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To Dunedin City Council,

Please find attached DPA’s submission on Transport Choices: South Dunedin Schools

For any further inquiries, please contact:

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**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.

**We drive systemic change through:**

* **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
* **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
* **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
* **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

**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 24 - Education**

**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 feedback on the Transport Choices: South Dunedin Schools proposals.

DPA supports the general principles behind the Transport Choices programme as it pertains to the safety of school children in and around schools.

DPA believes that more children should be enabled to walk, cycle, scoot and bus more often than is currently the case.

However, DPA does have some concerns which need to be addressed.

The first is that there is a heavy reliance on speed calming methods including the use of road humps and raised pedestrian crossings. While these methods can slow down traffic and achieve the key objectives of significantly reducing accident rates around schools, particularly amongst children and adults, there is a need to look at other traffic calming alternatives.

DPA believes this as we have had feedback from some of our members, both locally and nationally, that when disabled people, mainly people living with physical impairments, pain conditions or weakened/damaged muscles are being driven in motor vehicles over speed humps or raised pedestrian crossings, that it can cause great discomfort and an increased the risk of injury, even if being driven at relatively slow speeds.

At the same time, we acknowledge some of the benefits that traffic calming measures like raised pedestrian crossings have for disabled people in that, for example, disabled pedestrians can be more readily and easily seen by oncoming traffic.

DPA has been discussing with transport consultants MR Cagney how to address the conflict between promoting traffic calming as a safety tool and using methods which may have the potential to do more harm than good for disabled people.

MR Cagney have proposed two alternative solutions that the DCC should consider as traffic calming alternatives.

The first is road narrowing. It has been found that people drive slower when the available space is narrower. Even painted narrow lanes work better than unmarked, big wide streets.

The second is the placement of vertical posts placed on the centreline and edgeline. They create a narrow gap that makes drivers slow down, even though the lane remains at the same width. This is a technique used on roadworks sites. Instead of a long line of cones in the direction of travel, workers sometimes set up cones as a series of ‘gates’ and it tends to slow traffic down in that situation.

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| **Recommendation 1:** that road narrowing is introduced as an option by the DCC in the South Dunedin area. |

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| **Recommendation 2:** that vertical posts are introduced as an option by the DCC in the South Dunedin area. |

DPA encourages the DCC to think about using these proven road safety/traffic calming measures instead of just relying on humps and raised platforms. They can also complement the existing network of pedestrian crossings in the area.

DPA would also like to encourage the DCC to involve disability organisations and the Council’s Disability Issues Advisory Group in further discussion on these ideas.