

Submissions received on the Chelsea Street renewal, March 2025

Organisations/Businesses

ID	Support the plan	Feedback	Name of organisation/business
31675	Yes	<p>What do you like about the plan for Chelsea Street and why? On behalf of the board and our school community, there is general support for the proposed plans. Especially around reducing vehicle speeds in the area and hence the risk of serious injury given the sometimes erratic nature of children. Some of our parents park along Chelsea Street to drop off / pick up and it's helpful that parking has hardly been impacted.</p> <p>What don't you like about the plan for Chelsea Street and why? While we note the speed hump at the Chelsea/Linwood intersection, please consider increasing the traffic calming by adding a pedestrian crossing as well.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Te Huarahi Linwood Avenue School Board
31865	Yes	Please see full submission in the attachment A.	Disabled Persons Assembly (DPA) New Zealand
31894	Somewhat	<p>What do you like about the plan for Chelsea Street and why? My Council have discussed and agree that the proposals in the plan are generally in line with accepted improvements except for those listed below</p> <p>What don't you like about the plan for Chelsea Street and why? We unanimously agreed at our recent meeting to oppose the installation of the so called traffic safety platforms. The city has in recent times been inundated with these so called safety features which are of doubtful advantage to anyone, increase the emissions of vehicles using the road and are damaging to some vehicles. They are also dangerous to users in wet or frosty conditions. Depending on how aggressive the profile design is, a 75mm structure height is unnecessary. The installation of these structures throughout the city is at an all time high whether consented or not and CCC needs to take a good look at whether these are of benefit to residents or just idealism put in place by a few CCC staff with their own agenda! The redesign and implementation of the Ferry/Aldwins road intersection so called "Improvements" has been, nothing but a disaster, with destroyed traffic flows, increased emissions and angry road users running red lights due to vehicles such as buses taking the whole green arrow phase to make their manoeuvre due to having to negotiate the raised intersection comfortably and safely.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Think of the consequences before making decisions.</p>	Canterbury/West Coast Automobile Association District Council.

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Individuals

ID	Support the plan	Feedback	Name
10001	N/A	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? [Summary of a phone conversation] Next door neighbour has a pensioner's flat. People are doing burnouts on the corner of Chelsea and Pamela. Because the road has been redone there's strips of black rubber. There's a stop sign, but they're not stopping at the stop sign, they do a big burnout and round the road. Is it worth putting a speed bump closer to that corner?</p> <p>There's a lot of school children that walk up this street. There's so many black marks with burnouts and donuts. There's always children. They have a right of way from Jollie Street to Eastgate, there's always older folk walking through there. There have been near misses where cars have almost gone through the fence.</p> <p>Lots of young families and kids walking to and from school. Some of these clowns don't even stop at the stop sign, they spray stones and race off down Chelsea Street to the mall.</p>	Steven Rangihuna
10002	N/A	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? [Summary of a phone conversation] Explained the speed bumps on the street and that this was just a proposal.</p> <p>When they changed it with the buses it really changed the street, they are speeding. They turn down from Buckleys street. He was a driver for Food Stuffs for many years and used to park on the street. The thing with the speed hump is that it's right outside his house. Sink hole has grown outside here which opened up out the front, trucks go to The Warehouse and they turn where the intersection is, where they turn. They might want to come and have another look at the intersection of Chelsea and Cuba Street because the road is starting to subside there again. the road here was renewed after the earthquake but there is more subsidance since then. it has more dimples and deviations. it seems like it's state highway 1, especially at Christmas.</p> <p>We've been here for 30 years. Where Cuba Street comes onto Chelsea, it should be a stop sign rather than a give way.</p> <p>Keen on having another discussion</p>	Peter Osbourne
10003	N/A	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? [Summary of a phone conversation] Linwood Ave School - a lot of the parents</p> <p>Has been to the Council 6 times because the sewerage pipes in Chelsea Street hasn't been done. It's a terrible smell coming from the sewerage pipes. When we get the smell, they send the sump guys out to suction the pipes. The sewerage pipes are damaged from the earthquake. I have tried to contact the council a number of times and a previous mayor has made promises. Last year, we had a guy who ripped up the concrete paths and put down asphalt. Within weeks, we had weeds come through as the asphalt was too thin. On Chelsea Street it wasn't even 3 weeks that it took before weeds came through. The twitch is lifting the asphalt on Pamela Street.</p> <p>It's going to remove width from Chelsea Street and Pamela Street, rubbish trucks are taking up the whole road so worried about being blocked, they're coming from Pamela</p>	Cathy Christie

