

## Submissions received on Linwood and Woolston bus stop upgrades – General program level submissions, June/July 2023

Please note some submissions in this table are blank, as these submitters chose not to answer the open text questions

### Would like to speak to the hearings panel

ID	Are there any specific locations where improvements are needed?	Is there anything else we could do to improve public transport safety in this area?	Is there anything else we need to know?	Name - Organisation
10023	The Board believes that the bus stop needs to move from outside 86 Pages Road as this is outside a property with cameras and can make people feel uncomfortable.	<ul style="list-style-type: none"> <li>• As a general principle, the Board would like bus stops close to schools, shops and public facilities to have shelters and with sufficient capacity.</li> <li>• Bus stop renewals should extend into the Coastal ward and exclude the red zone (but retaining stop #18448).</li> <li>• Bus stops on Hawke Street need upgrading to include shelters (#53472, #53486 and #39137).                             <ul style="list-style-type: none"> <li>o If possible, a shelter at #54218 near Alpine View Retirement Village should be added.</li> </ul> </li> <li>• There is little need for upgrades in Bromley/Woolston (excluding Linwood Avenue and Ferry Road) because the route is so infrequent (Coastal Ward bus stops as above could be prioritised).</li> <li>• The Board hopes that there is consultation focused on bus user groups and disability advocacy groups.</li> <li>• Where there are dish guttering there is a need for it to be adapted to allow safe access onto the bus.</li> </ul>	Nil.	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board Submissions Committee
10034			See submission attachment 10034	Emma Norrish - Waipapa Papanui-Innes-Central Community Board

### Organisations / Businesses

ID	Are there any specific locations where improvements are needed?	Is there anything else we could do to improve public transport safety in this area?	Is there anything else we need to know?	Name - Organisation
10031			See submission attachment 10031	Chris Ford - Disabled Persons Assembly NZ

### Individuals

ID	Are there any specific locations where improvements are needed?	Is there anything else we could do to improve public transport safety in this area?	Is there anything else we need to know?	Name
10001				Cody Cooper
10002	Pages Road bus stops have no shelter! They are horrible to wait at.	Pages Road also needs cycle lanes painted. It's just a big wide space and feels unsafe cycling here.		Clare Sargeant
10003	The Ferry Road Bus stops should be put back to their original positions, before the Woolston Village Plan screwed up the area for all the businesses.	Fix ALL the potholes on the road space.	Please DO NOT lower speed limits anywhere. There are elderly and infirm people living all over the place who need to have ambulances easily accessible and not slowed by narrowed streets, lower speed limits, traffic calming measures or raised crossing tables. All the aforementioned measures only serve to slow emergency services response times and will	Catherine Webber

