

18 January 2023
3.30pm
Teams

BITE Team & Disabled Persons Assembly

Stakeholder Attendees	[x] (Auckland), Chris Ford (Dunedin, regional)
Their Role(s)	Transport policy
Organisation	Disabled Persons Assembly of New Zealand
Organisation Type	NGO
Purpose	ERP 2
CCC Attendees	Danny Eyre, Hugh Marshall-Tate, Olivia Prior

Notes

- Intersection of disability and climate – including mitigations.
- Disabled people are the most affected and least able to deal with climate change.
- Very interested in disabled people and transport. MR Cagney – WK report on travel experiences of disabled people in NZ. This is broader than climate change – but provides a important context.

Public transport

- Support extensive increases to public transport; but on this basis that routes and frequency will need to be changed and the infrastructure needs to be changed to be accessible to disabled people.
- Electric buses making a noise; having access for wheel chair users; kneeling at the curbs
- Only group that Govt says taxis are PT. They are supported through Total Mobility. TM was also made half price at the same time as the bus reduction. Now made permanent.
- Assn of Blind Citizens – PT Accessibility Group – Accessibility of electric ferries was pro-actively raised at the design stage.
- Things that keep disabled people in their cars. Support pedestrianisation, but needs to consider pick-up and drop-off points for accessible parking.
- Design of apps for public transport, reading out stops and stations etc.
- Safety challenge too from electric scooters as well.

Rail

- Input to Select Committee on Interregional rail – Rail likely to be the most accessible form of public transport.
- Inter-regional buses are not covered by the standards. Cannot access at all certain parts of New Zealand via public transport.
- See trains for inter-regional travel as the most accessible.
- Flying imposes wheelchair constraints – wheelchair went missing. RNZ advertised.
- Availability of EV vans and especially mobility vans is an issue. Real lack of EV vans. Limited supply of the size that is needed.

- **Issue of adapted cars for people with disabilities.**
- Previous suggestion around grants/loans for moving to electric and hybrid vehicles.
- One time only grant to adapt a vehicle to disabled access. This would not be compatible with subsequent upgrading to EV vehicles.
- Also accessibility of EV charging stations for people with disabilities.
 - o Similar issue of charging power chairs. Inter-operability.

Light vehicles and parking

- Challenges of reduced accessibility parking – including Auckland apartments that have no parking. Need to factor this into design requirements.
- Perception of lack of safety of streets. Lack of maintenance of footpaths etc. Width of footpaths, parking on footpaths – can force disabled people back into cars and as passengers.

Adaptation

- South Dunedin – work btw Regional Council and City Council on the future of it. Disabled people need to be part of the conversations. Lower decile area. Need to work through issues of adaptation and forced retreat and include disabled people.
- Submission into the National Adaptation Plan covered a range of issues that would be of relevance to this work.