

**Waipuna Halswell-Hornby-Riccarton Community
Board Information Session/Workshop
MINUTES ATTACHMENTS**

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

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Amyes, Awatea, Springs Intersections

Engagement results

Engagement

24 March to 20 April 2025

Kōrero mai | Let's talk
Maau māui hāwhiri māui. Help us shape the future of Ōtautahi Christchurch and Te Pūnaha-i-Hāhāhā (Banks Peninsula) by telling us what's important to you and your community.

Open for feedback

- Brynder Road renewal**
Before we start the renewal plan for Brynder Road, tell us what you think by Monday 7 April 2025.
- Establishment of new commercial centre, anchored by supermarket**
This website is part of a consultation process.
- Local Water Dooie Walk**
Let's talk about the future of water safety improvements to show traffic, and make crossing easier. Tell us what you think by Sunday 6 April 2025.
- Chelsea Street renewal**
We plan to renew Chelsea Street with safety improvements to show traffic, and make crossing easier. Tell us what you think by Sunday 6 April 2025.

Kōrero mai | Let's talk
Hornby Intersections
Amyes, Awatea, Springs
Tell us what you think by Sunday 20 April 2025

[Letstalk.ccc.govt.nz](https://letstalk.ccc.govt.nz)

The Waipuna Halswell-Hornby-Riccarton Community Board has been advocating for improvements around the Amyes, Springs intersection and the Awatea, Springs intersection. One of the community has told us that they have issues or concerns about these intersections. To help our planning, we'd like to know about your experience travelling in this area. Our Community Board may need to seek additional funding through the Annual Plan or Long Term Plan before any improvements are made.

Get in touch
To tell us about your experience travelling around this area by 20 April 2025

- Go online letstalk.ccc.govt.nz
- Speak to Kyrstie Anderson, Senior Engagement Advisor, 03 941 8096
- Visit Matakiki Hornby Centre to fill in a survey form.
- Let'sTalk@ccc.govt.nz

Kōrero mai | Let's talk
Hornby intersections
Amyes, Awatea, Springs

Tell us about your experience travelling in this area by going online or filling in the form here by **20 April 2025**.

letstalk.ccc.govt.nz/springs-intersections

The graphic features a grid of icons representing different modes of transport: a car, a bicycle, a person with a dog, a person with a stroller, a person with a bicycle, a person with a scooter, and a person with a walking stick. A QR code is located in the bottom left corner.