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			ultimately cost lives of the people who are depending on emergency services to arrive in a timely manner. Consult with emergency services front line staff!  <i>See submission attachment 10003</i>	
10004	The east is lacking in sufficient bus stops so I am very glad to see these upgrades			Jack Halliday
10005				Philip Mander
10006	Radley street - all bus stops. Need covers from rain and rubbish bins			Jasmine Neale
10007	Buckleys Road outside Eastgate Mall (I think the stop no is 11164), same side of the road as the mall. The "shelter" that is there provides no shelter at all due to it's open mesh design sides and back, the seat is damaged and there is no bus finder there (I'm aware the latter is because the previous one was damaged). We need more seating for people who are waiting for buses, more shelter from the weather (particularly the rain) and a bus finder. Maybe a board like that at the hospital and Manchester Street super stops could work as there was a hanging electronic board there before the upgrade.	Nothing comes to mind at this stage		Cara Negus
10008	The section of footpath and roadside on Linwood Ave between St. Johns and Kidbrooke Street (with the bus stop 45449) is unsafe. The footpath becomes very slippery with rain and leaf debris. At the bus stop itself, it can be dangerous stepping out the back door of the bus as water seems to collect on the roadside.			Jennifer Nathan
10009	The bus stop by the corner of stanmore road and Armagh street needs to be upgraded. Especially for winter always getting wet with my young child.			Linda Kelly
10010	North Brighton, Avondale, wainoni. All over christchurch really. Always was a bus stop around the corner in all suburbs when I was little. Now you have to walk for miles,.			Suzie
10011	need a new bus stop at the Tannery heading into town			Viviane Mayer
10012	It would be a great idea to bring back the St Martins Murray Aynsley bus route but then join this onto bus route 155? But use Wilson's Road to St Martins Rd and onto Opawa Rd to join up with 155 bus route 😊	We definitely need maybe two Diamond Harbour Ferries and hopefully upgraded as they're not wheelchair/bicycles friendly at this time 🙏😊	The less congestion of vehicles on our roads the better for us All 🙏🌍❤️	Tracy Anderson
10014	No.	No. Stop wasting money on unnecessary and non urgent projects. LISTEN TO THE PEOPLE!		Rascal Rebel
10015	I couldn't tell 100% if there were stops planned for Hargood street - it looks like there is. Can I suggest you put some speed bumps down that road to sure safe speeds are adhered too - it's bad enough we get people flooring it down the street - adding busses to the mix is a disaster waiting to happen.	General lighting in the area needs to be better. As well as speed control measures - not a day goes by we don't hear someone doing burnouts and racing up and down hargood street and surrounding side streets		Ethan Waszczak
10016	The corner of Linwood Ave and Avonside Drive and the stretch between there and Stanmore Rd has needed repair for years. It floods continuously, it's not safe especially at night.	No it's fine how it is	Fix the roads please. The buses also drive on these, make it safe for them	Rachel Brownie

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10017	We have 2 bus stops at the end of manning place/ferry road nether bus routes for them take me into cashmere/Barrington area and it's also where my son needs to bus too. Catching a bus into the CBD then off to cashmere is unfortunately adding more time to the trip. Would love to see further bus's added to the stops we have currently but unsure if there is much others with the same view point.	Lighting on the sheltered bus stop by manning place and ferry road		Scarlett Conley
10018	40882 Eastgate mall side on Linwood Ave. the bus stop is too small and doesn't offer enough shelter for people. Bigger shelter, larger waiting area needed out of the weather. The next bus screen also gets vandalized multiple times so needs to be upgraded.			Kat Hitchings
10019				Pauline Mountford
10020	Woolston Park bus stop needs improvement too.			Peter Hughes
10021	More shelters on Harrow Street/Tuam Street	Good Lighting around bus stops		Philip Horan
10022	Radley Street (whole street) add seats and shelters if possible	Radley Street speed limit needs to change. The street is unsafe. My car and others down this street have been hit into by cars going far to fast The slight bend of Sheldon and Radley is an example of what the street could look like with decent bus stops. The Woolston neighbourhood seems to be going through this chance of lower speed limits and narrower roads. I'd suggest Radley Street does the same. Better for people, bikes, scooters and buses. Happier neighbourhood		Jayden Meads
10024	You need to make it safer to cross Ferry Road at Tilford Street to access the bus stop into town by adding a safety island between the roads.			Jennifer Riley
10025	An island on Ferry Road at the end if Tilford st to get to the bus stop would be great.		I would support a bus lane on Ferry Road, a timed one like on Papanui Road	Tom Riley
10026	From Linwood ave, The options are very limited of where you can take the bus, without walking towards ferry Rd or Eastgate.	Increase the frecueny of bus rides to no more that 15 min between buses	In general it would be very beneficial to have many more lines and different options of bus routes, I.e east to north without having to go to the cbd.	Pablo Ruiz Henao
10027	a traffic island at the end of Tilford Street would make it much easier and safer to access bus stop	Traffic island for pedestrians at the end of Tilford St please	I would use a bus more if dogs were allowed on them	Mary Prudence Lovell-Smith
10028			To make the use of line 3 more attractive they should change the driver in bus exchange. It is very frustrating to have to wait several minutes on Ferry Road for the driver change. In general, introducing (or rather re-introducing) a bylaw that forces car to give way to a bus leaving from a bus stop would make the whole public transport system more usable.	Lotta Aho
10029				Donna Buckley
10030				Diane Millar
10032		I would like to voice my support for all of the listed projects being advertised on the map: <a href="https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/">https://ccc.mysocialpinpoint.com.au/way-safer-streets/way-safer-streets-map#/</a>		Cameron Bradley

