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**To Christchurch City Council**

Please find attached our submission on: Which option for Cranford Street?

For any further inquiries, please contact:

Chris Ford

Policy Advisor – Southern and Central

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

# 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 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/$file/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:**

**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 the opportunity to engage with the Christchurch City Council on its proposals regarding Cranford Street.

DPA acknowledges that the opening of the Northern Christchurch Corridor in 2020 enabled the creation of more public transport options, safer walking and cycling experiences and reduced congestion from North Canterbury to Christchurch City.

As an organisation, we support the need for environmentally and socially friendly transport options including bussing, walking and cycling.

However, we recognise that the primary aim of this consultation evolves around controlling the resulting spillover of traffic into nearby residential streets around Cranford Street, an issue that arose due to the transport corridor’s design.

DPA recognises the contributions that have been made by local community groups including the residents of Cranford Street and its surrounding area to this consultation.

There have already been some improvements made in terms of, for example, reducing the practice of ‘rat running’, by motorists, particularly during busy times. Rat running refers to the practice where motorists travel on side streets to avoid congestion, especially during peak hours.

We support the desire of Cranford Street area residents to fully reclaim the relative tranquillity and safety they once had in their community due to minimal traffic flows.

However, we recognise the need for more efficient transport flows along Cranford Street for all mode users.

Our feedback in this brief submission is focused on providing a disability perspective to this plan with an emphasis on accessibility and safety.

## Our favoured options – a mix of options 2 and 3

DPA favours a combination of Options 2 and 3 as the preferred solution.

A combined option would be possible provided that two conditions are met:

**Recommendation 1:** that parking be permitted on Cranford Street only during certain hours.

**Recommendation 2:** that if more bus stops are added (there are currently six) that there is room created for traffic to safely merge when travelling around buses on Cranford Street.

A mixture of Option 2 and 3 would give cyclists the space to safely manoeuvre and pedestrians the ability to easily navigate footpaths and access bus stops.

Having fewer vehicles occupying lanes would be another positive of a combined Option 2/3 design as well.

DPA supports the additional improvements that will apply across all options including a Northbound peak-hour clearway between Berwick and Westminster Streets, signalised crossing improvements on English Park, Westminster Street/Cranford Street intersection improvements including the addition of coloured road surfacing, improved efficiency on the Innes Road/Cranford Street intersection and increased off-street parking north of the Westminster/Cranford intersection.

All these improvements have the potential to improve accessibility, safety and transport efficiency if done right.