

# Submission on Hornby Intersections

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## Introduction

Kia ora,

Thank you for the opportunity to provide feedback on potential improvements at the Hornby intersections of Amyes Road, Awatea Road, and Springs Road.

My name is Cody Cooper and I am submitting on behalf of Greater Ōtautahi. I am a Wigram resident who regularly travels through this area. We strongly support efforts to enhance safety, accessibility, and efficient traffic flow at these intersections.

Greater Ōtautahi is an incorporated society that advocates for better housing and transport solutions in the Christchurch metropolitan area. This project directly impacts the transport network, and has amenity impacts for current and future housing in the area. Greater Ōtautahi also represents residents living, working, or with interests in the Hornby area. This submission considers evidence of: expressed community views, past Council publications and works, and site visits.

In this submission, we outline key concerns and suggestions focusing on safety for all road users, practical low-cost improvements, better public transport connectivity, cost transparency, and integration with planned cycling infrastructure.

In short, we support this project and ask that both intersections are lighted. Please contact us to discuss or clarify any issues that arise; we are more than happy to respond to queries.

## Improving Access and Safety for All Road Users

The Amyes/Springs and Awatea/Springs intersections serve as key connections between Halswell, Hornby and Wigram, as for Selwyn travellers entering the city. Many heavy vehicles use this intersection, including for the nearby PARKS Towing facility.

There is a preschool - Trillium Montessori - and a corner dairy located at this intersection. Both generate frequent short-term traffic (parents dropping off children, customers stopping for quick purchases).

The volume of traffic has been growing for some years now. At peak times, the mix of turning vehicles creates significant safety concerns. The author, a local resident, seldom ever sees people crossing here (either by bike or walking); this is surprising, given the number of cyclists seen in greater Wigram, and that this location is the ideal spot to connect between Halswell, Wigram and Hornby.

The Amyes–Springs Road intersection has been identified as a medium high-risk site, with 27 crashes recorded over a 10-year period. However, we believe that near misses occur much more commonly, and, while we have not yet reviewed the crash data in detail, we anticipate that the frequency is increasing.

This underscores the need for urgent safety improvements. We urge the Council to prioritize low-cost, low-risk safety measures where large numbers of vehicles and vulnerable road users coincide.

Ensuring safe access to the preschool and dairy, and protecting those walking or biking in the area, should be a top consideration in any intersection upgrade.

At this particular intersection, we recommend:

## Parking Restrictions on Amyes Road

One immediate, low-cost improvement we recommend is to restrict parking on the north side of Amyes Road between Trevor Street and Springs Road. Currently, the efficiency of the Amyes/Springs intersection is severely hindered by on-street parking near the approach (particularly at peak times). When one vehicle is waiting to turn right from Amyes Road into Springs Road and another vehicle is parked on the left on street park, no other southbound vehicles can pass to turn left. This effectively blocks all southbound traffic (including buses) until the right-turning vehicle can move. The result is unnecessary congestion and major delays during peak hours. This encourages risky driving behaviour.

By prohibiting parking on that short stretch of Amyes Road (at least during peak periods, if not full-time), a de facto left-turn lane would be created, allowing left-turning and straight-moving traffic to flow past right-turning vehicles. This simple change would significantly improve throughput and reduce delays with minimal cost (mostly signage

and road markings). We note that similar parking restrictions have already been applied successfully at the other end of this corridor, improving traffic flow; a consistent approach here would yield similar benefits. Whether implemented as full-time no-parking or only during rush hours, this measure would greatly enhance intersection capacity and safety by reducing risky driver behavior (such as overtaking on the wrong side) in frustration at the delays. We urge the Council to include this low-cost, high-benefit treatment as an immediate improvement.

## Improved Bus Connectivity Between Routes 125 and 80

This location is an important transfer point for public transport users. Many passengers connect between bus Route 125 (Redwood / Westlake via Hornby) and Route 80 (Lincoln / Parklands) in the Springs/Amyes/Awatea vicinity. Unfortunately, the current intersection layout and congestion issues make these transfers less reliable and less safe than they should be. Poor sightlines and the lack of bus bays cause buses to sometimes block live traffic lanes when picking up or dropping off passengers, and in some cases bus drivers have difficulty seeing waiting transferring passengers (particularly in the evening or at night when visibility is lower). It is not uncommon to see a bus stopped in an awkward position near the Springs/Amyes corner, or stopping in the traffic lane due to traffic pressures. Drivers sometimes miss someone who is trying to connect from the other route. Such scenarios discourage public transport use and are a concern for accessibility.