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		<p>There are too many projects to comment on individually, and regardless it is important that these are looked at holistically so our whole system improves how it caters to people not in cars.</p>		
10033		<p>Hello</p> <p>I wish to make a submission on your safer streets for linwood plan.</p> <p>My subject is what the CCC call the shared path from Hargood Street to Smith st at the back of linwood pool and linwood park. The locals all laughed at the insult of a cycleway as a new never been before linwood cycleway on linwood Ave.</p> <p>Because your shared path that connects with the official cycleway via linwood park and now also connects people to linwood pool has been the subject of major neglect for over 45 years since it was built and saw none of the big splash out for linwood Ave official cycleway.</p> <p>The burocratic irony that people walk on that cycleway in the trees but our 1st cycleway must be call a shared path and not a cycleway because people walk on it is just crazy.</p> <p>I have been cleaning up weeding and planting all along the out fall drain cycleway for the last 14 years. During this time I have only seen 2 repairs to this section of path. With the very dangerous path fall away by the gow place Arron crescent bridge needing a partition from the local labour MP to get anything more than the safety tape that was put up weeks after the damage.</p> <p>My submission to you is that the current state of this path needs a lot of fixing.</p> <p>With iusses such as</p> <p>major cracks that grow weeds and I keep spraying</p> <p>Hollow sections in the path that leaves gather in and rot creating a trip hazard until I clean it out</p> <p>Tree roots rasing sections of the path creating trip hazard and so sloped it is hard for wheel chairs.</p> <p>Not all of this path has lighting. The section between Smith st and Tilford st only has 1 light</p>		Richard William Rowe

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		Yet this path didn't even get a mention in the CCC safer street for linwood plain even when it connects to linwood pool on Smith street.  Regards Richard		
10035			Stop making bus shelters easy to smash - re glass.	Kay Taylor

### Comments

Comment	Upvotes	Downvotes
Yes! Catching the bus here is currently awful in the rain or sun	2	0
For the last mile, make sure there is good secure cycle parking at bus stops. or at some major bus stops. Cycling and PT together make an awesome combination, but they are often treated as two separate things in NZ. If you look at them integrated you can achieve so much more.	5	0
New and improved bus stops in Bromley Area. Like the 140 route and improved bus for the 140 route because lost of people yous it and Especially in the morning before school I also yous the route bigger bus for 140 route Please take this into consideration.	2	0
Awesome. The busses out our way are well-used and any upgrade to facilities will improve the experience.	0	0

13 July 2023

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Christchurch City Council

PO Box 73024  
Christchurch 8154

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

[ccc.govt.nz](http://ccc.govt.nz)

Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Way Safer Streets

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board, focusing on the Way Safer Streets projects in its area, is supportive of the proposed projects, particularly in respect of supporting safety near schools, and in respect of advancing its Board Plan Priority for 'A Connected Transport Network in Waipapa Papanui-Innes-Central (roads, cycleways, paths)'.

The Board wishes to ensure that community safety is at the forefront of all transport recommendations, including the need for safe speeds and safe streets for all of our residents.

The Board is also committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals, and wishes to ensure that the Strategy is being considered.

The Board also asks the Council to consider any other bigger picture issues when considering these proposed projects, including the impacts of intensification in the Board area.