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		<p>and Russell Street, there's issues being blocked by trailers. The council aren't looking after what's out there now with the trees, the alleyway is always filled with rubbish.</p> <p>worried about waste of money</p> <p>I can hear people speeding so the speed bumps are going to be brilliant. between russell and pamela the kerbing is going to be awkward going in and out.</p> <p>worried about antisocial behaviour. people parking their cars in eastgate.</p> <p>some people come tearing around the corner and not stopping and hit her son's car. they're backing out of driveways and not looking. if there was a pedestrian crossing on chelsea street between russell and pamela street, there should be a zebra crossing on russell because it's scary crossing there.</p> <p>Chelsea street is really busy for parking in the morning for parents. that's what we really want to see stay in place for them. Also after school.</p> <p>It would be great to have a pedestrian crossing on Chelsea Street near Chelsea across to Russell Street. That way the kids can access the footpath. They go from the walkway through and then they sometimes run or skate across the road. if there was a pedestrian priority crossing it would be great</p> <p>boy racers are doing donuts here, I want my son to get some sleep who lives on Chelsea Street.</p>	
10004	N/A	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? [Summary of a phone conversation] requested a site meeting. Is against the speed humps. Thinks Smith Street and Tennyson Street is overkill. The person that we're meeting with at 2.30 wants speed humps. But her neighbour across the road on the corner of Russell and Chelsea will be quite affected and the footpath will be widened and trees planted. She is against the narrowing of Russell/Chelsea because buses have to negotiate that turn. A large truck had to move into the other lane when turning yesterday because it had a trailer, it's going to make it harder. There is no issue here currently. The other thing is the gutters, the bottom of Chelsea Street - the culdesac was never meant to be built on because it's a ponding area. we've had some heavy storms in the past where this end of Chelsea Street floods more than the Linwood Ave end.</p> <p>Number 50 is vacant in this photo. it now has a two storey house on it, and behind that is two storey apartments going right down to where that section ended. that has added more foot traffic and cars. there are a lot of rentals but it keeps changing. in the two storey apartments. a lot of cars have a lot of vehicles in the driveway and sometimes a lot of vehicles parked on the kerb side too. i don't like the idea of the kerb buildout either, particularly at 40A/42. it can be tricky to back out when you've got limited space to back around. a lot of modern vehicles are SUVs and you can't see past them.</p> <p>I know it says 30km/h at the bottom of Russell Street - up at those traffic lights coming from Pages road it says 30km/h. I wasn't aware that it was 30km/h for the whole street.</p> <p>(Second conversation summary) Had questions about the timeline for construction and the lighting in our meeting, John mentioned the lighting was fine, but was thinking it could be dark when people cut from the alleyway, and cross to Pamela/Chelsea intersection. Unsure if the alleyway is well lit at night as too nervous to try.</p>	Wendy Hinton
10005	N/A	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? See submission attachment: 2025/0610550 (Attachment B).</p>	Ann Marie McCarthy
31669	Somewhat	<p>What do you like about the plan for Chelsea Street and why? I would like to think it would give surrounding residents some pride for their area. I also think it's important to be cautious not to overspend in these areas at the moment when our CBD and suburbs like Riccarton still need serious attention in terms of infrastructure including rail and access.</p>	Jordan Vink