We recommend that the project include improvements to the bus stop layout and traffic flow specifically to support bus connectivity. In fact, all the design options presented by Council for these intersections noted that the current bus stop on Springs Road (between Amyes and Awatea) would need to be relocated, with a new pedestrian island and an additional stop on the opposite side of the road for better connectivity. Environment Canterbury supported moving this stop, indicating it is currently not ideally placed. We strongly agree with this approach. The new layout should provide:

- Better placement of bus stops – Stops should be positioned away from the immediate intersection throat, in a location where buses can pull over without blocking through-traffic and where drivers have clear sightlines to waiting passengers (and vice versa). Adequate street lighting and signage at the stops will also improve visibility at night.
- Safe crossing facilities for transferring passengers – A pedestrian refuge or signalised crossing near the bus stops (as mentioned in the options) is vital so that people connecting between the 125 and 80 buses can do so safely across Springs Road. This is especially important given Springs Road's high traffic

volumes and the number of elderly, disabled and school passengers who may be transferring.

- Coordinated timing or bus priority – While not strictly part of road design, we encourage exploring signal timing or bus priority measures that could assist buses in keeping to schedule in this congested area. Because of the service frequency (low), even minor delays at these intersections can cause a bus to miss the “connection window” with the intersecting route. Designing the intersection to minimize bus delays (for example, through traffic light phasing if lights are installed) will support more reliable service connections and assist in mitigating some traffic pressure from Selwyn and the highway.

Improving the ease of transfers between routes 125 and 80 will make public transport more attractive and reliable for Lincoln residents and those traveling through this hub. It aligns with the Council’s goal of encouraging efficient public transport use. We ask that the final design give attention to the needs of bus users and incorporate the above elements so that buses no longer have to block lanes or rush through due to traffic – instead, they can service stops properly and passengers can transfer with confidence.

## Cost Transparency for Traffic Light Upgrades

We acknowledge that the Council is considering substantial upgrades to these intersections, potentially including new traffic signals. However, we have concerns about the projected costs and seek clarification to ensure responsible use of public funds. The rough cost estimates discussed for signalling these Hornby intersections appear significantly higher than what similar projects have cost elsewhere in the city. For example, the recent upgrade at Church Corner (Main South Rd / Riccarton Rd / Yaldhurst Rd) – a complex multi-road intersection – involved installing traffic lights and pedestrian crossings with an estimated cost of about \$1.5 million . In contrast, even the single intersection option (Option 3: signalling Awatea/Springs only) in Hornby is estimated around \$3 million, and the dual signal option (both intersections) was in the order of \$6 million+. This is roughly double (or more) the cost of the Church Corner signals. Such a large cost difference raises questions.

It is important for the Council to explain why the Hornby traffic lights are projected to be so expensive. If there are unique factors driving up the cost – for instance, we understand council staff have noted poor subsurface ground conditions requiring full road reconstruction in this area – these should be clearly communicated to the public. Full transparency about the cost breakdown (e.g. road reconstruction, utility relocations, land purchase if any, signal hardware, contingency, etc.) will help residents understand why this project’s price tag is high. It will also ensure continued public support by demonstrating that the costs are justified by genuine needs and are not due to avoidable inefficiencies.

We request that the Council provide a clear explanation of the Hornby intersection project costs, especially in comparison to analogous projects like Church Corner. Are there additional safety features (e.g. raised platforms, extensive landscaping, or bus shelters) included in Hornby's project that warrant the higher budget? Is the difference due to inflation or funding of multiple improvements in one package? Transparency on these points will give the community confidence that the Council is using public funds responsibly and choosing an option that balances effectiveness with cost-effectiveness. Public interest is high in this area, particularly given attention given to recent, similar projects.

