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To Auckland Council

Please find attached submission on Verdale Circle to Glendale Road (via Lucinda Place) shared path

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.

**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

# The submission

DPA is providing this brief submission for the benefit of Auckland Council’s Henderson-Massey & Waitākere Ranges Local Boards in their consideration of the Verdale Circle to Glendale Road (via Lucinda Place) shared path project.

DPA supports the concept of shared pathways as a means of ensuring that everyone can access their communities, including disabled people.

However, we would like to make a few recommendations in order to improve things, especially with relation to both options, particularly Option A.

On balance, DPA recommends Option A as presenting the best pathway option. We see that it has many positives including it being widened by at least two metres which will benefit many pedestrians, especially disabled people who use mobility devices including wheelchairs, mobility scooters, and walking aids.

We also see that this option provides easy access to the Glendale community and its many amenities for both cyclists and pedestrians accessing the path.

It has many other favourable attributes compared to Option B which could require more work and greater interruption as well as having to surmount various obstacles in order to be constructed.

DPA recommends that irrespective of whether Option A or B is eventually chosen by the Board, our main concern remains around how the shared pathway will be managed. Given that it will be used by both cyclists and pedestrians, we recommend that appropriate, accessible signage be placed along the walkway indicating the need for both pedestrians and cyclists utilising the shared space to look out for and be respectful of one another.

DPA recommends that if micromobility vehicles (including e-scooters) are to be permitted on the shared pathway, they should be required to travel at a very low speed, around 10km/h or less and users should be required to have regard to the needs of walking/mobilising pedestrians on the pathway at all times.

DPA recommends that a tactile strip running continuously along the path delineating the fully shared area from the pedestrian only area be installed. This would ensure the safety of blind and low vision people using the shared path.

Further, DPA recommends that, in partnership with other disability stakeholders, we would welcome the opportunity to be part of any discussions on the shared pathway with council officers and the Henderson-Massey & Waitākere Ranges Local Boards.

# DPA’s recommendations

The Disabled Person’s Assembly recommends:

* **Recommendation 1:** That Option A presents the best pathway option. We see that it has many positives including it being widened by at least two metres which will benefit many pedestrians, especially disabled people who use mobility devices including wheelchairs, mobility scooters, and walking aids.
* **Recommendation 2:** That appropriate, accessible signage be placed along the walkway indicating the need for both pedestrians and cyclists utilising the shared space to look out for and be respectful of one another.
* **Recommendation 3:** That if micromobility vehicles (including e-scooters) are to be permitted on the shared pathway, they should be required to travel at a very low speed, around 10km/h or less and users should be required to have regard to the needs of walking/mobilising pedestrians on the pathway at all times.
* **Recommendation 4:** That a tactile strip running continuously along the path delineating the fully shared area from the pedestrian only area be installed
* **Recommendation 5:** That in partnership with other disability stakeholders, DPA would welcome the opportunity to be part of any discussions on the shared pathway with council officers and the Henderson-Massey & Waitākere Ranges Local Boards.