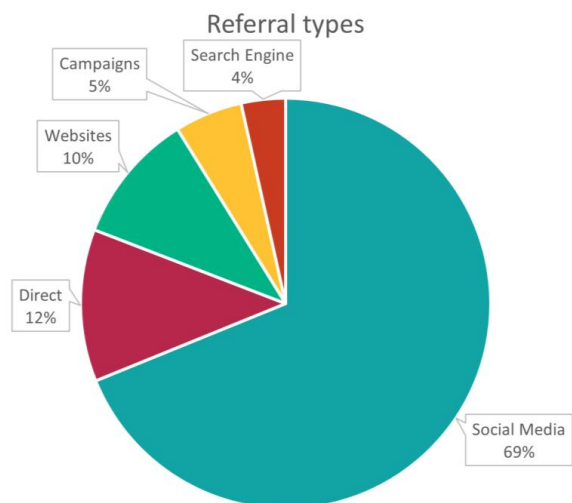
Results – overall stats

Overall

Page views: 1,718

Survey responses: 400

394 online + 6 paper



Respondents main method of travel

	90%
	4%
	3%
	2%
	1%

Respondents suburb

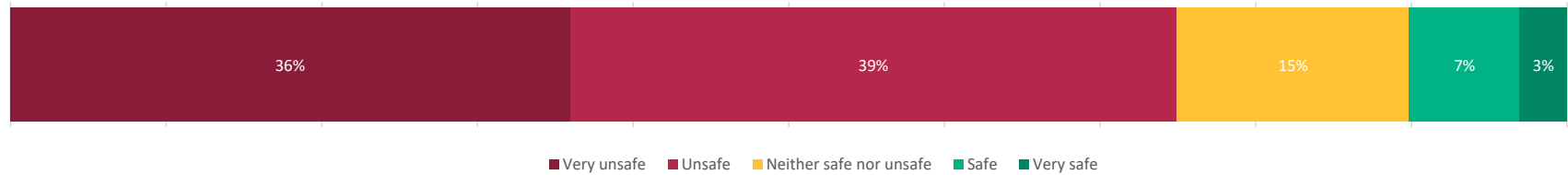
Area	#	%
Hornby	124	31%
Halswell	120	30%
Wigram	58	15%
Other parts of Christchurch	45	11%
Sockburn	13	3%
Aidanfield	10	3%
Hei Hei	7	2%
Outside of Christchurch	7	2%
Yaldhurst	6	2%

Results - safety

How safe respondents currently feel at Amyes Road and Springs Road intersection



How safe respondents currently feel at Awatea Road and Springs Road intersection



Themes – Amyes/Springs concerns

- It's difficult/risky to right turn out of Amyes (165)
- Visibility / dip blocks visibility for left turn out of Amyes / vehicles pulling into intersection to see (113)
- Amount of traffic / congestion (85)
- Wait time causing risky driver behaviour (64)
- Traffic stacking to turn into Awatea / Traffic travelling opposite direction using same median (55)
- There is no safe place to cross / unsafe for pedestrians / pedestrians crossing at various places (27)
- General comment: Dangerous / witnessed near miss/ accident (25)
- Currently avoid the intersection / uses safer options / avoid right turn (24)
- Unsafe for cyclist / cars cross cycle lane (23)
- Speed at Amyes/Springs (18)
- There is no problem at Amyes/Springs (7)

Respondent photo of dip at Amyes/Springs



Themes – Awatea/Springs concerns

- It's difficult/risky to turn right out of Awatea (165)
- Amount of traffic/congestion (76)
- Wait time causing risky behaviour (68)
- Visibility (53)
- Traffic stacking to turn into Amyes/ Traffic travelling opposite direction using same median (42)
- Unsafe for cyclist / cars cross cycle lane (26)
- Currently avoid the intersection / avoid right turn (26)
- There is no safe place to cross / unsafe for pedestrians / pedestrians crossing at various places (18)
- Dangerous/witnessed near miss/accident (16)
- Difficult left hand turn from Awatea to Springs (12)
- Speed at Awatea/Springs (18)
- There is no problem at Awatea/Springs (5)

Respondent video of near miss at Awatea/Springs



Themes – concerns across both

- Speed (9)
- No problem at either (leave alone) (9)

Themes – Solutions/suggestions across both intersections

- Traffic lights are needed (for both intersections) (135)
 - Right turns need to be easier/safer (40)
 - Would like to see better traffic flow / less congestion (33)
 - Needs to be safer (33)
 - Needs safer pedestrian infrastructure (28)
 - Needs to be a controlled intersection / either traffic lights or roundabout (for both) (21)
 - Make intersections wider / intersections are too narrow (18)
 - NO speed bumps / raised platforms (16)
 - Needs cycle lanes / cycle infrastructure/crossings / safer for cyclists (15)
 - Move bus stop / make bus stops easier to access / indent bus stop / bus shelters needed (13)
 - Close right turns into Springs from Amyes and Awatea (11)
 - Extend no stopping restrictions around intersections (incl. Springs Road and near dairy) / cars parked too close to intersections (11)
 - Speed bumps needed / speed reducing treatments (6)
 - Make people use alternative right hand turn options (4)
 - Roundabout needed (for both) (5)
-

Themes – Solutions/suggestions

Amyes/Springs

- Needs traffic lights (Amyes/Springs only) (19)
- CLOSE right turn (from Amyes into Springs) (5)

Awatea/Springs

- Needs traffic lights (Awatea/Springs only) (9)
- CLOSE right turn (from Awatea into Springs) (8)

Project budget and estimates - recap.

Budget available

- Project FY25 & FY26~ \$180k CPMS #60099
- Programme FY26 ~ \$1,314k CPMS #79723

Cost estimates provided to CB in February 2025 for signalised intersection options 1&3.

Option 1: approximately \$6 mill -signals at both Amyes/Springs and Awatea/Springs T-intersections.

