

Waitai
Coastal-Burwood-Linwood Community Board
MINUTES ATTACHMENTS

Date: Monday 11 August 2025
Time: 4.36 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

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Waitākiri Primary School –
Community Board Proposal

Keep Us Safe!







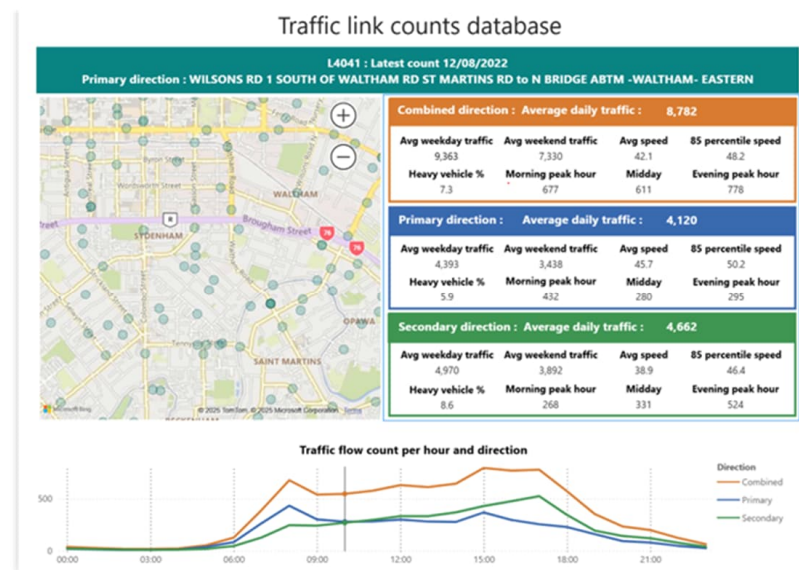
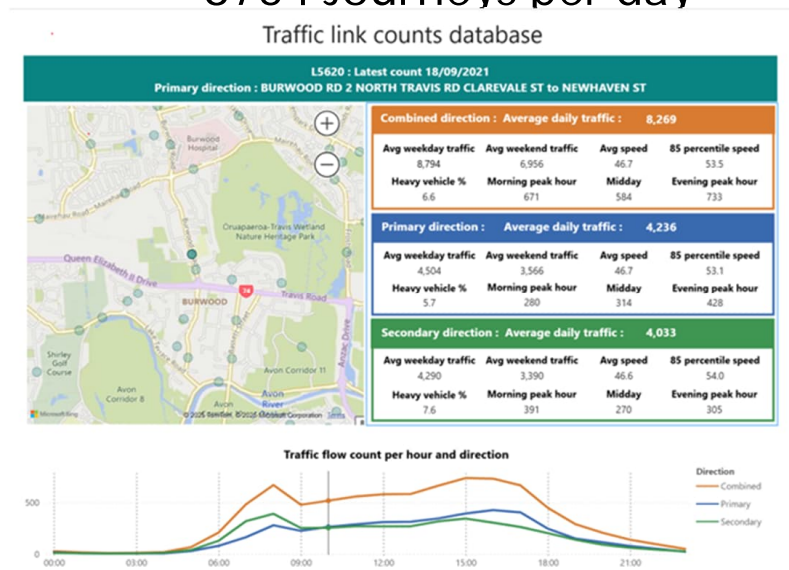




Traffic around Waitakiri School

How many vehicles go down Burwood road?

- In the morning there is about 1,500 vehicles between 7:30 and 9:30
- During the afternoon, 2:30 and 4:00 about 850 vehicles past our school.
- 8754 Journeys per day











Thank you all for all your hard work in creating and reading all these reports,

How many have ever visited Chelsea St?

Something I'm very concerned about is that **before** consultation with the community, that you are meant to represent, a decision was made by this community board on 11 November 2024 not to have a partial street renewal but the decision now is option 1 of everything or option 2 nothing.

The following options were considered but ruled out: 4.16.1 Do minimal street renewal of Chelsea Street: This option was dismissed at the Community Board meeting on the 11 November 2024 as the residents and users of Chelsea Street would not receive the same level of increased amenity improvements provided by the **preferred option**. (**Whose preferred option??? who is making the decisions here??? Someone who has only seen Chelsea st through google maps?**)

Waitai Coastal-Burwood-Linwood Community Board 11 November 2024 This included the replacement of the deep dish channel on the same alignment and extended the traffic calming between Linwood Avenue and Russell Street through to Pamela Street, it did not narrow the carriageway nor provide a planted berm with trees between Russell and Pamela streets.

Thus BEFORE consultation with the community, those who live and use the space, a decision was already made for the community by those who DO NOT live in and use this space and may have only seen it through google maps.

