June 2024

**To Christchurch City Council**

Please find attached our submission on the Improvements on Marine Parade

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 drive systemic change through:**

**Rangatiratanga / Leadership**: reflecting the collective voice of disabled people, locally, nationally and internationally.

**Pārongo me te tohutohu / Information and advice**: informing and advising on policies impacting on the lives of disabled people.

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

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

# The Submission

DPA welcomes this opportunity to give feedback to Christchurch City Council (CCC) on the proposed Marine Parade improvements.

DPA favours Option B as it will provide the much better level of pedestrian safety for everyone, including disabled people.

The raised safety speed platforms with pedestrian crossings, one speed hump and painted cycle lanes will be very welcome, especially for disabled people mobilising by foot, wheel or with a support animal, (e.g., guide dog) assistance.

This option will slow down traffic, something that is very important in enabling disabled people to cross any roads safely and reducing fatal injuries.

We have three recommendations for improvement.

The first concerns the pedestrian crossing at the corner of Hawke Street and Marine Parade. On both options A and B, the illustrations show that there is only a courtesy crossing on the corner of Hawke Street and Marine Parade separated by just a pedestrian refuge island in the middle.

DPA recommends that the pedestrian refuge be taken out and that a full pedestrian crossing is inserted instead of a courtesy crossing across the entire road. This crossing should align exactly with the tactile strips given the need to ensure the safety of blind and low vision pedestrians.

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| **Recommendation 1:** that the pedestrian refuge be taken out and that a full pedestrian crossing is inserted instead of a courtesy crossing across the entire road at the corner of Hawke Street and Marine Parade. |

The second concerns the need for a sheltered bus stop near the North New Brighton Community Club. We welcome the placement of a seat at the bus stop which will be very useful for everyone, including disabled people, whether waiting for a bus or not.

However, the seat needs to become part of a sheltered bus stop to protect people on wet and/or windy days while either waiting for buses or taking a rest from walking.

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| **Recommendation 2:** that a sheltered bus stop is created near the North New Brighton Community Club. |

The third concerns the placement of cycle ways in our favoured Option B. DPA welcomes the creation of a cycleway as part of Option B, but it is essential that the design and placement of the cycleway is done in such a way to maintain safety for disabled pedestrians.

DPA has heard from disabled people around the country that many disabled people when out either on foot or via a mobility device, for example via a wheelchair or mobility walker, and for many Deaf, blind and low vision people, they have experienced numerous near misses with cyclists either on or near cycleways or on shared footpaths.

DPA is supportive of cycling as an active transport mode and views it as an environmentally friendly and healthy activity that is engaged in by a wide range of people, including disabled people.

But the needs of cyclists must not come at the expense of the safety of pedestrians and disabled people. It is unfortunate that these groups are being forced into competing with one another due to the dominance of roading in our transport system.

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| **Recommendation 3:** that disabled people and disability organisations are involved by the CCC in discussions around the placement of the painted cycle way outlined in Option B. |