

Submissions table – Banks and Kessel streets safety improvements

Organisations

Submission ID	Do you have any feedback on the new road changes?	Name	Organisation & role
47532	<p>DPA welcomes the opportunity to submit on the Banks and Kessel Street Safety Improvements to ensure all pedestrians, disabled people, especially blind and low vision people, have a safe experience when crossing main streets. We would like to acknowledge the removal of on-street parking at the sites below which will make it safer for pedestrians to cross and for drivers to see people:</p> <ul style="list-style-type: none"> · At the intersections of Kessel Street and Banks Street · At the intersection of Kirk Road and Banks Street · At the proposed Kea crossing · At the driveway of the Paparua Templeton RSA (to maintain access). <p>However, should any mobility parking have to be removed to effect this change, we would recommend that new mobility parking be created within any existing parking areas or new parking areas being set up as replacements.</p> <p>DPA recommends that audible traffic lights be installed at the crossing outside the Templeton Primary School pedestrian entrance on Banks Street. This would enable everyone, including school children and disabled people, to cross safely and easily and that longer crossing times be permitted at this intersection.</p> <p>DPA recommends that the tactile stripped mobility kerb cuts should not only be placed along Banks and Kessel Streets and Banks Street and Kirk Roads but also outside the Templeton Primary School pedestrian entrance. This would enable blind and low vision people to easily and safely navigate every part of this area.</p> <p>DPA recommends that the angle of the proposed kerb cut on the corner of Banks and Kessel Streets needs to be investigated as it does not appear to be on the correct angle.</p> <p>DPA recommends that council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.</p> <p>Recommendations</p> <p>Recommendation 1: That audible traffic lights be installed at the crossing outside the Templeton Primary School pedestrian entrance on Banks Street. This would enable everyone, including school children and disabled people, to cross safely and easily and that longer crossing times be permitted at this intersection.</p> <p>Recommendation 2: That the tactile stripped mobility kerb cuts should not only be placed along Banks and Kessel Streets and Banks Street and Kirk Roads but also outside the Templeton Primary School pedestrian entrance. This would enable blind and low vision people to easily and safely navigate every part of this area.</p> <p>Recommendation 3: That the angle of the proposed kerb cut on the corner of Banks and Kessel Streets needs to be investigated as it does not appear to be on the correct angle.</p> <p>Recommendation 4: That council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.</p>	Chris Ford	Disabled Persons Assembly NZ Regional Policy Advisor
47505	Please see attachment.	Rosa Verkasalo	Te Whatu Ora (Health NZ) and the National Public Health Service Policy Analyst
47537	<p>The proposed changes were discussed at our TRA meeting on Monday 26 September 2022. Present were parents with children currently attending Templeton Primary School, parents who have had children who attended previously, long time residents as well as new residents. This variety of residents offered a range of opinions and allowed us to get to an agreed summary that I would like to share.</p> <p>Schools are busy areas, where there are often lots of children—we understand the danger of roads and vehicles. We need everyone to take extra care when parking on the roads and streets around the school and follow the signed parking rules at all times.</p> <p>We do however feel that the removal of on-street parking is excessive considering that the children's safety concerns are focused around school hours.</p> <p>We are asking you to please consider on-street parking restrictions during school hours and school terms only. That will allow residents the use of parking outside their homes in the evenings, weekends and school holidays.</p> <p>We appreciate your consideration.</p>	Jolene Eagar	Templeton Residents Association Chairperson

Submissions table – Banks and Kissel streets safety improvements

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47387	The change of the loading zone to 10min parking outside the Templeton RSA, allows the parking of hearse to park when we have funerals. By changing to 10 min parking would allow anyone to park anytime with the possibility of having to make the hearse to park further away or even have to go around the block until the park is free.	Brendan Muir	Templeton RSA President Templeton RSA

