Next Steps</b>	<p>Community Board to receive the information on the community engagement</p> <p>Community Board to give direction to staff on what further investigations they would like undertaken on options that could be implemented using the \$1.3 million remaining budget such as:-</p> <ul style="list-style-type: none"> <li>• Banning right turns from both Amyes and Awatea roads onto Springs Road</li> <li>• Investigating a minimal scope design for a signalised option</li> <li>• Investigating whether roundabouts would be feasible within this space</li> </ul>
<b>Useful Links</b>	<ul style="list-style-type: none"> <li>• <a href="#">Agenda of Waipuna Halswell-Hornby-Riccarton Community Board Information Session/Workshop - Thursday, 27 February 2025</a></li> </ul>

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Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Katie Smith - Project Manager Krystle Anderson - Senior Engagement Advisor
Approved By	Matt Goldring - Transport Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport





### 3. Wycla Skate/ Scooter Park- next steps

Reference Te Tohutoro: 25/943434

Presenter(s) Te Kaipāhō: Holly Whitaker, Project Manager Community Parks

#### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 15 minutes.
<b>Purpose / Origin of the Information Session</b>	To discuss with the Waipuna Community Board the results of the recent engagement on Wycla Skate/ Scooter Park and discuss possible options.
<b>Background</b>	<p>The Board was briefed on the progress to date during an information session on February 27<sup>th</sup> 2025.</p> <p>Since the briefing staff have completed the following:</p> <ol style="list-style-type: none"> <li>1. Concept designs</li> <li>2. Stakeholder workshops on March 20<sup>th</sup></li> <li>3. Korero Mai online engagement 29<sup>th</sup> April- 12<sup>th</sup> May</li> <li>4. Feedback drop-in sessions with local schools- 8<sup>th</sup>/ 9<sup>th</sup> May</li> </ol>
<b>Key Points</b>	<ul style="list-style-type: none"> <li>• The renewal of the current skatepark is driven by the fact that the asset has reached the end of its life. It is no longer considered functional and has chips and cracks that pose a safety hazard to users. In addition to its 'skateability' the bowl also presents safety concerns from a CPTED perspective, as the poor sightlines create hiding spots that encourage anti-social behaviour. Leaving the skate park in its current condition is not a feasible option. Two deaths associated with skate facilities in Auckland have highlighted the need for improved safety conditions at Council facilities (please see useful links).</li> <li>• The engagement feedback has identified the following community views: <ul style="list-style-type: none"> <li>- When asked "do you think we have the plan for the skate park right?" 24% Yes, 56%- Somewhat, 20% No</li> <li>- When asked "what you don't like about the plan?" submitters stated: the removal of the bowl (11 submitters), reduction in the size of the playground (5 submitters), insufficient half pipe (3 submitters), location/presence of hamster wheel (3 submitters)</li> <li>- At the drop-in sessions at the schools, 87% of tamariki said "we'd got the plan right". In an online quick poll 67% of submitters felt "we had got it right".</li> </ul> </li> </ul>
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Continue with planned demolition of all existing assets and build the newly designed skate/scooter park, which has been adapted to take on community feedback in terms of skate features, from recent consultation.</li> <li>2. Remove unrepairable and unused elements of existing skate park keeping the bowl and half pipe. Repair the existing bowl taking the 'grind and patch'</li> </ol>

	<p>approach, which will still leave a rough surface. Re-landscape and build retaining wall for structural stability. Re-orientate the planned design to fit in the space between the carpark and skate bowl. This will require additional funding of approximately \$70,000 or a reduction in the quantity of features in the new design. CCC will need to accept that the rough surface also poses a 'medium' risk to users. CPTED issues will not be solved, and the orientation of the new skate park will not have clear sightlines from the carpark.</p> <p>3. Use all allocated funds to repair existing bowl with a full resurfacing, meaning no new features will be built.</p>
Useful Links	<ul style="list-style-type: none"> <li>• <a href="https://www.rnz.co.nz/news/national/462528/fatality-prompts-coroner-to-recommend-review-of-skateboard-injuries">https://www.rnz.co.nz/news/national/462528/fatality-prompts-coroner-to-recommend-review-of-skateboard-injuries</a></li> <li>• <a href="https://www.nzherald.co.nz/nz/teenager-dies-after-injury-in-central-auckland-skate-park/ERD5EMVLYVGDDI5EDTMBK2GDFA/">https://www.nzherald.co.nz/nz/teenager-dies-after-injury-in-central-auckland-skate-park/ERD5EMVLYVGDDI5EDTMBK2GDFA/</a></li> </ul>

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There are no attachments to this coversheet.

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Holly Whitaker - Project Manager - Community Parks
<b>Approved By</b>	Bridie Gibbings - Manager Operations - Parks Development