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		<p>What don't you like about the plan for Chelsea Street and why? I think it's important to increase spending on areas like the CBD and its Parkside suburbs in the interest of tourism and revenue for the city, which will in turn generate the income provided to spend on outer suburbs and projects like this one.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? More policing and security is needed in these areas, fix potholes, no need to build ivory roads.</p>	
31671	Yes	<p>What do you like about the plan for Chelsea Street and why? I like that it will slow down cars</p> <p>What don't you like about the plan for Chelsea Street and why? Needs yellow no car park parking out side 39-43 Chelsea street as cars parking there would cause a hazard. Also more sharrow markings or bike lanes to help guide cyclists through the intersection and to the major cycleway and esgate mall</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Thomas B
31674	Yes	<p>What do you like about the plan for Chelsea Street and why? I like the traffic calming details to stop cars speeding and using the area as a rat run. My family and I live on Thomas Street and we walk to the mall along Linwood Road a few times each week. Vehicles often speed around the corner of Chelsea St onto Linwood Rd as were crossing. It's an area with a lot of children walking and scooting and biking. I also like the new trees and planting in the plan, though I'd like to see more (continued below).</p> <p>What don't you like about the plan for Chelsea Street and why? In addition to what has been designed, I'd like to see more large trees planted to provide extra shading and greenery, especially as the area has so much concrete and tarmac.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Sarah Elicker
31676	Somewhat	<p>What do you like about the plan for Chelsea Street and why? The increase greening and speed bumps</p> <p>What don't you like about the plan for Chelsea Street and why? Not reducing the road width for all of Chelsea Street and not to subsequently increase the Bern planting. Not using the speed bumps similarly to the ones found on Wellington Street.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? You need to narrow the entirety of Chelsea Street and subsequently increase the burm width so more trees and foliage can be planted. The speed bumps need to be the same type of speed bumps found on Wellington Street, along with painted sharrows. Also need to increase the accessibility for bikes to access Linwood Avenue directly from Chelsea Street as when you exit Chelsea St onto Linwood Avenue it is a tight squeeze between the curb and cars waiting to merge onto Linwood Avenue. You also need to make the bike crossing more smooth as at the moment the curb is feels like it's 45° rather than 15° which damages the wheels due to bikes not having full suspension like motor vehicles do. Also I would move the speed bump that is the exit to Linwood Ave further back into Chelsea St. Maybe even resigned that whole exit with the main emphasis on bicycles and pedestrians, so the cars feel like they are in a bicycle/pedestrian space and they have to not feel welcome in such space so they purposely have to "tip-toe" around and forcing drivers to actually realise they aren't the main focus and they are now the "bicycle/pedestrian" (meaning they have less rights and aren't the main focus).</p>	Ashley Crook
31684	Somewhat	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why? The only thing I don't agree with is the speed bumps if the street is 30kmh there is no need for the speed bumps I live on the street (chelsea) and we do not need them I have several lowerd vehicles that will potentially sustain damage I avoid alot of streets in christchurch because of this . I don't want to have to sell my house and move to another street without speed bumps it will be highly inconvenient for me</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Dylan Galpin
31688	No	<p>What do you like about the plan for Chelsea Street and why? Nothing, why are we wasting more rate payers money on a street that is hardly used</p>	Tracy Marsh

