August 2023

To Christchurch City Council

Please find attached DPA’s submission on Gateway to New Brighton, Pages Road and Surrounding Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

policy@dpa.org.nz

**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](https://www.archives.govt.nz/discover-our-stories/the-treaty-of-waitangi) as the founding document of Aotearoa New Zealand;
* disabled people as experts on their own lives;
* the [Social Model of Disability](https://www.odi.govt.nz/guidance-and-resources/guidance-for-policy-makes/) as the guiding principle for interpreting disability and impairment;
* the [United Nations Convention on the Rights of Persons with Disabilities](https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html) as the basis for disabled people’s relationship with the State;
* the [New Zealand Disability Strategy](https://www.odi.govt.nz/nz-disability-strategy/) as Government agencies’ guide on disability issues; and
* the [Enabling Good Lives Principles](https://www.enablinggoodlives.co.nz/about-egl/egl-approach/principles/), [Whāia Te Ao Mārama: Māori Disability Action Plan](https://www.health.govt.nz/publication/whaia-te-ao-marama-2018-2022-maori-disability-action-plan), and [Faiva Ora: National Pasifika Disability Disability Plan](https://www.moh.govt.nz/notebook/nbbooks.nsf/0/5E544A3A23BEAECDCC2580FE007F7518/%24file/faiva-ora-2016-2021-national-pasifika-disability-plan-feb17.pdf) as avenues to disabled people gaining greater choice and control over their lives and supports.

**UN Convention on the Rights of Persons with Disabilities**

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),1 a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

* **Article 3 – General principles**
* **Article 9 – Accessibility**
* **Article 19 – Living independently and being included in the community**
* **Article 20 – Personal mobility**

**New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy2 to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

* **Outcome 5 – Accessibility**

# The Submission

DPA welcomes the opportunity to engage with the CCC on the Gateway to New Brighton Project. DPA recognises the importance of this project in ensuring that walkers, cyclists and motorists can have safe and easy access to New Brighton and the surrounding area.

DPA welcomes this project in principle but has some concerns which we will express in this submission.

These concerns relate to several issues including making sufficient safe space for both pedestrians and cyclists, ensuring that tree roots are non-obtrusive, footpaths flat and even and that audio traffic signals are installed at the planned intersections.

Otherwise, we favour the walking, cycling and traffic features being planned but seek much safer ways of separating each of these modes, particularly walking and cycling, to ensure the safety of everyone travelling through the area.

Our submission will traverse the issues of:

* The proposed fixes for Pages Road
* Creation of a T-Intersection with lights
* Pocket park and artwork space
* Proposals for surrounding streets

**The proposed fixes for Pages Road**

DPA supports many of the key fixes proposed for the Pages Road component of the development.

These include the proposals for on-road cycle lanes on each side of Pages Road and the new footpath on its south side.

However, DPA is concerned about the proposal to create a shared cycling-walking path along the northern edge of the road that will eventually connect with the City to Sea Pathway.

DPA reiterates its position that all cycling lanes and pedestrian footpaths remain separate but parallel to one another. This means that collisions between cyclists, e-scooter users and pedestrians can be avoided, which is something that many disabled people are justifiably concerned about.

|  |
| --- |
| **Recommendation 1:** that the shared cycling and walking lane on the northern edge of Pages Road be split into a separate but parallel walkway and cycleway with appropriate safety barriers being put in place to mark the boundary. |

**T-Intersection with Traffic Lights**

DPA supports the creation of a t-intersection with traffic lights at the Pages Road, Seaview Road and Hawke Street intersection.

DPA recognises that the Council is doing this to cut the evacuation time for people making journeys in a civil defence emergency and aiding more efficient traffic management at all other times.

DPA supports the installation of audio signals at the intersection to enable blind and low vision people to cross safely alongside other pedestrians.

|  |
| --- |
| **Recommendation 2:** that audio signals be installed at the t-intersection. |

We also favour the creation of an additional pedestrian refuge or other barrier at the intersection to act as an alternative traffic calming/slowing mechanism and to give people who may take more time to cross the ability to stop in the middle if necessary.

|  |
| --- |
| **Recommendation 3:** that an additional pedestrian refuge at the intersection be created to act as an alternative traffic calming/slowing mechanism. |

**Pocket park and artwork space**

DPA supports the concept of developing a pocket park and artwork space in the area.

However, DPA wishes to stress that shared spaces for both pedestrians and cyclists are not preferred, and we reiterate our position outlined in the first recommendation.

DPA recommends that more seating and shade be incorporated into the pocket park design.

|  |
| --- |
| **Recommendation 4:** that more seating and shade be incorporated into the pocket park. |

**Surrounding streets**

DPA supports the proposals being made regarding the side streets.

The points we have made above around separation of cycleways and walkways, and pedestrian crossings also apply here.

Our main concern in the surrounding streets (as in all other areas) is the planting of trees.

While we welcome the planting of tree cover to provide shade and contribute to the growth of tree cover as a means of reducing carbon emissions, we recommend that regular tree management is undertaken in all these areas as both new and existing trees grow older to ensure, amongst other things, that tree roots don’t pose accessibility and safety hazards for pedestrians and cyclists.

Protruding tree roots can cause the whole camber of a footpath or road to change over time, producing accessibility and safety problems for pedestrians, including disabled people using mobility devices including wheelchairs and walkers.

|  |
| --- |
| **Recommendation 5:** that regular tree management is undertaken in areas where new and existing trees are planted to ensure that trees do not pose accessibility and safety hazards for pedestrians and cyclists. |