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To Christchurch City Council please find below our submission for Centaurus Road roundabout – pedestrian safety improvements

## Disabled Persons Assembly NZ

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# Introducing Disabled Persons Assembly NZ

The Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person’s organisation that works to realise an equitable society, where all disabled people (of all impairment types and including women, Māori, Pasifika, young people) are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people to be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

* telling our stories and identifying systemic barriers
* developing and advocating for solutions
* celebrating innovation and good practice

# The submission

DPA welcomes the opportunity to submit on the Centaurus Road roundabout – pedestrian safety improvement. DPA wants to ensure that all pedestrians, including disabled people, have a safe experience when crossing Centaurus Road and Wilsons Road South.

**Agreement with need to extend width of crossing and install traffic calming measures**

DPA agrees with the proposals to increase the width of the existing crossing on Centaurus Road West. We also welcome the installation of new speed humps to slow down traffic approaching the roundabout on Wilsons Road South and both approaches on Centaurus Road.

DPA commends Council for putting in new pedestrian signage/markings on the footpath in Albert Terrace around the Mobil station to highlight the pedestrian space there. We hope that the signage/markings are situated in a way that both pedestrians and traffic can visibly see the signage.

DPA commends Council for its decision to install a small speed hump outside the Mobil Garage as another traffic slowing/calming measure to enable pedestrians to safely exercise their right of way.

**Some questions about the proposals**

However, DPA has some questions around these proposals.

Firstly, how would pedestrians know that the crossings were in the right place given that, for example, someone might be travelling at a high speed around the corner, especially from the direction of Albert Terrace or the sides of the road on either Wilsons Road South or Centaurus Road West which do not have raised speed humps? DPA recommends that speed humps be inserted on both sides of each road and not just one side.

Secondly, DPA notes that the ‘Kea’ crossing on Wilsons Road is being dis-established but that the kerb build outs are being kept. If the kerb build outs are being maintained, would it be possible for these to have tactile strips placed on the remaining buildouts as well for the benefit of blind and low vision pedestrians if they wish to use this?

Thirdly, we would like to know as to whether Council traffic planners have investigated the scenario where, for example, people driving down Albert Terrace and exiting on Wilsons Road South might encounter a person with mobility impairment who must cross the road slowly as this might hold up traffic around the roundabout? This scenario might present safety issues for not only the oncoming traffic but also the person with mobility impairment who might feel pressured into crossing far more quickly than they should.

DPA recommends that there should be a discussion between us, the Council, and other interested Disabled Persons Organisations (DPOs) including the local branches of Blind Citizens New Zealand, Muscular Dystrophy Association, Kāpō Māori Aotearoa, Deaf Aotearoa, and People First plus wider disability and community stakeholders including CCS Disability Action and Grey Power on these and other issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.

**Other recommendations**

DPA recommends that any kerb cut downs comply with the relevant Waka Kotahi/NZTA *Kerb ramp design standards*.[[1]](#footnote-1) These rules stipulate that footpaths must have a flat area at the top of kerb cut downs to ensure that any wheelchair user, scooter or mobility aid user or someone pushing a children’s stroller does not tip over sideways when using the footpath.

DPA recommends that when planting the two new trees, that they are of a variety whose roots will not eventually protrude through the footpath, thereby creating an access barrier.

**UNCRPD**

The UNCRPD Articles most relevant to our submission are:

* Article 4.3 Involving disabled people and our organisations in decisions that affect us
* Article 5: Equality and non-discrimination
* Article 9: Accessibility
* Article 19: Living independently and being included in the community
* Article 20: Personal mobility

The New Zealand Government policies and strategies which are relevant to this submission are as follows:

New Zealand Disability Strategy 2016-2026:

* Outcome 5: Accessibility

Wider impact on Disabled People

DPA believes that these changes are largely positive for disabled people wishing to access the area and should our recommendations be followed, they will serve to enhance the accessibility and safety of the new pedestrian crossings.

# DPA’s recommendations

**Recommendation 1:** DPA recommends that speed bumps be inserted onto both sides of the road at Centaurus Road West and Wilsons Road South.

**Recommendation 2:** DPA recommends that any kerb cuts comply with the relevant Waka Kotahi/NZTA kerb ramp design standards.

**Recommendation 3**: DPA recommends when planting the two new trees that they are trees whose roots will not eventually protrude through the footpath.

**Recommendation 4:** DPA recommends tactile strips are put in place at the dis-established Kea crossing to ensure that blind and low vision people can access this if they so choose.

**Recommendation 5:** DPA recommends that there should be a discussion between us, the Council, and other interested Disabled Persons Organisations (DPOs) including the local branches of Blind Citizens, Muscular Dystrophy Association, Kapo Māori, and People First plus wider disability and community stakeholders including CCS Disability Action and Grey Power on these and other issues raised in this submission so that solutions can be found to the remaining problems identified.

# Conclusion

DPA Christchurch alongside representatives from other DPOs, disabled people and disability organisations would like to be involved in further discussions around the Centaurus Road roundabout – pedestrian safety improvements. We believe that everything should be done to ensure accessibility for everyone, including the disabled communities who require pedestrian access in the Centaurus/Wilsons Road area. Our Christchurch Kaituitui and/or Regional Policy Advisor is available for this purpose and can be contacted directly.

1. New Zealand Transport Agency. (2022). *Kerb ramp design*. Retrieved from <https://nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/crossing-design-principles/kerb-ramp-design/> [↑](#footnote-ref-1)