The consultation to the community was not open and transparent as it failed to inform that the **only** decision the community could make was 1) except the whole plan or 2) have nothing done

This lack of openness has wasted time, money and energy as the community debated parts of the design it liked and didn't like thinking they had a say in the matter when in reality the only choice was nothing or everything.

EVERYONE wants renewed curb and channel, updated sewage and drainage in preparation for housing intensification of the area.

More on street parking will also be needed as the new housing to be built will not have off street parking therefore any loss of parking through street narrowing or because of build outs, is significant.

The future needs to be considered not just the next few years.

Ma'a Faletanoai-Evalu's feedback was excellent.

Narrowing roads do not make them safer for anyone as it is harder to see pedestrians, cyclists, and cars plus there is no room to maneuver out of each others way making accidents more likely to happen not less.

Other aspects of the design are considered needed through hearsay and ideology. There is no data re speeds etc on Chelsea St.

I note that there is concern about people crossing the street yet there are no pedestrian crossing in the design offered. Only courtesy crossings that a driver is not required to stop at.

A pedestrian crossing requires a diamond painted on the road before the crossing, black and white painted stripes on the road, a black and white striped pole at either side of the crossing with a round orange ball or circle on top.

Cars usually give way to pedestrians, even those crossing in the middle of a street where there are no

markings of any kind, because despite what some think, drivers are not evil people out to speed, run people down and cause havoc at every opportunity.

In my written submission I suggest a zebra crossing could be installed without a speed bump. This is a simple cost effective measure that motorists understand, respect and has been used in other parts of the city successfully, there is no reason it will not be successful here.

We do not need speed humps.

I didn't even know that the speed on Chelsea street was only 30km until I started doing my submission. How many other drivers are not aware of the 30km speed limit and travel or speed at 45 or 50 km because that is what they are used to?

I note that a staff member says they don't want to have too many signs up and that the sign on Russel street near Buckleys road indicates that the whole area is 30 km. Apparently there is also a sign at the Linwood end of Chelsea street as well

Anti social driving behavior usually takes place at night as referenced by a submission that a residents son needed his sleep. I agree this behavior needs to stop. This is a policing matter and the police need to set up cameras and catch the offenders otherwise the antisocial driving is not stopped but moves to a different location.

If the police don't have the resources to set up a camera and monitor the situation, I suggest the community board buys a few cameras that can be **temporarily** placed on properties near where the anti social behaviour happens and when there is enough evidence to identify and prosecute the offenders, the cameras can then be used in other areas of the Waitai Community Board for similar purposes of gathering evidence.

At the moment I haven't seen a lot of evidence of cars speeding, we don't know what speed are they doing, 35km, 40km, 50km or 80km. How often it is happening -everyday/night, once a week ,once a month and so on.

No real evidence, no data, only hearsay. I don't think hearsay justifies spending \$1M on so called traffic calming measures when an online stuff poll revealed that some like to use speed bumps as a ramp to get some 'air'.

I don't deny that anti social behaviour is happening, it happens everywhere, my point is the few that are doing this need to be identified, caught and prosecuted not moved elsewhere.

I have witnessed the difficulty buses have in making the turn onto Russel St at present, having to use part of the other lane to complete the turn.

I note that the build out near Russel street is made in such a way as to shift the lane for traffic to the right side of the Chelsea St to help buses make this turn.

What about large vehicles wanting to turn left onto Chelsea ST or turn right onto Russel street from Chelsea street? With the extended curbing/plantings and build out opposite narrowing the street, I foresee large trucks, people towing trailers, Firetrucks, rubbish trucks, machinery used in building more housing, and other vehicles needing to use part of the new planting area and possibly the build out in order to make the turn.

I understand that the city wants to see more trees planted in the east, why not plant some trees on

Pamela street where there is room on the berm and not under power lines.

You could try something innovative and ask homeowners if they would like a tree planted on their property next to the street. Many streets are very green because of the plantings on private property next to a street with the public footpath area narrow like Chelsea St.

Other streets in the area are crying out for renewal and instead of going all out with this street, the love should be shared around.

What could \$1M do for another street in this area?

Thank you

Each speed hump with build out costs

The average price of a speed hump with adjacent builds out as proposed for Chelsea Street renewal is approximately \$25,000 each. The costs for the 4 humps and three sets of build outs from Linwood Avenue and Russell Street are a total of \$100,000 this cost also includes traffic management, signs, road marking and upgraded lighting.

These costs can vary depending on the condition of the existing road surface, how they are to be installed and the proposed finishing of the buildouts either planted, with trees or patterned surface.

The Chelsea Street Renewal project is part of a programme of renewal works included in the Christchurch Regeneration Acceleration Fund (CRAF) in the Waikura Community Board Area. All roads identified for renewal under CRAF funding were at the sole discretion of the Community Board.

