

Make Submission

Consultee	Amy Hartnell (77244)
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Company / Organisation	Earthquake Disability Leadership Group
Address	7 Blair Ave Papanui Christchurch 8051
Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Earthquake Disability Leadership Group (Amy Hartnell - 77244)
Submission ID	2018-28 LTP -901
Response Date	22/03/18 1:18 PM
Consultation Point	Hazards, Risk and Resilience (View)
Status	Submitted
Submission Type	Web
Version	0.1

Hazards, Risk and Resilience Support/Oppose

See page 10 of the Consultation Document.

Please select one of the following: I generally agree with the activity proposed for Hazards, Risk and Resilience.

Hazards, Risk and Resilience Comments

Please provide any comment.

Hazards, Risk and Resilience

‘Ensuring our communities have an improved understanding of, and resilience to, natural hazard risk including climate change.’

Emergency Management Portfolio

International literature suggests that disabled people are disproportionately vulnerable following a natural disaster. As Environment Canterbury is home to the region’s Civil Defence Emergency Management Group it is imperative for ECAN to apply an accessibility lens to the Emergency Management portfolio and ensure that the needs of all people are being considered across all functions in an emergency.

In late 2017 the EDLG in partnership with the NZ Red Cross, commissioned a piece of research called 'Preparing, responding and recovering from disasters, the Canterbury earthquake sequence and the disability sector.' This report can be found here: <http://www.edlgchristchurch.com/projects>

This research highlights some of the issues encountered by disabled people and supporting agencies in the immediate response to the Canterbury earthquakes. It also highlights themes and makes recommendations on improving the response and recovery following an emergency.

Also in 2017 ECAN became a signatory to the Accessibility Charter – Canterbury. For the commitment to the Charter to be successful, ECAN should be integrating the Charter principles into all portfolios of the Long-Term Plan 2018-28.

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Submission by	Earthquake Disability Leadership Group (Amy Hartnell - 77244)
Submission ID	2018-28 LTP -900
Response Date	22/03/18 1:17 PM
Consultation Point	Transport and Urban Development (View)
Status	Submitted
Submission Type	Web
Version	0.1

Transport and Urban Development Support/Oppose

See page 13 of the Consultation Document.

Please select one of the following: I generally disagree with the activity proposed for Transport and Urban Development.

Transport and Urban Development Comments

Please provide any comments

Transport and Urban Development

'Enabling a resilient, multi-modal transport system for the efficient movement of people and freight into, out of, and within the Canterbury region.'

Public Transport

The EDLG is concerned that of the six measures outlined in the public transport portfolio, only one measure is being given priority in the Long-Term plan – which is 2.5.4 financial viability.

Whilst providing a sustainable service should indeed be a focus – is that the only priority? The Long-Term plan highlights that 'many people rely on the network for social or work travel' reasons. However, EDLG does not believe that enough emphasis is being placed on the importance of the transport network to enable these two outcomes to occur.

Travel for social reasons

A well designed and usable public transport service provides choice, participation and opportunity for many members of the community. It increases independence, it reduces social isolation, it allows people to be involved and connect with social, recreational and educational opportunities. This public transport service needs to be locally based, affordable, connect people within their own communities and allow people to get to their local doctor, library or supermarket.

Travel for work

A well designed and usable public transport service that provides an efficient and timely mode of commuting. This service needs to be reliable, punctual and provide a faster and more affordable way to commute daily. The outcomes should focus on reducing the number of sole passenger vehicles commuting during peak times and increasing the uptake of public transportation. This is about a behaviour shift and needs to be enticing for commuters.

Both outcomes require two very separate strategies to make them successful, with the 'travel to work' outcome requiring some extremely innovative planning and marketing to shift behaviours.

The EDLG advocates for a larger rates increase as opposed to a fare increase. For the members of our community that solely rely on a public transport system for their mode of transportation, a fare increase will only add another barrier to their independence and involvement in their community.

EDLG also do not support the changes to the Total Mobility scheme. This scheme is in place for people who are unable to access regular bus services. Changes to this scheme would provide further barriers to people's independence and involvement in their community.

Cantabrians need to support the public transport system, because the current model of sole passenger commuters is not sustainable. ECAN need to make a **bold** move in this area to create that behaviour shift and simply increasing fares will not be the answer.

Again in 2017 ECAN became a signatory to the Accessibility Charter – Canterbury. For the commitment to the Charter to be successful, ECAN should be integrating the Charter principles into all portfolios of the Long-Term Plan 2018-28.