

**Information Session/Workshop –
Waitai Coastal-Burwood-Linwood Community Board
NOTES ATTACHMENTS**

Date: Monday 23 February 2026
Time: 3.16 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

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Chelsea Street Renewal Community Board Workshop February 2026

Workshop purpose.

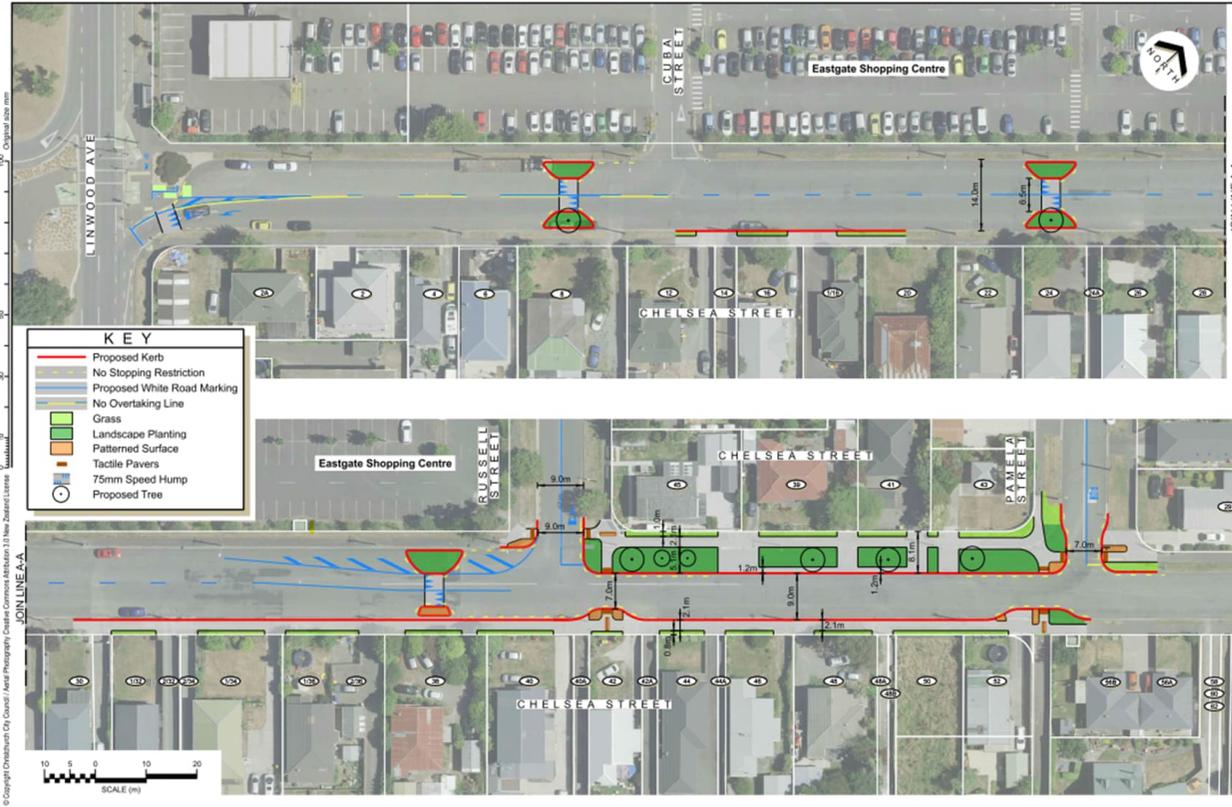
Community Board decision 11 August 2025.

That the Waitai Coastal-Burwood-Linwood Community Board let the Chelsea Street Renewal – Linwood-Woolston CRAF Report lay on the table until a workshop is held with the Community Board and Transport Staff to discuss changes to the plan based on submitters feedback and deputations received on 11 August 2025, specifically in regards to the narrowing of the intersections, speed humps, cycling infrastructure and the widening of paths.