Sub options will be approximately additional

- Option 1a \$18,000 static signs
- Option 1a \$246,000 electronic signs
- Option 1b \$309,000 raised safety platforms

Option 3: approximately \$3 million -Implementing traffic signals at Awatea/Springs T-intersection while retaining give-way control at the Amyes/Springs T-intersection.

Sub options will be approximately additional

- Option 3a \$13,000 static signs
- Option 3a \$185,000 electronic signs
- Option 3b \$153,000 raised safety platforms

Staged delivery – the Community Board also asked for costs should the intersection improvements be staged; this would add approximately \$300,000-\$400,000.

Suggestions for investigation and next steps

Overall

- There is a general perception from the community that traffic lights are needed at one or both of these intersections
- There is also a general expectation that traffic lights will be implemented

Further investigations and next steps:

- Investigate fixing the dip/height difference at left hand turn section of Amyes Road and option of extending No Stopping Lines on Amyes Road.
- Traffic modelling what would happen if right hand turns out of Amyes and Awatea onto Springs Road were closed and provide results including pros/cons to the Board
- Modelling whether roundabouts at one or both intersections can be achieved and provide results including pros/cons to the Board
- Investigating 'do-minimum' traffic light options
- Communicating costs for all options
- Community Board to advise which options they would like staff to investigate further within project budget

Questions

Wycola Skate/ Scooter Park- next steps

Waipuna, Halswell-Hornby- Riccarton Board

Briefing: Thursday 26th June

Wycola skate park renewal update

- Wycola skate park has reached the end of its useful life and has been identified as having safety concerns due to its current design. The project is driven by the need to work with the community to develop a skate and scooter facility. Safety within NZ skateparks has become a poignant issue due some significant recent health and safety events.



Progress since the February briefing

Since the briefing staff have completed the following:

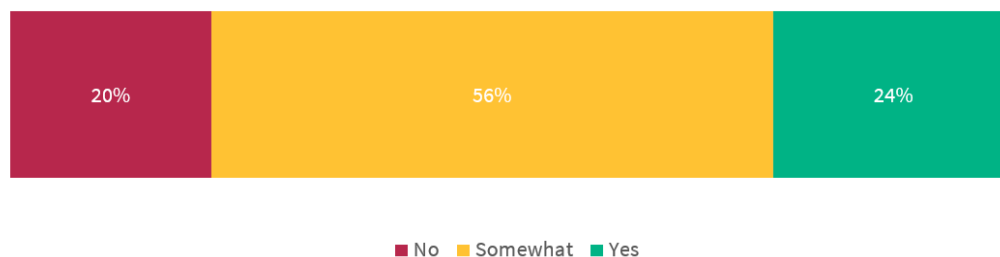
1. Concept designs created by Convic Skate
2. Stakeholder workshops on March 20th
3. Korero Mai online engagement 29th April- 12th May
4. Feedback drop-in sessions with local kura- 8th/ 9th May



Engagement feedback- detailed submissions

Do you think we have the plan for the skate park right?

(27 responses)

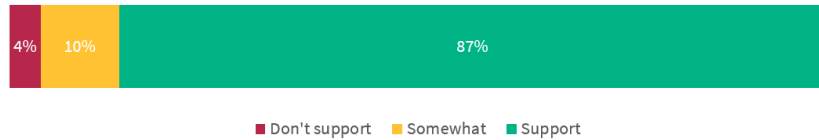


What submitters didn't like about the plan:

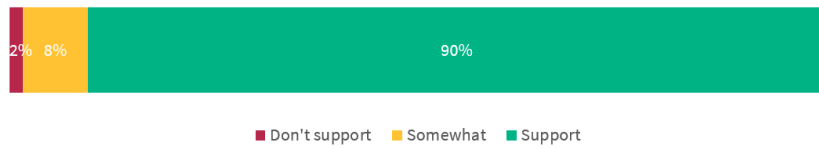
- No bowl (11)
- No playground (5)
- Halfpipe (3)
- Location / presence of hamster wheel (3)
- Not enough seating (2)
- No bike / scooter track (2)