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		<p>What don't you like about the plan for Chelsea Street and why? Everything, there are far more important things to be spending money on</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	
31689	Somewhat	<p>What do you like about the plan for Chelsea Street and why? Great for Chelsea Street, but Wyon Street has been asking for the something for more than a decade. We have been told by council that they don't have the funds as it would cost too much to do just what they are planning to do on this Street. So please explain how is it that this Street can be done but not Wyon Street, which had been approved but our funding got taken away?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Considering that Wyon Street was approved as mentioned, can the council please provide information on when Wyon Street will have the same upgrade done. Please refer to council meeting as well as meeting with mayor for this project.</p>	Brett Fellows
31694	No	<p>What do you like about the plan for Chelsea Street and why? I like that the grass verge and footpath have been switched around on Chelsea street, the way it is currently is unsafe to walk on especially when people's bins are taking up the footpath.</p> <p>What don't you like about the plan for Chelsea Street and why? While it may be safer for pedestrians, it actually makes it more dangerous for motorists. As a Pamela Street resident, the amount of times I have encountered near misses when pulling out from Cuba Street into Chelsea street or when pulling out of Russell street onto Chelsea street is crazy. Narrowing these intersections posses a bigger risk of accidents happening. Busses also have a very narrow turn when turning these same corners and your plan to narrow it is going to pose more risk than what it does to mitigate anything. In general there are so many speed bumps on this side of town and it is beyond a joke.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Please actually consider motorists and not just pedestrians and cyclists. I know that's not the "green way" way but we still exist and deserve consideration.</p>	Haylee Rossiter
31696	No	<p>What do you like about the plan for Chelsea Street and why? Th wonky thing I like about this plan is making it brighter</p> <p>What don't you like about the plan for Chelsea Street and why? For starters the lower speed limit is ridiculous no one sticks to it not your staff in any 30km specifically bus drivers don't stick to it and people get fed up with it everyone speeds down. By putting in speed bumps your only testing people's breaks and making suspensions worse.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? The government is reversing speed limits look at why they are dpi)g this and think of reversing the cities keep it 30km around school drop off and pick up times otherwise put it all back to 50/60km. We have the lowest speed limits and a higher crash rate do the math</p>	Jess Canton
31738	Yes	<p>What do you like about the plan for Chelsea Street and why? Very pleased to see the plans as we have four young kids who walk/bike/scoot this street every day along with numerous other kids from Linwood Ave School/Te Huarahi.</p> <p>Most drivers are careful, which gives the kids a false sense of security - but buses (140 route) and the occasional boy racer drive way too fast.</p> <p>What don't you like about the plan for Chelsea Street and why? Mostly great but I think a couple of zebra crossings would also contribute to safety, ideally incorporated into the speed bumps if this is appropriate/the safest option (and if the vegetation is low growing obviously).</p> <p>One could be closer to Russell St (either outside 24 or 38 Chelsea) and one at the Linwood Ave end of Chelsea St.</p> <p>If you observe traffic & pedestrians at the Linwood Ave end you'll see most drivers and pedestrians treat the crossing as a defacto zebra crossing anyway, leaving a space for people to cross between vehicles. As long as a crossing was set somewhat back from the main road - as it appears to be in the renewal plan - I think this would still be safe.</p>	Elizabeth Henry

