

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

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**Date:** Tuesday 24 February 2026  
**Time:** 4.30 pm  
**Venue:** Horoeka Room, Rārākau: Riccarton Centre,  
199 Clarence Street, Riccarton

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# Amyes, Awatea, Springs Intersections

Signalled intersections – do minimum option

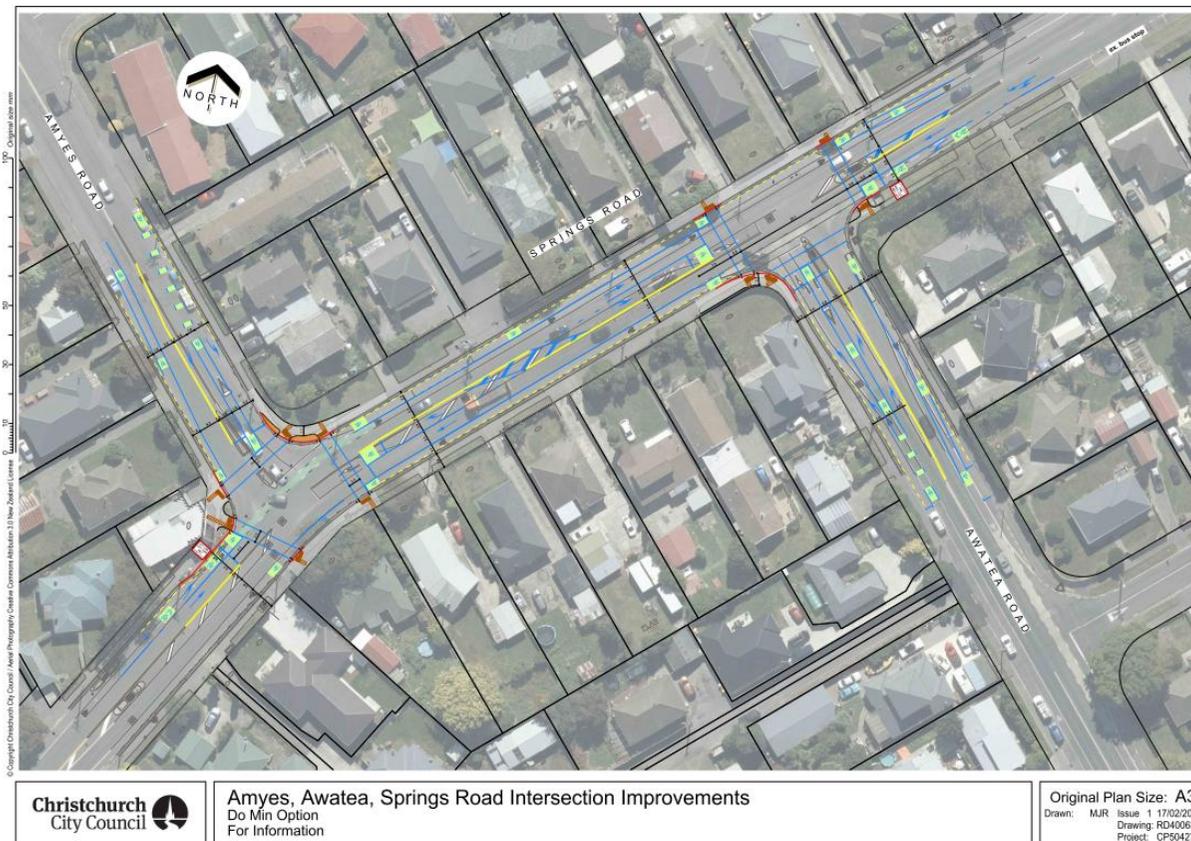
## Background

- Briefing to the Community Board in August 2024 seeking direction for these intersection upgrades. Three Options were proposed.
- Members confirmed the key issues identified matched the Board's concerns.
- As requested staff developed schemes for both Options 1 (signalise both Amyes/Springs Road and Awatea/Springs Road intersections) and Option 3 (signalise Awatea/Springs Roads intersection) and bring these back to the Board.
- Briefing to the Community Board in February 2025 provided schemes and cost estimates – board agreed staff should undertake engagement to hear back from the community to understand what they consider the issues to be.
- Community considered safety to be a major issue with right turns being seen as very dangerous, need for better pedestrian and cycle safety, also need to ease congestion.
- Engagement results presented to the Community Board in June 2025 with suggested options for further investigation including banning right turns, installing roundabouts or a do minimum signalised intersections.
- CB requested a do minimum option for signals at both intersections. Staff have redesigned and completed revised safety audit and cost estimates.



