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Page 1: Submission form

**Q1**

Your contact details (this is optional, however contact details must be provided to speak in support of your submission)

Name	<b>Mary O'Brien</b>
Organisation (if appropriate)	<b>CCS Disability Action</b>

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**Q2**

**Yes**

Do you wish to speak in support of your submission at the hearing? The hearing is likely to be held on 23 November 2022 (subject to confirmation from the new Council). Please note that hearings are publicly live-streamed.

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**Q3**

**Virtually**

How you would like to present your submission at the hearing?

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**Q4**

Do you agree with the principle to lower speed limits outside schools within the district?

**Yes,**

Comments:

We strongly support lower speed limits outside schools. This will create a safer environment for school children and their families. This in turn may make it safer for children/families to walk, cycle or scoot to school and confer the benefits of increased physical activity etc. Safe travel to school will also increase community wellbeing and reduce the community severance experienced by children and care givers with disabilities.

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**Q5**

Do you agree with the principle to introduce speed management for urban fringe zones in the district to respond to future growth?

**Yes,**

Other (please specify):

We fully support the proposal to manage speed in the urban fringes. Safer and appropriate speeds using Waka Kotahi's Speed management guide will create safer urban environments and allow people to walk, wheel, cycle, scoot within their local environments. Feeling safe is a key factor for people deciding when to walk, cycle etc. This in turn will increase community equity, liveability and wellbeing in the urban fringe zones.

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**Q6**

Do you agree with the principle to enable speed management for developed urban areas with a high number of active users?

**Yes,**

Other (please specify):

We completely support reducing speeds in some developed areas and recommend that speed limits should not exceeded 40m/h. This will increase the safety and therefore attractiveness of developed areas which will in turn will increase community participation, community connectiveness/being and contribute to increased local spending.

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## Q7

Do you have any other comments or feedback about this draft plan?

This draft plan will contribute to the achievement of the Road to Zero Goals and by creating a safer road environment, which will create numerous advantages- Including,

- A reduction in crashes causing serious injury and deaths and the resulting personal and financial costs.
- Increased physical activity, community participation and wellbeing.
- Contribute to reduced car use, transport mode shift reduction in vehicle emissions and contribution.

Whilst the above will benefit the general population reducing speeds and creating a safer footpath will benefit disabled people. Unsafe footpaths are a barrier to disabled people using footpaths to access their communities – and speeding traffic contributes to this. For example - Disabled people are less likely than non-disabled people to find it easy or very easy to access key public facilities. These include the nearest :-

- Doctor or Medical centre (3.6%/11. %)
- Supermarket or dairy (2.1%/6.6%)
- Public Park or green space (0.8%/4.5 %)
- Public transport (21.5% /25.8%)

(Stats NZ. Measuring inequality for disabled New Zealanders: 2018).

It is also important to note that 25% of the Canterbury population identifies as being disabled, this will increase as the population ages, 58% of the NZ population over sixty-five has a disability.

Stats NZ. Measuring inequality for disabled New Zealanders: 2018. file:///C:/Users/MOBrien/Downloads/Measuring-inequality-for-disabled-New-Zealanders-2018-Stats-NZ.pdf. Accessed 3.10.22

State NZ. 2013 Disability Survey. <https://www.stats.govt.nz/information-releases/disability-survey-2013> Accessed 3.10.22

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