The Board notes its fundamental support for active transport initiatives that promote walking, cycling and using public transport, and offers the following feedback in response to consultation questions on particular proposed projects in the Board area:

#### 2.1. Richmond Neighbourhood Greenway Cycle Connection

Firstly, the Board continues to support the greenway cycleway to link Richmond to the central city.

The Board also supports the submission of the Richmond Residents and

Business Association (RRBA) recognising their understanding of the area and local viewpoints.

The Board notes the indications of the RRBA that many residents are already using the proposed Greenway Cycle Route, justifying, as they put it, the immediate installation of this cycle route. Also noted is RRBA's suggestion to connect the cycleway to the central city by installing a cycle crossing at the exit point of Alexander Street across Fitzgerald Avenue to meet up with the existing cycle path on the left bank of the Avon River in Cambridge Terrace.

Further to this, the Board highlights RRBA's suggestion of combining this project with the current Richmond road rebuild/repair programme and a longer term proposal of linking this cycleway with the current one in Cambridge Terrace with another route through Heywood Street, Draper Street, Swanns Road to Retreat Road (which would provide many young cyclists using the Rowing Complex facilities at Kerrs Reach a safer route through the city and Richmond).

It is insightful that the RRBA indicates these projects would collectively provide safer travelling for Richmond residents and those travelling through Richmond by bicycle, skateboards, scooters.

## 2.2. Te Aratai College Cycle Connection

The Board supports this proposed project in general, perceiving general community support for it, but is sympathetic to small businesses near the intersection with Ferry Road.

The Board, accordingly, urges that consideration is given to endeavouring to find ways to mitigate adverse effects on affected businesses (such as loss of navigability and parking for existing customer bases) – solutions could be either permanent or for a decent transitional period that gives time for these businesses to adapt. Consideration may be given in this context to e.g. alternative parking, better signage rights, design changes in the plan, and/or added features that make the situation "better off" for them.

The Board would also be encouraged to see Te Aratai College students involved in design elements in the area, such as into bus stops so as to have a sense of ownership in the space and provide some uniqueness for the area – reflecting that the youth have an embraced place in the community.

Finally, the Board has some reservation around bus stops interacting with cycle lanes in respect of safety considerations, suggesting it be made clear whether the interactions have been fully explored with all options considered, and safety appropriately weighted.

## 2.3. Linwood Bus Stop Improvements

The Board is broadly supportive of the improvements where and as they sit within the Board area, where members are more familiar with their community, welcoming that public transport is being supported through this project as importantly connecting residents into their

spaces and destinations in a mode that is considerate of our Climate Goals.

## 2.4. School Safety Linwood

With particular reference to the sites within the Board area as listed below, the Board is supportive of the emphasis on school safety in this project, which appears to have been carefully considered for these locations, duly balancing relevant factors that the Board appreciates.

*Site 1 – Linwood Ave/Brittan Street Pedestrian Crossing and Speed Humps*

*Site 2 – Linwood Ave/Tancred Street Pedestrian Crossing*

*Site 7 – Armagh, Trent, Brittan Streets – Pedestrian Refuge Islands and Speed Cushions*

*Site 10 – Worcester Street/Linwood Ave Speed Hump*

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes-Central Community Board





**Disabled Persons** Assembly NZ

July 2023

To Christchurch City Council,

Please find attached DPA's submission on Way Safer Streets

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

[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](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) 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.

## **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), 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 9 refers to the obligation for States parties to identify and eliminate obstacles and barriers to accessibility, including “buildings, roads, transportation and other indoor and outdoor facilities”.<sup>1</sup>

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> 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**

<sup>1</sup> United Nations. (2006). UNCRPD: Article 9 – Accessibility. Retrieved from: <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-9-accessibility.html>

## The Submission

DPA welcomes this opportunity to engage on the Way Safer Streets Strategy being proposed by the Christchurch City Council.

DPA notes that the plans being mooted are very extensive in scope and nature. That is why we focus on three key areas from a disabled community perspective.