## Integration with Planned Cycling Infrastructure (Halswell–Hornby Route)

Lastly, we would like to discuss cycling infrastructure. The Long Term Plan (2024–2034) identifies a need for better active transport connections in our city. In particular, there has been community advocacy for a cycle link between Halswell and Hornby, given that no dedicated cycling connection currently exists between these growing suburbs. This gap was highlighted in feedback on the Long Term Plan – residents noted the lack of a Halswell–Hornby cycling route and suggested it could be addressed relatively easily (for example, by widening existing pathways in key sections) to improve safe connectivity. We are aware that a project for a “Local Cycle Network: Halswell to Hornby” was considered in the draft long-term plan. Cycling advocates have also emphasized that local cycle network connections in the Halswell-Hornby-Riccarton area should be prioritised to support mode shift and safety.

Given this context, it is important that any improvements at the Springs/Awatea/Amyes intersections do not occur in isolation but rather complement the broader plans for a Halswell–Hornby cycle route. We urge the Council to integrate cycling infrastructure into this project from the outset. This integration could include:

- Dedicated cycle lanes or paths through the intersections: If road reconstruction is being done, it's an opportunity to add painted cycle lanes or a separated cycle path along Springs Road and through these junctions, to protect cyclists who currently must mix with fast traffic and heavy trucks. Even short sections that link into future planned routes would be valuable.
- Safe crossings for cyclists and pedestrians: Ensuring that signal phasing (if signals are installed) includes safe crossing time for people on bikes and on foot. If signals are not immediately installed, at least provide refuges or median islands wide enough to accommodate cyclists crossing in two stages.
- Future-proofing the design: If the formal Halswell–Hornby cycleway is not yet funded or fully designed, the intersection project should still account for it. That

means leaving space in the road corridor or on verges/shoulders for a future two-way cycle track or additional width for cycling, and aligning any new curbs or poles such that they won't need to be moved later. Essentially, design now with the assumption that a cycle facility will connect to this point, so that when it is built, it will seamlessly tie in. This could save money in the long run by avoiding retrofit changes. This is particularly important given the intensification already occurring down Amyes Road.

We ask the Council to clarify what specific actions are planned as part of the Halswell to Hornby cycling connection and how these will be incorporated into the intersection improvements. For example: Will there be new cycle lanes added on Springs Road or Amyes Road as part of this project? How will cyclists navigate the intersection under each proposed option? By addressing these questions, the Council can ensure that the project aligns with Christchurch's strategic goals for active transport. Integrating the cycle link will not only improve safety for current cyclists but also encourage more people to consider biking between Halswell, Hornby, and the surrounding areas, knowing that the busy Springs Road crossings will be made safer for them.

## Downstream effects

While I understand Gibson Drive was not part of this consultation, residents told me that heavy vehicles already use Gibson due to turning angles / convenience vs using Awatea. We need to consider downstream effects of lighting both of these. If we do this, many drivers (particularly heavy vehicles) may elect to "rat run" through Gibson, negating any perceived improvement from the investment in lights.

## Other considerations

Hornby High School, South Hornby School, and St Bernadette's are all within a few minutes' drive. Although not immediately adjacent, their school traffic likely contributes to congestion at these intersections during drop-off and pickup times.

The intersection is already heavily congested — a poorly staged construction period could exacerbate delays and affect public perception. We request Council to publish or consult on construction staging plans in advance, and prioritise off-peak or school holiday works where feasible.

Land use change and recent intensification (e.g., new townhouses) have brought more residents, without corresponding infrastructure changes. This upgrade needs to consider 20-year demand, not just existing traffic.

## Conclusion

**Implement immediate low-cost safety improvements** such as parking restrictions on Amyes Road to alleviate bottlenecks and reduce conflict points.

**Design with all modes in mind: accommodate pedestrians** (especially children accessing the preschool and nearby residents visiting the dairy) with safe crossing points, and ensure bus stops and lanes are optimized for smooth public transport connections.

**Proceed with larger upgrades transparently and prudently**, justifying the costs and phasing them if necessary so that critical safety issues are addressed as soon as possible within budget constraints.

**Integrate future cycling infrastructure now** by building the intersection improvements to be cycle-friendly and by coordinating with the planned Halswell–Hornby cycle route, rather than treating this as a separate issue.

Ngā mihi nui,

Cody Cooper (021 666 505), on behalf of Greater Ōtautahi