Individuals

Submission ID	Do you have any feedback on the new road changes?	Name
47541	Firstly, I would like to say that it is pleasing to see that improvements are being made on Banks Street to improve the safety of our children and community. My biggest concern about Banks Street is the buses. Too many times I have seen buses going too fast round the corners and in a very narrow street with cars along both sides at school pick up time, it just creates too much a risk to cars and pedestrians. I think eliminating this risk by putting the bus route back to going along Kirk Road which lessen the risk to the primary school, kindergarten and RSA. In terms of the no parking zones / yellow line areas, although I understand why they could be an option but it will also mean less parking near the school / kindy which mean kids and parents are going to have to park much further away. I don't agree with the no parking zone directly outside the kindy. I have seen buses go far too fast round the bend into Banks St, taking out car mirrors in some cases. I have also been honked at by a bus driver while trying to get my child into their car seat because I was in the way. There is barely enough room for two cars to get down the street at pick up time, buses make things a lot more difficult. If no parking zones are put in place, these need to be during school drop and pick up times only. It would be too difficult / too much to expect for residents to follow the rules of no parking zones 24/7. Although difficult to see on the map, I would strongly encourage you to consider no parking lines, on the corners of Kirk Road and Kopara Street by the dairy. It is very difficult as a pedestrian to see cars coming down the road on Kopara St especially for children who cannot see as far. I am fully supportive of a pedestrian crossing on Banks Street. My main concerns are the buses going down such a narrow street with parking either side and the lack of parking outside the kindergarten. Thank you for the opportunity to share my opinion on this issue.	Paula Hutcheon
47531	The no stopping zones should only be in place during 8:30-9:15am and 2:45-3:15 - around the school drop off and pick up times. It is not fair on households on Kirk Road for visitors to not be able to park or the dairy - please take this into consideration.	Melissa Himin
47525	<p>I am the home owner at [REDACTED] and am very unhappy that there will be possible yellow lines outside my property. This not only affects family and friends and ourselves not being able to park there, but also affects truck drivers who wish to stop at the dairy on the corner of Kirk Road and Kopara Street.</p> <p>I cannot see how yellow lines along Kirk Road is necessary to improve vision for people exiting Banks Street onto Kirk Road or indeed any traffic concerned with the school and preschool located on Kirk Road.</p> <p>Currently there is hardly any parking around the school anyway so reducing it will just make a bigger problem as well as upsetting property owners.</p> <p>Maybe you could consider making a carpark in the domain which could be used by the school and the preschool and locals visiting the community centre and swimming pool. The domain is not used for any sports so is empty alot of the time and it would make sense because the crossing is already in place!</p> <p>I hope you will reconsider the yellow lines because it will be a total inconvenience for myself, family, friends and neighbours</p> <p>There is also alot of theft in our area lately and not being able to park directly outside our own property is a real concern. There are also alot of teachers that park outside my house for the day that will no longer be able to park there.</p>	Hannah Hunter
47509	I would like to see the use of a time determined clear way, rather than 24 hour no parking. This would allow residents to have visitor parking outside of school / pre-school hours.	Leeann Redman

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47498	<p>We have three children that we take to Templeton kindergarten on Banks Street. Twin two year olds and a four year old. Having to park further away from the front door means a more dangerous situation for myself and my young family as we either have to cross the road, or two, or walk a small distance which doesn't seem much but it takes two seconds for one of my two year olds to bolt away at something they see and with school traffic and the buses it could end in tragedy.</p> <p>I support the extension of the kea crossing and the no parking on the corners or banks and bicknor but not the no parking directly outside the front of the kindergarten.</p>	Kelly Thorndycroft-Liaw
47478	<p>I think the no stopping zones should be time limited. There is no reason, for example, for "no stopping" areas to be in force over nights or weekends, (or school holidays) when it is the school and pre-school children who are being protected. Apart from that, the rest of the plan is sensible. The deep dish kerb should be removed all the way along Banks St- up to Bicknor st. It is very dangerous.</p>	Rie Natalenko
47444	<p>I support the Roding safety improvements as proposed.</p>	Adrian Matthews
47416	<p>The lowering of the curb and a new pedestrian crossing on Banks Street will definitely help with safety and I'm 100% supportive of this.</p> <p>However no parking yellow lines along Kirk Road and Banks Street are unfair to the residents that live there. If you owned a house there you would not be able to park outside your own house and some of those houses have shared driveways which would mean they would have to park down the street. That is really unfair and completely inconvenient to the owners of those properties. If it is simply for buses to turn more easily into Banks Street then perhaps it would be safer to look at a different route for the bus rather than going down a narrow congested street right by a school and kindergarten?</p> <p>Where are parents supposed to park to be able to pick their children up from kindy or school if there are yellow lines everywhere?</p>	Robyn Smith
47405	<p>No parking outside residential housing is not practical. I live in Templeton and see no issues with the current set up, adding a crossing is a good idea but I don't think parking should be removed entirely.</p>	Aimee Dear
47404	<p>Yes not happy with yellow lines outside my daughter in laws house we have mobility issues so where do you recommend elderly people park ..?</p>	Fiona Hunter
47397	<p>Alternative parking needs to be made available.</p> <p>A carpark for the school would minimize the congestion and improve safety without taking away roadside parking for the locals and/or thier visitors.</p> <p>Alternatively restricted parking (ie. No parking between the hours of 123* and 321*)</p>	Jen Hammond
47374	<p>Is the width between the Kea curbing allowing enough room for the buses, trucks and tractors that use banks street daily.</p> <p>A pedestrian crossing would work better rather than reducing the width of the road making it harder for buses, trucks and tractors that use banks street</p> <p>I see too you have removed the parking outside the kindergarten for drop off as they don't have a carpark for parents also removed parking on Kissel street outside 29 banks streets which has room for 3 vehicles either of the home owner or parents picking up and dropping kids off to the kindergarten and the school.</p>	Pam Stark
47372	<p>I approve of the changes but for safety reasons, I would like to recommend that the no stopping restrictions be extended near the kea crossing so cars have to park at least 2 car lengths away from the kea crossing, as it is a crossing for children who can easily hid by large cars. This will give cars and children a much safer view of what's happening around them. And will help cars anticipate people about to cross the road/signs coming out to allow crossing.</p> <p>https://www.nzta.govt.nz/safety/keeping-children-safe/school-patrols/kea-crossings/</p> <p>Shows much longer no stopping lines than what is currently proposed</p>	dave gardner

Submission #47532

October 2022

To Christchurch City Council

Please find attached our submission on the Banks and Kissel Street safety improvements

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.