We provide feedback on the principles which should be applied around pedestrian improvements, cycleways, and public transport upgrades.

DPA supports the principles behind current central government transport strategies which are being implemented in Christchurch via its funding of the CCC to provide improved safety and transport choices through pedestrian safety improvements, intersection safety upgrades, lowering speeds around schools and neighbourhoods, better cycling connections and bus stop improvements.

All the above will benefit disabled people just as much as it does the general population given the safety issues that present for us as road users, pedestrians, and public transport users.

Transport safety issues for disabled people were canvassed in Waka Kotahi commissioned research from 2022 (in which DPA collaborated) entitled 'Transport experiences of disabled people in Aotearoa New Zealand'.<sup>2</sup>

This research illustrated the ongoing accessibility and safety challenges faced by disabled people when using public transport. Disabled people's main challenges include, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

<sup>2</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

The need to overcome these barriers for disabled people in accessing our public transport infrastructure is crucial if disabled people are to have the ability to fully participate in communities, including in Christchurch.

DPA welcomes the proposals to improve street safety, especially in the areas of Linwood, Bromley, Richmond, Shirley, and Cashmere. We note that some of these communities are relatively lower socioeconomic communities which have a higher proportion of disabled people compared to the rest of the Greater Christchurch area.

We group our responses to this submission under the headings of pedestrian/road improvements, cycleways, and public transport upgrades. We also reiterate the general principles that we have outlined in past submissions to the CCC around what is accessible and works best for disabled people.

## **Pedestrian/road improvements**

### **Footpaths and pedestrian infrastructure**

DPA favours the installation of pedestrian crossings, especially in busy areas, with good lighting, the ability to enable pedestrians to be easily visible to oncoming traffic and with tactile strips on both sides of every crossing to enable easy navigation by blind and low vision people.

It is important when installing pedestrian crossings that there is sufficient turning space available on both sides of the crossing for disabled people who use wheelchairs and other mobility devices (i.e., mobility scooters, walking frames) to turn around without the fear of, for example, colliding with fences or bushes. An example of where pedestrian crossings and upgrades need to avoid issues such as those outlined above are in Rhona Street, Linwood.

**Recommendation 1:** that pedestrian crossings are installed in high traffic volume areas and are safe and visible for everyone, including disabled people, to use through installing features such as:

a.) good lighting;

- b.) tactile strips on both sides of the crossing;
- c.) mobility kerb cuts;
- d.) sufficient turning space at both ends, especially for people using wheelchairs, mobility aids or pushing bicycles or micro-mobility vehicles on the footpath.

DPA supports calls for more pedestrian crossings on Gloucester Street as there are currently none planned. This is surprising given that Gloucester Street is a high-volume traffic area.

The safety of school pupils is also an issue, particularly in the Linwood area. While we acknowledge the many changes being proposed there, it would be worthwhile to increase the focus on the safety of students by placing more safety features (including pedestrian crossings) around more schools and early childhood centres in this area, a move which would benefit disabled students too.

DPA supports the speed reduction proposals being made for all school zones as part of this package.

An aspect which needs to be carefully considered when introducing safer speeds around schools (and other areas) is the use of traffic calming measures to support them. While there are positive safety benefits of having calming measures like speed humps on roads where traffic volumes are high DPA is also aware of the concerns raised by some disabled people who are vehicle drivers and/or passengers about the physical impact that speed humps have on them when they are being driven over, even if at low speeds.

**Recommendation 2:** that Council fully consult and involve disabled people in decisions about introducing traffic calming measures, especially if speed humps are proposed for introduction.

Pedestrian crossings in high traffic volume locations should have refuge/traffic islands for pedestrians installed and this would be beneficial for disabled people who tend to take more time crossing the road than non-disabled people.

**Recommendation 3:** that pedestrian safety features including refuge/traffic islands should be installed on busy and/or wider road crossing points.