Issues raised at the Community Board for discussion at the workshop include:-

- Public submissions, feedback and deputations
 - Bus manoeuvring space through the Russell Street Chelsea Street intersection
 - Provision of a crossing or raised platform at the intersection of Chelsea Street and Linwood Avenue
 - Provision of traffic counts for Chelsea Street and the surrounding streets
 - Options to consider different speed hump designs
 - Loss of on street parking and impact upon intensification
 - Cycle route provision
-

Proposed plan



Consultation Plan
 Feedback sought from
 Community Board
 11 November 2024

Project scope

Chelsea Street renewal is a CRAF funded project the purpose of which is to make a difference to affected communities by improving liveability and support their ongoing regeneration.

This includes addressing the condition of poor roading assets, safety and access issues with the aim of achieving a high-quality, safe and reliable transport network, improve connectivity and the customer experience to encourage more people to walk, bike or use public transport.

Replace existing kerb and dish channel	Repair existing flat channel where required
Narrow road to nine-metre carriageway - Russell and Pamela streets	Install 2.1 metre footpaths plus grass berm/landscaping along the property boundary
5.1 metre wide landscape area with trees on the north side of Chelsea Street	Install four speed humps between Russell Street and Linwood Avenue
Loss of approximately 20 parking spaces on Chelsea Street	Approximately 70 parking spaces retained
Improved pedestrian crossing points with tactile pavers at the intersections	Buildouts to narrow the carriageway to assist in traffic calming and improve pedestrian crossing points
Upgrade the street lighting where required	Replacement of the wastewater pipe and a section of the watermain

Community feedback and deputations 11 August 2025

Submissions by three recognised organisations and 22 individuals as set out in the report to the Community Board 11 August 2025. https://christchurch.infocouncil.biz/Open/2025/08/CCBCC_20250811_AGN_9674_AT_WEB.htm

Three deputations made at the Community Board meeting on 11 August 2025.

Key Issues

- The community engagement resulted in mixed feedback, half of respondents did not support the plan or the use of speed humps and half did support the plan and the use of speed humps.
- Some submissions called for more traffic calming and pedestrian improvements.
- Two deputations called for no speed humps or traffic calming. One deputation was concerned with speed and driver behaviour.

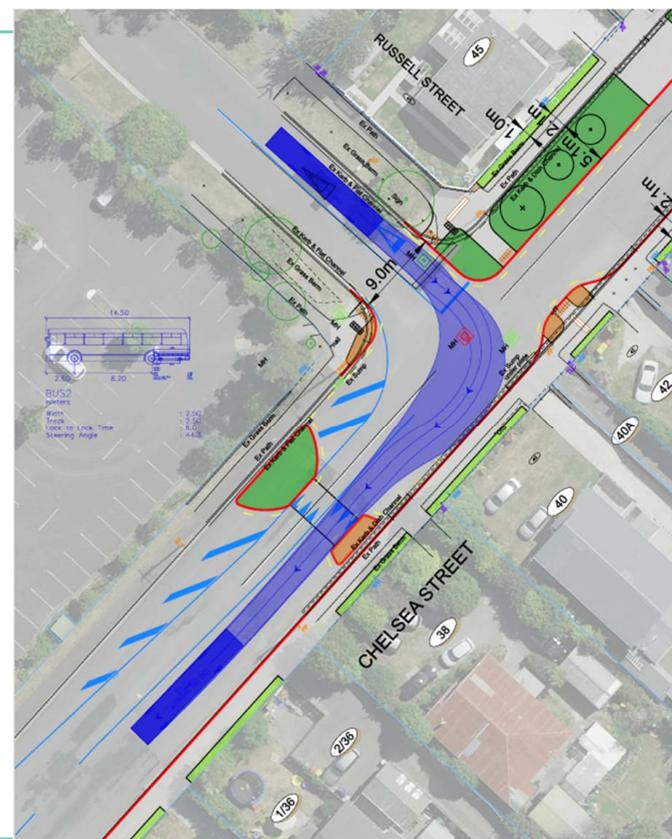
Bus manoeuvring -Russell / Chelsea Street intersection

Tracking diagram of a 14m long vehicle (equivalent to a bus) shows that a bus can manoeuvre between Russell Street and Chelsea Street.

