

16 January 2023

1.00pm

Teams

BITE Team & Sustained Ability

Stakeholder Attendees	Jason Boberg
Their Role(s)	
Organisation	Sustained Ability
Organisation Type	Disability community NGO
Purpose	ERP 2 transport discussion
CCC Attendees	Danny Eyre

Notes

- Worked with Commission since early days. Helped organise disability engagement. Rod, and DPA.
- Pleased with what made it into ITN.
- Similar to advice we gave last time. Electrification creates risk for disabled people to be left behind. Still the key risk.
- Large uptake of EVs.
- Also car free city centres, reduced private vehicles
- These are good, but have impacts on disabled people.

- Mode shift most discussed issue. See this echoed from overseas.
- Negative outcomes for disabled people. Haven't really seen good case studies on how to do it well.
- Early days in thinking from to policies that make it functional.

- Cost for EVs. Not homogenous community – some must use PT, some must private vehicles.
 - o Make PT more accessible. More room for wheelchairs, software as well – reading out station names
 - o Private transport – active modes – car free modes – not always much consideration of those that need to use them. Removal of disabled car parks.
 - o Blue badges/disability passes. – assumption that if you reduce overall volume, it is easier for disabled community.
 - o Reality of 15-minute city becomes a 30–40-minute city.

- What does mode shift infrastructure look like for disabled communities – include as key users and impacted users.

- Auckland Transport Advisory committee.
 - o NPS-UD issues: no minimum parking requirements; increased density creates less accessible designs. Rule is ratio of disabled carparks to other carparks. As overall carparks decrease, so did disabled car parts.

- These directives come from central government, and can have unintended consequences.
- Have a disability-focused team across the Commission.
- Total Mobility Scheme? Need to consider what expertise looks like?
 - Fantastic stop gap. Fills a gap in lieu of an accessible PT system. Some of the core services will always need this.
 - Taxis are also considered PT for vision impaired.
 - Division over its use moving forward. Important that exists for those that need it. But how can we make the system more accessible overall.
 - Universal design – make the exception the norm. Very important for transport and urban design.
 - Opportunity to build inclusively.
- Safety?
 - Evs are silent. DPA position on this. Those communities do navigate on the basis that navigate relying on sound.
 - Electric buses – raised about issues with lack of sound. No action yet but would like to see rules on this. Some examples from the US where it mandatory.
- EVs? Accessibility vehicles?
 - Market has moved forward. First fleet of electric vans. Sprinter size panel vans. Still very expensive. But is at least achievable now.
 - Very patchy network of taxis/vans that are wheelchair accessible. Not weekends, etc, etc.
 - Car battery locations – does not enable people to convert/drive wheelchairs into car. Cap from MOH on funds that are available to convert/enable accessibility vehicles.
 - Funding from MOH versus ACC. (MOH \$12-20km, once in your life). Shifting to electric – you already have your one car.

Follow up actions?
1. Jason offered to share an article about challenge of EVs for wheelchair users.
Key themes
<ul style="list-style-type: none"> ● Universal design principles – making the exception into the norm for urban design and public transport will be really important for creating access for disabled community. ● Need to ensure that access for disabled community is enhanced, not made worse when decarbonising transport systems (eg, disabled parking has been reducing, still need access for accessibility vehicles, etc) ● Suggest Commission has a dedicated person on disability issues