Since our formation in 1983, DPA has brought disabled people together and shaped our collective input in a way that drives system level change.

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](#) and [Whāia Te Ao Mārama: Māori Disability Action 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

- modelling disabled leadership;
- as a member of the [Disabled People's Organisations \(DPO\) Coalition](#);
- as a member of [Disabled Peoples International](#);
- as a member of the [Pacific Disability Forum](#), a member of the [International Disability Alliance](#); and
- creating and supporting disabled-led initiatives such as [Mahi Tika – Equity in Employment](#).

Information and advice: informing and advising on policies impacting on the lives of disabled people

- providing a channel for information between disabled people and government;
- providing advice, commentary, and submissions to Parliament, government agencies, and local authorities;
- providing advice to businesses and non-government organisations; and
- research.

Advocacy: supporting disabled people to have a voice, including a collective voice, in society

- listening to disabled people and identifying barriers to equity;
- engaging both nationally and regionally with our members and the wider community - disabled people, whānau, allies and organisations;
- building the capacity and capability of disabled people;
- partnering with other organisations on projects and campaigns; and
- engaging with the media.

Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people

- monitoring existing and proposed laws, policies and practices relevant to disabled people and whānau; and
- supporting government, organisations, businesses and the public to recognise, understand and address barriers to equity.

The submission

DPA welcomes the opportunity to submit on the Banks and Kessel Street Safety Improvements to ensure all pedestrians, disabled people, especially blind and low vision people, have a safe experience when crossing main streets. We would like to acknowledge the removal of on-street parking at the sites below which will make it safer for pedestrians to cross and for drivers to see people:

- At the intersections of Kessel Street and Banks Street
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- At the proposed Kea crossing
- At the driveway of the Paparua Templeton RSA (to maintain access).

However, should any mobility parking have to be removed to effect this change, we would recommend that new mobility parking be created within any existing parking areas or new parking areas being set up as replacements.

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DPA recommends that the angle of the proposed kerb cut on the corner of Banks and Kissel Streets needs to be investigated as it does not appear to be on the correct angle.

DPA recommends that council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.

Recommendations

Recommendation 1: That audible traffic lights be installed at the crossing outside the Templeton Primary School pedestrian entrance on Banks Street. This would enable everyone, including school children and disabled people, to cross safely and easily and that longer crossing times be permitted at this intersection.

Recommendation 2: That the tactile stripped mobility kerb cuts should not only be placed along Banks and Kissel Streets and Banks Street and Kirk Roads but also outside the Templeton Primary School pedestrian entrance. This would enable blind and low vision people to easily and safely navigate every part of this area.

Recommendation 3: That the angle of the proposed kerb cut on the corner of Banks and Kissel Streets needs to be investigated as it does not appear to be on the correct angle.

Recommendation 4: That council staff consult with local DPA representatives about the issues raised in this submission so that co-designed solutions can be found to the remaining problems identified.

21st September 2022

Christchurch City Council
53 Hereford Street
Christchurch 8013

Tēnā koutou

Submission on Banks and Kissel Streets safety improvements

1. Thank you for the opportunity to submit on the Banks and Kissel Streets safety improvements consultation. This submission has been compiled by Te Mana Ora on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to the Banks and Kissel Streets safety improvements consultation.
3. This submission sets out particular matters of interest and concern to the National Public Health Service.

Details of submission

4. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'¹.
7. Transport is an important determinant of health, especially through mechanisms of air pollution, noise, road injury, physical activity and connectivity to other resources.

¹ Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.

Specific Comments

8. Te Mana Ora supports the proposed plan to improve safety around Templeton School and the local preschool, in particular, the new kea crossing on Banks Street. These improvements will make the area safer for pedestrians, both reducing potential harm from accidents and encouraging active transport to school which is shown to have health benefits. Health benefits from increased physical activity include reductions in obesity and overweight, and improved mental health².
9. Te Mana Ora supports the proposed bus stop infrastructure improvements. These changes will contribute to creating safer public transport facilities and help to encourage more people to use public transport. Public transport contributes towards improved health outcomes, for example through increased physical activity and reduced air pollution³.

Conclusion

10. Te Mana Ora does not wish to be heard in support of this submission.
11. Thank you for the opportunity to submit on the Banks and Kissel Streets safety improvements.

Ngā mihi



Vince Barry
Regional Director Public Health Te Waipounamu
National Public Health Service

² World Health Organisation. 2007. Urban Transport and Health. Retrieved from:
http://www.who.int/hia/green_economy/giz_transport.pdf

³ Massey University, Environmental Health Intelligence New Zealand. 2022. Active transport to and from school.
<http://www.ehinz.ac.nz/assets/Factsheets/Released-2017/Active-transport-to-school-factsheet.pdf>