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		<p>Worth noting that the school normally has staff members manning the traffic lights at key times so they may also be able to watch the zebra crossings.</p> <p>Finally - I'm not sure if the council has any jurisdiction over the road into Eastgate shopping centre but could that also benefit from a raised zebra crossing? Again, kids and some drivers treat this as a zebra crossing but this can give the kids mixed messages as they don't know whether a driver is going to stop.</p> <p>Thanks very much for reading & for looking to make our street safer.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	
31780	No	<p>What do you like about the plan for Chelsea Street and why? Nothing</p> <p>What don't you like about the plan for Chelsea Street and why? Waste of time and money nothing wrong with the layout as it is!!!!</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Yes put the money into Maces Road up grade and Ruru Road East by putting kerb, Channeling, footpaths, and a good road surface! Both roads are a bloody disgrace!!!!</p>	Geoffrey King
31783	Somewhat	<p>What do you like about the plan for Chelsea Street and why? Speedhumps, narrowing of the majority of the street will prevent unnecessary speeding/drag racing</p> <p>What don't you like about the plan for Chelsea Street and why? The narrowing at the junction of Chelsea and Pamela will be quite dangerous around the corner, particularly as drivers are already impatiently cutting/getting unnecessarily close (I use that corner often on the way home from Eastgate) and that's without reduced width. Not complaining about such as a NIMBY; but as a pragmatist that has to navigate unnecessary danger often on that particular corner.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Overall it's a good plan and if people aren't prepared to slow down and look out for one another then mechanical/physical restrictions are also a good option to do so.</p>	Mark Menegus
31816	Somewhat	<p>What do you like about the plan for Chelsea Street and why? Additional plantings and increased ease for pedestrians to cross the road in the absence of a zebra crossing.</p> <p>What don't you like about the plan for Chelsea Street and why? There is a missed opportunity to increase urban tree cover adjacent to the large expanse of asphalt that is Eastgate Shopping Centre parking lot. Parking is not at a premium here and so road width is not required with landscaping extended up to Linwood Avenue. This would aid with speed control. The design of the speed humps narrows the road so cyclists riding between the Rapanui cycleway and Eastgate will need to pull into the traffic lane - turning the pavement running on the northern side of the road into a shared pathway would be a low-cost way to mitigate the risk.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Julien Gutknecht
31869	Yes	<p>What do you like about the plan for Chelsea Street and why? I really like the landscaped areas and wish it would also be done just south of the carparks. as there is no need for onroad carparks on linwood and Russel street as there is plenty of offroad parking</p> <p>What don't you like about the plan for Chelsea Street and why? lack of curb buildout around cuba street, 14meters street width is overkill for the width of the street 9 meters would be much more reasonable, it could be narrower lack of raised safety platform for the pedestrian crossing points</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? I do not live in the area, though I have both driven and rode a bicycle through the area many times. And want the people who live on the street to have a quieter safer, more beautifully landscaped street to live on.</p>	dave gardner
31892	Somewhat	<p>What do you like about the plan for Chelsea Street and why? Replace the old kerb and deep-dish gutters between 30-40 Chelsea Street, and between Russell and Pamela Streets on both sides of the street.</p> <p>Improved cyclist directional paint at the Linwood Ave end of Chelsea Street where cyclists enter and exit the Major Cycle Route.</p>	Dianne Downward

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		<p>Tactile pavers (textured ground surfaces) which help visually impaired pedestrians cross the road.</p> <p>all above make it a bit safer for all users</p> <p>What don't you like about the plan for Chelsea Street and why? Renew the street, between Russell and Pamela Streets Widen the footpath on the northern side of the street between Russell and Pamela Streets. The planting will include a mix of species, featuring native trees such as Tāmara and Hoheria, complemented by low-lying shrubs suited to this location.</p> <p>UNNESSACARY EXPENDITURE which narrows the street making less room to manoeuvre for buses, cars and cyclists. less room for cyclists, With on street parking it will become very narrow and much harder to see cyclists and other cars, Less room to turn onto Russell street and Pamela Street, with unnecessary kerb build out on both entrances to streets and on south side of Chelsea St near Pamela St and Russell St. With future housing development (and possible mall development) in the area which will have little to no off street parking provided (or less parking for mall), the need for on street parking becomes greater. Trees under power lines is not a good idea and even shrubs need expensive maintenance all at a time people are struggling to pay for basics. This isn't even a nice to have and is definitely not a necessity.</p> <p>Install four 75mm speed humps to achieve a safer 30km/h operational speed for vehicles. Three of these speed bumps include kerb buildouts between Linwood Ave and Pamela Street, and two will include Trident Maple trees.</p> <p>UNNESSACARY EXPENDITURE and overkill to have 4 speed bumps on a quite street. Chelsea St, being an enclosed street, is generally a calm, quite street with only the occasional car breaking the 30km/h speed limit. ONE person complained about cars speeding (how fast were they going?) it is not good to have speeding cars but those same drivers are also known to use speed humps to get airborne in their cars. Do cars really not slow down when approaching Linwood Ave and have to make a left hand turn? Is a speed bump really needed here? How many cars speed on this street? One a week? once a month? Once every 2 months? Every 3 months?.... What time of day or night are they speeding? What are the statistics on this issue? Is it a real problem to justify the expenditure or is it a presumed problem based on ONE complaint?</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? Otherwise the road surface is in good condition.</p> <p>If some residents feel unsafe crossing to the mall on this quite street, a zebra crossing could be installed from the south side of Chelsea Street to the mall. This is a simple cost effective measure that motorists respect.</p>	
31893	No	<p>What do you like about the plan for Chelsea Street and why? Replacement of the gutters</p> <p>What don't you like about the plan for Chelsea Street and why? Narrowing Road and Footpath area to put in plantings The selection of plantings Planting trees on speed humps Does not address that there will be increased need for on street parking for High Density Housing being built Drainage issues do not seem to be addressed as the area is Flood and Liquifaction Zoned Camber of the road does not seem to be being addressed.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans? It is all very well getting Community input but sometimes common sense and practicality needs to be looked at too.</p>	Annette Hobby