Traffic light timings need to be reviewed to enable pedestrians, including disabled people, the ability to cross in a safe and timely manner. Our preference would be to see longer pedestrian light timings introduced in more areas.

There is a need for the CCC to install more audio signalled crossings, something which would benefit blind and vision impaired people. This should be done in close consultation with the blind and low vision community who can best identify the areas that need them most.

**Recommendation 4:** that more audio signalled crossings be installed after consultation with the blind and low vision community.

**Recommendation 5:** that longer crossing times at intersections and crossings with traffic lights be considered to increase safety for disabled and older people.

Another important aspect for disabled pedestrians is the need to feel safe on the footpath and the ability to full traverse them without unnecessary barriers. This includes ensuring that footpaths are of sufficient width to enable all pedestrians, including disabled pedestrians, the ability to pass one another safely.

**Recommendation 6:** that pedestrian footpaths are of sufficiently wide width to enable pedestrians to safely navigate and pass one another.

A common safety issue faced by disabled people using footpaths is the gradually rising camber of them which occurs over time due to 'mill and fill' processes where successive upgrades/repairs to footpaths have tended to raise their gradient.

This means that disabled people who use mobility devices including wheelchairs or mobility scooters tend to experience difficulties in maintaining the stability of their devices on paths which have become progressively much steeper and/or sloped over time, and this can occur even at intersections where there are mobility kerb cuts installed too.

One of our Christchurch members outlines their experiences as a mobility scooter user when navigating higher cambers and the resultant impact this has on their ability to participate in the community:

*"I use .. a small mobility scooter and have found I am not going out as much. The camber of footpaths seems to be getting more of a lean, so I need to be at the top of the footpath e.g., by the fence as closer to the road I feel like I am going to fall off. It can also be worse when you go over a driveway. If there are other people using the footpath, I am unable to "follow the rules" walking on your left which can cause issues."*

Uneven surfaces are another common occurrence in the city, and they pose a significant danger for disabled people given that many in our disabled community cross the road to avoid them - and in winter this danger is exacerbated by increased slip risks.

On this issue, a DPA member in Christchurch shared:

*"Footpaths around the city can be quite dangerous, in particular uneven surfaces, which become scary in winter when small puddles can turn to ice and become a slip risk".*

Overgrown vegetation is another pedestrian hazard as disabled people who use mobility devices as well as blind and low vision people often encounter significant



difficulty when trying to negotiate barriers like long grass and protruding tree stumps on footpaths.

On this issue, a DPA member in Christchurch shared:

*“When I am walking around my neighbourhood [Avonhead], I often come across trees and shrubbery that are overgrown and impede my ability to continue on the footpath. I can’t manage the step down onto the road, so it’s difficult to navigate”.*

While the abovenamed safety concerns are faced by every local authority around the country, it is important that the CCC and other local authorities work together with disabled and non-disabled people alike to proactively identify pedestrian safety risks and eliminate them.

DPA believes that the best way this can be done is through the development of a common safety checklist that can be used by Council and other local authority staff when planning future pedestrian projects and in also managing existing ones.

This planning and management checklist should include key components like the need to check for and manage vegetation, camber heights, public toilet placements, and uneven surfaces.

**Recommendation 7:** that the CCC create a common pedestrian management checklist which encompasses the need to plan for and manage various safety factors.

## Cycleways

Disabled people are both cyclists and pedestrians.

DPA appreciates the CCC’s commitment to building new cycleways since the earthquakes.

DPA welcomes the establishment of cycle ways as long as these remain separate but parallel from pedestrian infrastructure such as footpaths and walking tracks.

The need for cycle ways and footpaths to remain separate is important for disabled people given that many of us experience safety issues when trying to navigate footpaths or shared spaces where there may be other cyclists or micro-mobility users on it at the same time.

Collisions have sometimes resulted between disabled and non-disabled pedestrians and cyclists or micro mobility users both in Christchurch and throughout the country.