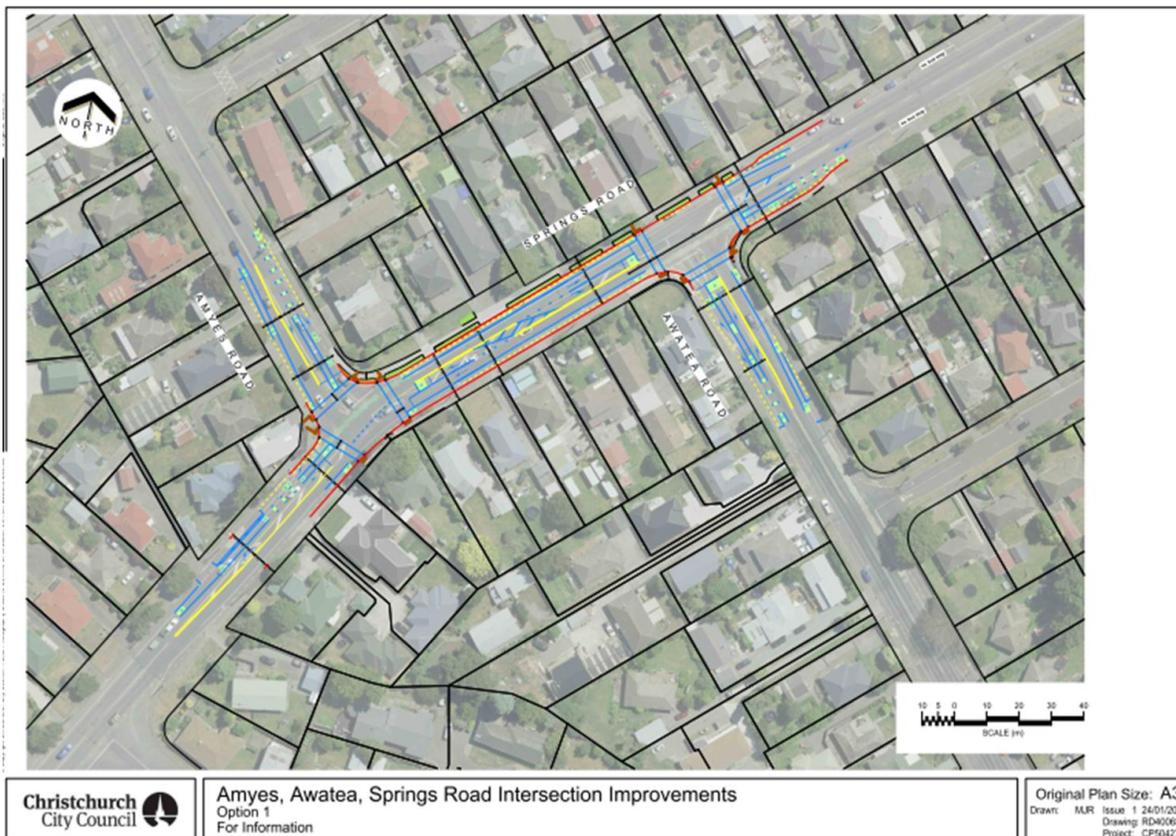
- This presentation provides information on the two options for signalling both intersections.

## Do-minimum option



Signals at both Amyes/Springs and Awatea/Springs T-intersections without roading asset renewals.

# Option 1



Signals at both Amyes/Springs and Awatea/Springs T-intersections including renewal of roading assets.

## Main differences in options considered

<b>Do Minimum Option: Signals at both Amyes/Springs and Awatea/Springs T-intersections without roading asset renewals.</b>	<b>Option 1: -Signals at both Amyes/Springs and Awatea/Springs T-intersections with full asset renewal.</b>
Limited kerb and channel renewal with minimal stormwater piping	Kerb and channel renewal with secondary flow path improvements on West side
Limited footpath renewal	Footpath renewal
No carriageway renewal	Full carriageway renewal
Undergrounding of overhead powerlines	Undergrounding of overhead powerlines
No new roadside landscaping	New berms on north west of Springs Road
Limited improvements to cycle infrastructure	Separation of cyclists at intersections

## Option cost estimates

Do minimum option: approximately \$3.5 million (February 2026)	Option 1: approximately \$6 million (February 2025)
Signals at both Amyes/Springs and Awatea/Springs T-intersections does not include, new carriageway, new kerb and channel, new footpaths etc.	Option 1a traffic calming additional \$18,000 static signs
No traffic calming proposed	Option 1a traffic calming additional \$18,000 static signs
	Option 1a traffic calming additional \$246,000 electronic signs
	Option 1b traffic calming additional \$309,000 raised safety platforms

## Roading asset renewals.

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The Do Minimum option will not include the renewal of roading assets.

Some of these assets are near to end of life such as:-

- Springs Road section East of Amyes Road intersection is several years past its asset life with high deflection and curvature which shows there are possible issues however it is not on the current programme for renewal.
- Awatea Road although not that old has a high curvature and deflection likely due to heavy traffic and will need to be monitored for premature failure.
- The footpaths in this area are uniformly poor to very poor condition.
- The kerb and channel are in good to average condition for deep dish and may only require maintenance in the near future.

If asset renewals are to be undertaken at a later date after the Do Minimum option has been completed then traffic signal poles will need to be moved due to kerb alignment which would also include changes to the stormwater system as part of the K&C renewal.

Asset renewal costs if undertaken at a later date are currently estimated to be \$3.1 million thereby the overall cost of completing this project in two stages is likely to be \$6.6million.

## Current budget availability.

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### Current Budget Availability = \$1,470m

- Project FY25 & FY26~ \$156k CPMS #60099
- Programme FY29 & FY30 ~ \$1,314m CPMS #79723
- Staff will investigate the availability of operational budgets for the road asset renewals to be undertaken at the same time as the traffic signals and undergrounding of the overhead powerlines so that the works can be completed as a one pass approach.
- The Community Board will need to advocate for budget in the LTP if this project is a priority
- An additional \$2million will be required for the traffic signals and undergrounding.
- Staff will investigate the operational budgets for the road asset renewals.
- Additional \$2.5million required for new footpaths, kerb and channel and carriageway renewal.

There are clear benefits of renewing the roading assets that are at end of life at the same time as signalling these two intersections for safety reasons.

Next Steps:- Staff will continue with the detailed design process whilst awaiting budget confirmation.

# Questions