

June 2024

**Tēnā koutou**

Please find attached DPA’s submission on Whangārei District Council’s Speed Management Plan for the Tūtūkākā Coast, Hikurangi and Ōakura

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.

**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 19 - Living independently and being included in the community**
* **Article 20 – Personal mobility**

**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**
* **Outcome 6 – Attitudes**

# The Submission

# DPA welcomes this opportunity to give feedback on Whangārei District Council’s Speed Management Plan for the Tūtūkākā Coast, Hikurangi and Ōakura

DPA strongly supports the speed management plan as the reduction of speeds will increase the safety and accessibility for our Whangārei disabled community.

# Safety

# A recent report by Auckland Transport (AT)[[1]](#footnote-2), highlighted that safer speeds have reduced deaths by more than 30%. A reduction of speeds near schools by AT would illustrate that we prioritise both the lives of our disabled and non-disabled children. Speed reductions give drivers more time to stop if a child runs out onto the road as there have been many sad stories of disabled children doing so and being killed.

# The Whangārei disabled community have also had members encounter near misses with unsafe drivers not slowing down. DPA is pleased that Whangarei Council wants safer roads for everyone.

# Travel

Disabled people travel to work, school, community, services, cultural events, education and appointments. The increase in travel time for drivers is minimal in comparison to the increased risk of serious injury or death of disabled people due to the speed that some drivers travel at. Slower speeds also benefit the driver as it provides them more time to react to any emergencies.

**Environment**

DPA recommends that road speed limits match the wider road environment to lower the potential for accidents. However, cycleways and walkways should be made accessible for people using wheelchairs and other mobility devices.

DPA recommends that walkways be built separate but parallel to cycleways to ensure the safety of pedestrians who travel by foot, wheelchair, or mobility aids (i.e., walkers).

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| **Recommendation 1:** that disabled people be prioritised as a key population group for consultation as co-design partners on any road environment, pedestrian infrastructure and or speed management plans. |
| **Recommendation 2:** thatany contractors involved in design are reminded of Council’s commitment to accessibility[[2]](#footnote-3). |
| **Recommendation 3:** that road speed limits match the wider road environment to lower the potential for accidents. |
| **Recommendation 4:** that walkways be built separate but parallel to cycleways to ensure the safety of pedestrians who travel by foot, wheelchair, or mobility aids (i.e., walkers). |

1. [aukland-transport-report-24-month-safe-speeds-tranche-1-monitoring.pdf (at.govt.nz)](https://at.govt.nz/media/1990901/aukland-transport-report-24-month-safe-speeds-tranche-1-monitoring.pdf) [↑](#footnote-ref-2)
2. <https://www.wdc.govt.nz/Council/Council-documents/Policies/Accessibility-Policy> [↑](#footnote-ref-3)