**Recommendation 8:** that the CCC adhere to the principle of building and maintaining cycle ways which are separate but parallel to pedestrian footpaths and walkways.

CCC needs to plan for meeting the needs of all cyclists, including disabled cyclists, and disabled cyclists who use adapted cycles such as children's and adult's tricycles and blind and low vision cyclists who ride tandem-style with sighted cyclists.

Cycle ways should be of sufficient width to admit all types of cycles, including those adapted for the use of disabled people which maybe either slightly wider or longer in width.

Supporting infrastructure including bike racks and lockers should be built to accommodate all types of cycles including those used by disabled people.

**Recommendation 9:** that the CCC construct and maintain cycle ways which can accommodate all types of cyclists, including disabled cyclists, in a safe and accessible way.

**Recommendation 10:** that the CCC build and maintain supporting cycling infrastructure, which is accessible to everyone, including disabled people.

DPA acknowledges that there will need to be car parks removed to make way for the proposed cycle ways across the city as part of the Way Safer Streets plans.

**Recommendation 11:** that the CCC to consult with disabled people and disability organisations before removing any mobility parks.

Our preference is that if any mobility parks which are removed to make way for cycle lanes are replaced with new ones close by and after consultation with disabled people.

## **Public transport**

### **Bus stops**

DPA believes that any upgraded or new bus stops created under this plan must be safe and accessible for everyone, including disabled people, to use.

DPA believes that all bus stops must be adequately covered so that people can be sheltered against all weathers in terms of high temperatures and sun in the Summer and coldness/wetness in Winter and at other times.

All covered bus stops should have seating gaps where disabled people including those using wheelchairs and mobility aids can easily fit into and have enough turning space.

All bus stops, both covered and uncovered, should be well lit or in spaces where street lighting is sufficient to enable people, including disabled people, the ability to safely use these spaces.

Another important aspect is the need for all bus stops to have tactile sensors or the ability for blind and low vision people to be able to get on and off buses safely.

Electronic and audio announcements of bus timetables should also be available at every covered stop, something which would benefit disabled people especially Deaf people, hard-of-hearing people, blind and low vision people and other members of the public.

**Recommendation 12:** that all covered and uncovered bus stops be accessible, safe and user friendly for everyone, including disabled people.

DPA notes that there is a significant gap between some of the bus shelters/stops proposed for development under the Safer Streets plan. Some people, including disabled and older pedestrians, may find the distances between shelters too long to mobilise between. That is why sheltered seating is needed between bus shelters/stops to enable people to rest when moving from one shelter/stop to another.

**Recommendation 13:** that sheltered seating be installed in places where there are considerable distances to travel between bus shelters/stops for pedestrians.

Similarly, there is the need for the CCC to use the opportunity afforded by Safer Streets to address the issue of the step gap which sometimes occurs at bus stops which means that, even if buses are able to be lowered to admit passengers, there is still the issue of the gap between the bus and the footpath being too high, meaning that people with physical impairments who have limited mobility may find it too difficult to get on and off buses.

Similarly, the issue of the gap between the footpaths around bus stops and buses themselves can also present other safety issues, including the potential for falls and/or tripping, which can affect both disabled and non-disabled passengers alike when entering or exiting buses.

On this issue, a DPA member in Christchurch shared:

*“There are no bus shelters on the side of the road I get a bus from and often have to stand in the rain. When the bus stop behind another bus, I have to walk on the muddy verge to enter the bus, which is not only messy, but also creates risk of slipping. If I fell, it would be pretty serious.”*

That is why we believe that remedial works should be undertaken at all bus stops where significant step gaps have been identified as an issue by both passengers and bus operators to rectify this and similar issues.

