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To Christchurch City Council

Please find attached our submission on the Banks and Kissel Street safety improvements

Disabled Persons Assembly NZ

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# **Introducing Disabled Persons Assembly**

**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.

Since our formation in 1983, DPA has brought disabled people together and shaped our collective input in a way that drives system level change.

**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/) and [Whāia Te Ao Mārama: Māori Disability Action Plan](https://www.health.govt.nz/publication/whaia-te-ao-marama-2018-2022-maori-disability-action-plan) 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

* modelling disabled leadership;
* as a member of the [Disabled People’s Organisations (DPO) Coalition](https://www.odi.govt.nz/guidance-and-resources/disabled-peoples-organisations/);
* as a member of [Disabled Peoples International](http://www.dpi.org/);
* as a member of the [Pacific Disability Forum](https://pacificdisability.org/), a member of the [International Disability Alliance](https://www.internationaldisabilityalliance.org/); and
* creating and supporting disabled-led initiatives such as [Mahi Tika – Equity in Employment](https://www.dpa.org.nz/mahitika/mahi-tika-equity-in-employment).

**Information and advice:** informing and advising on policies impacting on the lives of disabled people

* providing a channel for information between disabled people and government;
* providing advice, commentary, and submissions to Parliament, government agencies, and local authorities;
* providing advice to businesses and non-government organisations; and
* research.

**Advocacy:** supporting disabled people to have a voice, including a collective voice, in society

* listening to disabled people and identifying barriers to equity;
* engaging both nationally and regionally with our members and the wider community - disabled people, whānau, allies and organisations;
* building the capacity and capability of disabled people;
* partnering with other organisations on projects and campaigns; and
* engaging with the media.

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

* monitoring existing and proposed laws, policies and practices relevant to disabled people and whānau; and
* supporting government, organisations, businesses and the public to recognise, understand and address barriers to equity.

**The submission**

DPA welcomes the opportunity to submit on the Banks and Kessel Street Safety Improvements to ensure all pedestrians, disabled people, especially blind and low vision people, have a safe experience when crossing main streets. We would like to acknowledge the removal of on-street parking at the sites below which will make it safer for pedestrians to cross and for drivers to see people:

* At the intersections of Kissel Street and Banks Street
* At the intersection of Kirk Road and Banks Street
* At the proposed Kea crossing
* At the driveway of the Paparua Templeton RSA (to maintain access).

However, should any mobility parking have to be removed to effect this change, we would recommend that new mobility parking be created within any existing parking areas or new parking areas being set up as replacements.

DPA recommends that audible traffic lights be installed at the crossing outside the Templeton Primary School pedestrian entrance on Banks Street. This would enable everyone, including school children and disabled people, to cross safely and easily and that longer crossing times be permitted at this intersection.

DPA recommends that the tactile stripped mobility kerb cuts should not only be placed along Banks and Kissel Streets and Banks Street and Kirk Roads but also outside the Templeton Primary School pedestrian entrance. This would enable blind and low vision people to easily and safely navigate every part of this area.

DPA recommends that the angle of the proposed kerb cut on the corner of Banks and Kissel Streets needs to be investigated as it does not appear to be on the correct angle.

DPA recommends that council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.

**Recommendations**

**Recommendation 1:** That audible traffic lights be installed at the crossing outside the Templeton Primary School pedestrian entrance on Banks Street. This would enable everyone, including school children and disabled people, to cross safely and easily and that longer crossing times be permitted at this intersection.

**Recommendation 2:** That the tactile stripped mobility kerb cuts should not only be placed along Banks and Kissel Streets and Banks Street and Kirk Roads but also outside the Templeton Primary School pedestrian entrance. This would enable blind and low vision people to easily and safely navigate every part of this area.

**Recommendation 3:** That the angle of the proposed kerb cut on the corner of Banks and Kissel Streets needs to be investigated as it does not appear to be on the correct angle.

**Recommendation 4:** That council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.