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31897	No	<p>What do you like about the plan for Chelsea Street and why?</p> <p>What don't you like about the plan for Chelsea Street and why?</p> <p>Kia Ora, My name is Ma'a Evalu and I have lived on Chelsea Street for 38 years. I have travelled through Chelsea, Pamela, and Russell Streets my whole life and have seen the development of the area through this time.</p> <p>I am in receipt of the flyer in the mail about the proposed changes.</p> <p>There are issues that I wish to be made known as a long standing resident of Chelsea Street, and I know I am not the only one (we have our own group chat) who has concerns about this.</p> <p>Narrowing Chelsea Street between both ends of Russell and Pamela Street to 9 metres will create congestion issues, with little room to navigate.</p> <p>The southern end of Russell Street is already 9 metres and can be awkward to navigate if there is parking just after the existing speed bump. This is made even more so if there is a bus travelling through.</p> <p>This issue is only going to intensify due to the residential density laws where existing houses are being demolished so property developers can create crammed living spaces.</p> <p>On Russell street there is a new Wolfbrook development which will create more demand for onstreet parking. The 9 metre space on Russell Street will only get more intense for space.</p> <p>This is already the case for the new multi residential build unit at 50 Chelsea Street. Where onstreet parking is more prevalent due to presumably a lack of space at that particular site. Reducing the space to 9 metres will make it similar to the southern end of Russell Street.</p> <p>There is a suggestion of increased native species of plants on Chelsea Street. While I believe more native species is noble, I do not believe it is workable because of the space required to take up on Chelsea Street. Perhaps if there was education or incentive to grow them the local residents will oblige on their own property.</p> <p>The same issue would create problems at the intersection of Pamela Street and Chelsea Street, by reducing it to 7 metres.</p> <p>I am unaware of any data specific to Chelsea Street that calls for the need to place speed bumps.</p> <p>Is there anything else we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?</p>	Ma'a Faletanoai-Evalu



Disabled Persons Assembly NZ

March 2025

To Christchurch City Council

Please find attached our submission on Chelsea Street renewal

For any further inquiries, please contact:

Chris Ford

Policy Advisor – Southern and Central



Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Rangatiratanga / Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Pārongo me te tohutohu / Information and advice: informing and advising on policies impacting on the lives of disabled people.

Kōkiri / Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The Submission

Disabled Persons Assembly welcomes the opportunity to feedback to the Christchurch City Council on the Chelsea Street renewal project.

We support the proposal to renew Chelsea Street between Russell and Pamela Streets.

DPA views this project as positive given its focus on making the changes inclusive and accessible for everyone, including disabled people.

We support the main proposals around making this happen including:

- Widening of the footpath on the northern side of the street between Russell and Pamela Streets.
- The planting of new trees which will include a mix of species, featuring native trees such as Tōtara and Hoheria, complemented by low-lying shrubs suited to this location.
- Installation of four 75mm speed humps to achieve a safer 30km/h operational speed for vehicles – this will improve pedestrian safety, especially for disabled and older pedestrians.
- Improved cyclist directional paint at the Linwood Ave end of Chelsea Street where cyclists enter and exit the Major Cycle Route – this will help avoid any collisions between cyclists and traffic/pedestrians.
- Laying of tactile pavers (textured ground surfaces) which help blind and low vision pedestrians cross the road – this will make it much safer for this group.

However, we have a further recommendation to ensure that the upgrade is even safer for everyone.