**Recommendation 14:** that all bus stops with significant step gap issues be identified and have remedial work done on them to eliminate these hazards

## **Bus interchanges**

That where bus interchanges are being proposed under this plan that they are built to universal design principles in terms of having (as for covered bus stops) sufficient all-weather shelter, lighting, seating (including gaps for wheelchair and mobility aid users to sit), electronic and audio announcements plus accessible toilets and space for people to buy tea/coffee and other refreshments from vendors, plus the ability to temporarily secure cycles and micro-mobility vehicles.

**Recommendation 15:** that any bus interchanges are built to universal design standards to enable everyone, including disabled people, the ability to access buses safely and accessibly.

## **Involving disabled people in planning processes**

DPA notes that further consultation will be carried out with affected communities around these changes.

One of the principal communities who should be involved are the disabled community and disability organisations, including DPA.

We believe that there are benefits for the CCC and other local authorities in being proactive about the need to involve disabled people in safety planning right from the start so that accessibility can be built in, enabling long-term savings to be made in terms of both money and (most importantly) lives.

That is why we remind the CCC of its obligations under Article 4.3 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) to involve disabled people and our organisations as co-design partners in these changes.

DPA has members throughout Christchurch whom we could tap into to ensure that our voices are heard during the remainder of the planning process for Way Safer Streets.

**Recommendation 16:** that disabled people and disability organisations are involved as co-design partners during the remainder of the Way Safer Streets planning process.

Thank you for the opportunity to speak today.

I have owned my home in Woolston for 30 years, the speed limit on my street has always been 50kph. I have not wanted to live on a street with a lower speed limit. Now it seems this will be forced on us because there is a private school (down a long driveway), to which all students are transported by car.

Like most Christchurch residents, I have no problem with the speed being reduced outside schools during school hours. But school hours only, as there is no reason to have the speed limits lowered 24/7? There are not going to be school children in classrooms at nights, weekends or school holidays. To make these reductions 24/7 is not fair and will only create further congestion (as it has on Ferry Road).

Council are proposing lowering speed limits under the premise of it saving lives ... however it will actually cost more lives in other areas. Emergency Services are only allowed to travel at 25 km/h over than the posted speed limit. So to reduce the speed by 20kph is to slow their response times significantly. Fire and Emergency NZ respond under lights and sirens to calls, they find the traffic calming measures such as speed bumps and speed tables annoying. Not only in regards to slowing down the response time, but they are forced to slow down significantly to drive over them - if they don't, they risk damaging their equipment. Ambulances also need to take them slowly for the same reasons & for the care of patients on board. For every speed bump it adds at least 20 seconds to the response time of a fire truck. So if a Fire Truck has to drive over six speed bumps on the way to a call, there's an extra two minutes lost. It may not seem like much, but can be the difference between life and death.

FENZ attend a lot of purple medical calls to assist St John. So if someone needs CPR and a defibrillator, a two minute delay is a long time. A drop from 50kph down to a 30kph means the top speed emergency responders can go is 55kph (if they can get through the traffic).

Back in 2012 the emergency services made a joint submission **against lowering the speed limits to 30kph** for the city slow core. This is something I read myself but I cannot read here as those submissions are no longer accessible.

These changes will cost millions in signage alone. Another reason to increase our rates. These costs will not be recouped by the number of lives saved.

I believe this proposal is largely driven by your refusal to invest in the ongoing road maintenance needed to bring our roads up to a decent standard and keep them there. **Try aiming for zero potholes before a zero road toll**, which in itself is unachievable with a growing population.

You are steadily making this city unliveable! I no longer enjoy living in the city I was born and raised in. How long until we have to have a flagman walking in front of our vehicles wherever we go? Because you refuse to invest in quality long term road maintenance.

I have no doubt that Council is sincere in wanting to make the roads safer, through lowered speeds. But lowered speed limits are **not going to stop boy racers, ram raiders, drunk drivers** or other criminals that plague our streets? To truly make our roads safer there is a lot to be done, but by the Police and Justice system not Council.

Please think long and hard about the true costs and wide ranging implications before throwing your support behind this proposal.