Build out has been reduced in size and position to take into account future development of No38 Chelsea Street for residential units.

ECan have been consulted and seen the tracking diagram and agreed they have no objection as the bus should be able to approach the speed hump with wheels facing forward.

Ecan have a standard response with regards to speed humps in that they would prefer not to have them installed on bus routes but understand their purpose in reducing vehicle speeds.



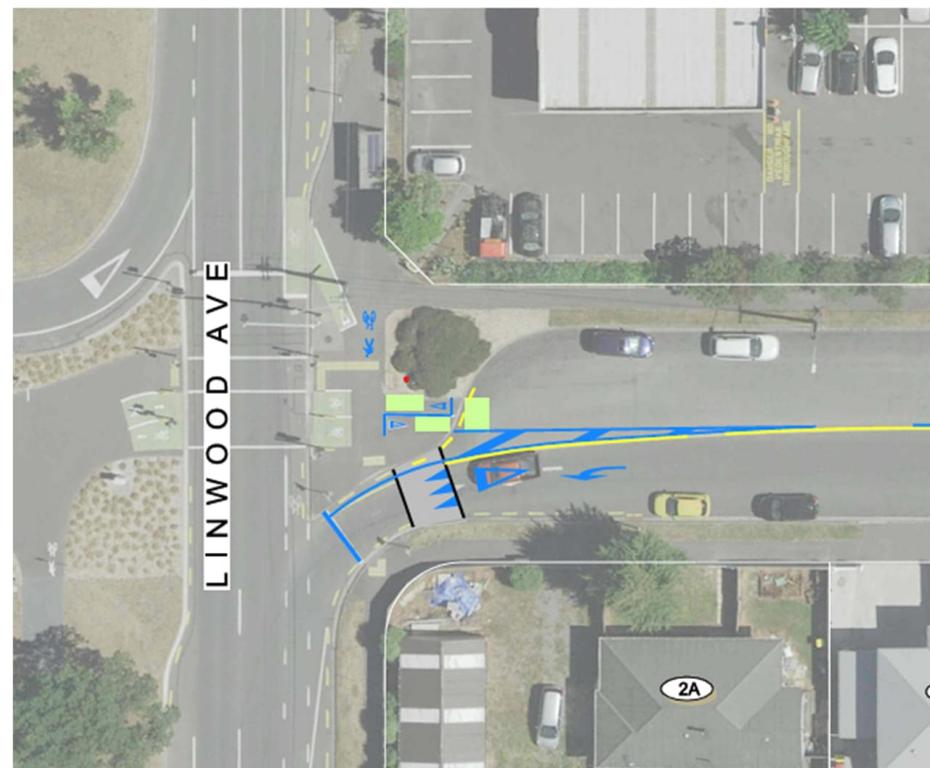
Pedestrian or raised crossing - Chelsea St/Linwood Ave.

Chelsea Street intersection with Linwood Avenue is single lane, left turn exit only.

Traffic approaching the intersection is within a 30kph speed zone and will be slowed by the proposed kerb buildouts and speed humps further east on Chelsea Street.

Proposed design includes a speed hump just prior to the crossing position where the pedestrian tactiles are located, to slow traffic at the crossing point.

Advice from CCC Transport Advisor states that "There are no thresholds for pedestrian crossings. A designer would select them based on the evidence they have which is traffic volumes, operational speeds, pedestrian numbers, land-use and context"



Traffic counts

Most recent traffic counts showing year and location taken.
 Shows average speeds exceed posted speed limit of 30kph.



Date	Location	ADT	Average Speed	85 th percentile speed
Feb 2024	Chelsea St (Pamela to Russel)	1,036	38.0	45.6
Mar 2025	Pauline (Pamela to Butterfield)	567	39.6	47.6
Mar 2025	Pamela (Chelsea to Pauline)	824	33.0	42.0
Mar 2007	Pamela (Chelsea to Pauline)	1,033	Not available	Not available
Sept 2004	Pamela (Chelsea to Pauline)	861	Not available	Not available