<p>Recommendation : That when planting trees, care is taken with tree roots so that they don't protrude and that trees are placed so that they do not impede the visibility of pedestrians and motorists or drop too much debris onto the footpaths.</p>

Submission on Street Plan for Chelsea Street refurbishment

Attention: [REDACTED]nd Community Board

I have a friend who has lived in Chelsea Street for approximately 18 years and regularly visit her and the Eastgate Shopping Centre so am well acquainted with Chelsea Street.

My comments regarding gutters and drainage are that the deep dish gutters certainly should be replaced as there are many broken areas and the bridges required for access to properties are due for replacement too. However, while this is being done allowance should also be made for the fact that the area is also in the Council and ECAN designated Flood and Liquifaction Zone so adequate fall needs to be built in to allow the waste water to drain. The area has also been designated a High Density Build area and so a greater amount of the rainfall will now be going in to the Waste water system with more land that absorbs it being covered with buildings and driveways.

To make it safer for pedestrians the kerbs all need replacing and widening, if anything, as there are likely to be more people in the area using them (High Density Housing) and in these areas the likelihood of people in mobility scooters and wheelchairs or needing support will be greater. Putting in Trees and shrubs will take up room that should be available for wider footpaths. Shrubs could be used at corners to give some vegetation to show it was a corner but who came up with the idea of Totara and Hoheria? Forest trees that are totally unsuitable for planting in an urban environment? As for planting the maples in the middle of the speed bumps a nice light there would make much more sense to me.

The area I live in had parking areas removed, planting done and road narrowing so I have personal experience of this. Parking for those living in High Density Areas is at a premium as there are many more people living on each block and for most there is no parking area available on the site.

Unless there is community input into the plantings, they just turn into weed patches that require Council staff to constantly attend to them so I ask you to rethink how you go about this to make it more user friendly and low maintenance.

Annette Hobby
[REDACTED]

To: members of the Coastal Burwood - Linwood Community Board and Samantha Smith

Re: Chelsea Street Renewal Plan

Dear Members and other good people present,

I am a resident of Chelsea street for almost 18 years. I walk and drive along Chelsea street daily and at all times of the day, including in school hour traffic.

I have a number of comments to make and some concerns that I would like addressed.

The stated reasons for this upgrade include (quote) potholes, accidents, near misses and requests.

In the 2023 and 2024 period, there was an issue with potholes and this has been remedied.

I have never witnessed or known about a traffic accident in Chelsea street in all of my time living here. The Give Way sign on corner of Russel and Chelsea is well observed and as for near misses, they perhaps do occur but, not in my experience. I am fortunate to know almost all of my close neighbours and no one has ever told me that they think that Chelsea Street is dangerous. In fact, it is a lovely, largely quiet street, which is especially amazing since it backs onto a busy mall.

Few cyclists use this street.

The deep dish gutters are an inconvenience and they need to be improved.

When housing development occurs at 46 Chelea, then drainage and plumbing must be addressed. And addressed AT THE SAME TIME that the kerb improvements are made.

Other than this, all of the other proposals are trivial and will, in my opinion increase traffic congestion and inconvenience to the residents.

These trivialities and agenda driven crazy things that you propose include:

1. 30 km speed limits (case in point, Pamela Street which is a quiet residential street with no schools, kindergartens, hospitals, etc)
2. Kerb buildouts on Pamela street
3. Narrowing of the entranceway into Russell street when this is used as a bus route?
4. Inclusion and choice of natives such as totara which are unsuitable as street trees, and when left unattended become straggly and unsightly.
5. The number of speed bumps.
6. Wider footpaths when the pedestrian population is minimal , even in busy times.
7. Patterned surfaces and tactile pavers? And this, when my rates are climbing to be almost unaffordable?

To conclude, I urge you to reconsider this plan and to make sure that you cover the basics: good solid road surfaces, width to accommodate more parked cars, adequate plumbing and pipes for housing development on the street.

Yours Faithfully,

Ann Marie McCarthy