Engagement feedback- quick responses

Hornby Primary School
(209 tokens)



Hornby High School
(303 tokens)



Rate our plans for the Wycola Skate Park renewal
(33 responses)



Options moving forward

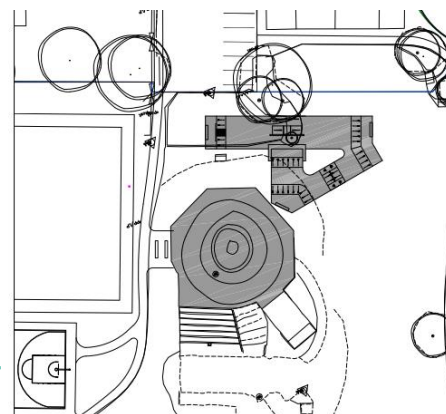
1. Continue with planned demolition of all existing assets and build the newly designed skate/scooter park, which has been adapted to take on community feedback around skate provisions from recent engagement.



Option 2

- Remove unrepairable and unused elements of existing skate park keeping the bowl and half pipe.
- Landscape and create retaining wall for structural stability.
- Repair the existing bowl taking the ‘grind and patch’ approach, which will still leave a rough surface.
- 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. \$115,000 for land remediation and approximately \$50,000 for grind and repair (currently only \$95,000 demolition budget allocated)
- CCC will need to accept that the rough surface also poses a ‘medium’ risk to users. The older concrete surface can still cause minor injuries, fixing chips/ cracks should mitigate the major injury risks
- CPTED issues will not be solved and the orientation of the new skate park will not have clear sightlines from the carpark.

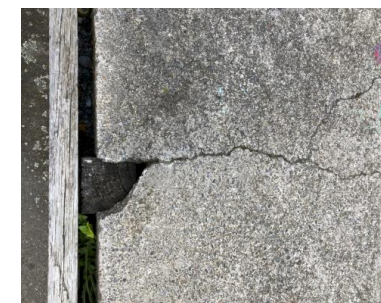
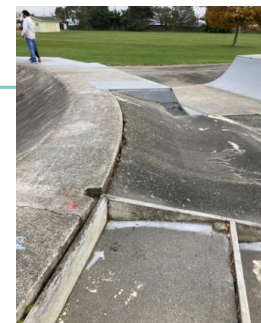
Option 2 - Demolish only the outer perimeter structure of the skate bowl, stairs, and asphalt skate track. Construct a new retaining structure to support the skate bowl, incorporating steps and landscape.					
Demolish only the outer perimeter structure of the skate bowl, stairs, and asphalt skate track	1.00	LS	\$ 6,490.00	\$ 6,490.00	
Transport and dispose of the demolished materials as clean fill (assume 315 tons of demolished materials)	1.00	LS	\$ 17,325.00	\$ 17,325.00	
Construct a timber retaining structure using 150mm diameter, 2.1m long SED to support the skate bowl structure, including steps for access.	1.00	LS	\$ 48,112.56	\$ 48,112.56	
Lay 150mm thick top soil and hydroseed	750.00	m ²	\$ 19.64	\$ 14,727.00	
Sub Total				\$ 86,654.56	
Overheads and profit	20%		\$ 86,654.56	\$ 17,330.91	
Contingency	10%		\$ 103,985.47	\$ 10,398.55	
Total (excl. GST)				\$ 114,384.02	



Option 3

- Use all allocated funds to repair existing bowl with a full resurfacing, meaning no new features will be built.
- Any unspent budget could be allocated to increased play provisions

Rationale : The concrete is deteriorated, extremely rough with cracks and chips throughout. Chips, holes and cracks form high risk safety hazards where small skateboard or scooter wheels can get caught and throw active users off. As the concrete is rough, almost to the point of exposed aggregate it is a safety hazard where inexperienced beginner users can fall and hurt themselves. Modern skateparks are built in a way that users can slide out of a fall without graze or major injury. The old concrete has been poured prior to specialist concrete skatepark construction and there is evidence of large lumpy transitions that are difficult terrain to navigate.



Questions/ Board discussion

I orea te tuatara ka patu ki waho

A problem is solved by continuing to find solutions