CRAF is a funding package from the Treasury for transport projects in Christchurch. The CRAF investment in roading and transport improvements will address condition, safety and access issues. It will act as a catalyst towards the development of a high-quality, safe and reliable transport network. There is no impact on CCC Rates to undertake these projects.

4.5.2 The do minimal estimate was developed to see if both projects could be carried out within budget. This option Street. Concept Plans for this have been developed (Attachment C).

Project	Approved CRAF budget	Scheme estimate	Estimate excluding priced risk
Chelsea Street	\$2,000,000	\$3,200,000	\$2,394,000
Chelsea Street Do minimal	\$2,000,000	\$2,300,000	\$2,300,000
Butterfield Avenue	\$1,650,000	\$2,900,000	\$2,830,000

4.5.3 Within the street renewal section of Chelsea Street, based upon digital records and asset data, there are major construction estimates, the following risk allowances have been made over and above standard Council contract

- Service locations at \$598,000.
- Coal tar within the top 125mm of pavement material at \$208,000.

Ōpāwaho Heathcote River Network

OHRN deputation 11 August 2025 to Waitai Community Board

Chrissie Williams and Malcolm Long

https://christchurch.infocouncil.biz/Open/2025/08/CCBCC_20250811_AGN_10597_AT_WEB.htm

Item 12: Urban Forest Planting Plan for the Ōpāwaho Heathcote River

At our AGM in June we acknowledged Quentin McDonald as our chair for the previous two years, and I was elected Chair.

Thank you for the opportunity to speak to you today to support this planting plan.

Firstly, we are grateful to Toby and other staff for engaging with us throughout the process, and responding so positively and fully to our comments. It felt like a true partnership. Toby also received a very positive reception when he was the guest speaker at our AGM six weeks ago.

Secondly, we thank the community board for your support of the Network and the work of our many volunteers. The work is certainly achieving positive environmental outcomes for the river and the city, and importantly, this work is strengthening community connections.

The planting plan

To us, the development of the plan was a great example of planning excellence

- This plan is evidence based
- It aligns with existing plans and policies - the Mahaanui Management Plan, The Christchurch District Plan – particularly recognising the Ōpāwaho as a Site of Ecological Significance, the Urban Forest Plan and others.
- There was a robust process to analyse the river environment to identify constraints and opportunities. While our focus is on recognising cultural values and improving in-stream, riparian and terrestrial habitat, we do acknowledge other desired outcomes such as protection of flood water conveyance and the flood plain.

And today your approval is sought. Without pre-empting your decision, we are hopeful there will be community board approval of the plan which means from now each restoration project won't need its own approval.

With this the network and our river groups will have certainty and direction on where, what and how to plant. The community partnership rangers will work with the groups to help them with this work, and how the guidelines affect their planning.

As identified in the report, we will continue to work with staff to further refine the guidance components. For example, we will need to work with staff to provide river groups the details on significant biosecurity weeds that should be removed before planting is carried out.

As a last point, because of the plan staff are anticipating that new community groups will be set up to adopt some of the areas identified in the plan. We need to be assured that the Council has the resources and people to support these groups, and that we know what expectation is on OHRN to help resource them.

Thank you and we are happy to answer questions.

Freedom camper update.

Firstly thank you for taking our problems seriously. I am happy to say that my husbands health is greatly improved. Hopefully if this ban can carry on it will stay as it is. We have had a few vans pull up and then drive away after reading the signs. Some appear to think that it means you can park between 10.00 to 7.00 We would really like it to go from opposite the cafe down to number 5. Ideally the whole street. As many have said in the survey.

On the issue of making it permanent or not. I know that the biggest wish for New Brighton is to make it a great place to be and visit. We feel the same. I know that some people think that the campers bring in money however I beg to differ. The campers seem to sit in their vans all day and play cards or chat to the people in the next van.

We have noticed a big return of people to the play ground and the cafe since news has got out of the trial. Today (Sunday) there are cars in the car parks. And it is only 6degrees out. It makes me think back to before the campers. Broadpark Park was always alive with families and social groups. I remember when the scouting groups came and celebrated end of year functions. The families in summer having fish'n'chip tea and a swim. In the heat of summer people would come once dad or mum finished work and picnic at the park, swim at the beach or just enjoy the weather. I remember coming home from work and the street would be full of cars and families over the last few summers there has been no room for this as the vans have taken over. I know the noise is our issue but by the time we go to bed everyone has gone

home the noise is gone. I also feel that the only people who benefit from these people it would be the Countdown.

So to sum up for us the trial was a huge success. And that Broadpark Road should no longer be on the Freedom Camper map. Both for our health and sleep but for the area in general.