Speed hump design options

- Speed humps and kerb build outs are included in the original design of Chelsea Street between Linwood Avenue and Russell Street
- Due to safety and maintenance issues speed cushions are not recommended
- There is insufficient space for raised platforms or chicanes due to limited space, location of driveways and stormwater considerations
- Removing of the speed humps and retaining the build outs only may not result in the desired outcome of reducing traffic speeds to within the posted speed limit



Loss of on street parking and intensification

The proposal will result in the loss of approximately 20 parking space and will retain approximately 70 parking spaces on Chelsea Street

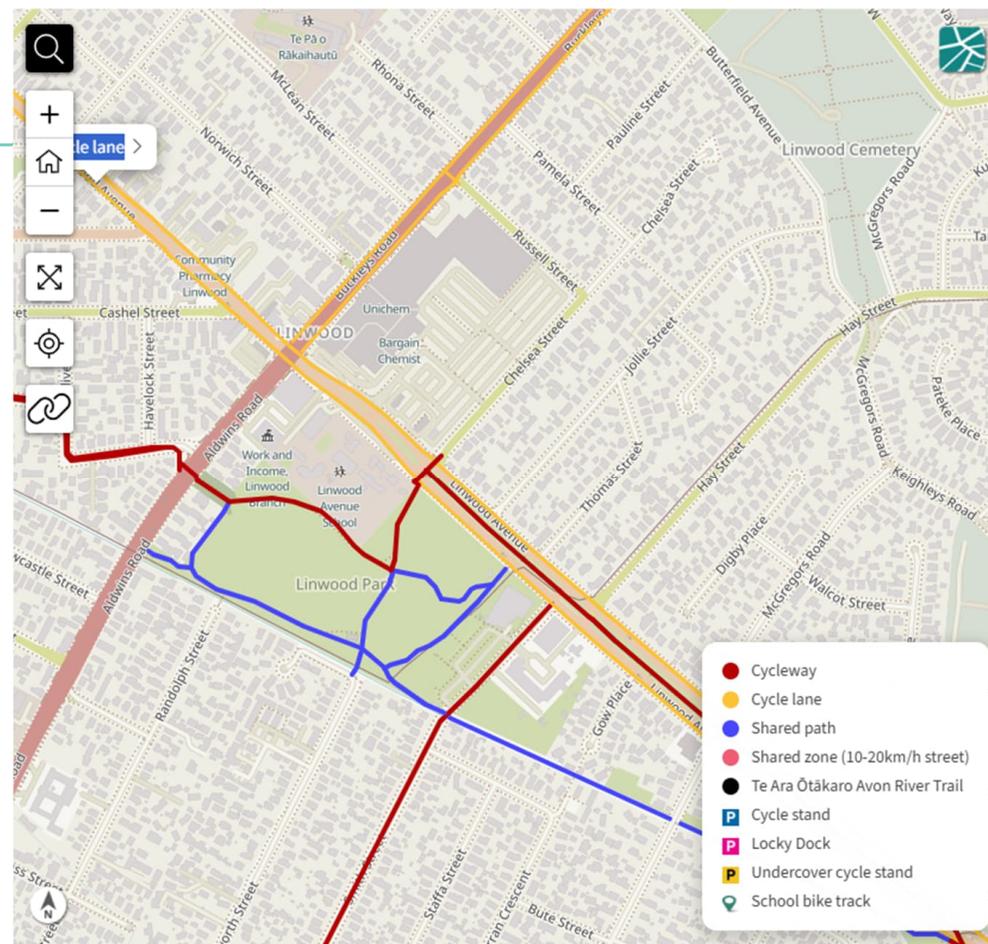
Parking counts have not been undertaken but observational evidence during site visits indicate there is always on street parking availability.

The western end of Chelsea Street can become more heavily parked around school time by parents taking children to and from school and utilising the Linwood Avenue pedestrian crossing

Cycle network

Chelsea Street is a local road and not part of a greenway therefore sharrow will not be installed.

A shared path from Linwood Avenue to Cuba Street was requested however it was not deemed necessary as no vehicles turn into Chelsea Street from Linwood Avenue therefore cyclists coming from the MCR are unlikely to have following traffic.



Questions/discussion/next steps