

Make Submission

| | |
|-------------------------------|--|
| Consultee | Mr Peter Boock (77648) |
| Email Address | pboock@gmail.com |
| Company / Organisation | Boock P |
| Address | 1-2 Elvira Court Bishopdale Christchurch 8053 |
| Event Name | Long-Term Plan 2018-28 Consultation |
| Submission by | Boock P (Mr Peter Boock - 77648) |
| Submission ID | 2018-28 LTP -1317 |
| Response Date | 26/03/18 10:09 AM |
| Consultation Point | Public Transport Options (View) |
| Status | Submitted |
| Submission Type | Web |
| Version | 0.1 |

Public Transport Options

Public Transport is one of the programmes in the Transport and Urban Development portfolio. For the first year of the Long-Term Plan 2018-28 we are proposing changes to the Public Transport programme as outlined in the **Consultation Document**.(on page 14)

To make comment on the Public Transport proposed changes please complete the selection panel below.

To make comment on the the whole Transport and Urban Development portfolio, please use the tab on the left.

Please review the options in the Consultation Document and indicate which option you support: Option 4 – none of the above. (Please provide comment/ideas for an alternative solution)

Public Transport Comments

Please provide any comments.

I am a registered member of the Blind Foundation and a Social Worker. I reject the 3 options outlined as each is discriminatory towards abilities.

The maximum subsidy for Total Mobility should be increased to \$40. This takes into account the major traffic issues caused by the earthquakes meaning longer and more expensive trips for those using the Total Mobility scheme. Holders of the TM card are amongst our most vulnerable. Statistic NZ figures for the June quarter 2017 show that the unemployment rate for disabled persons is over twice that of non disabled. The average wage for disabled persons in the work force is \$485 a week compared to

\$833 a week for non disabled. The employment rate for disabled persons is less than a third of that for non disabled.

By cutting the maximum subsidy you would be discriminating against a sector of persons with disability and that would mean a case is arguable at the Human Rights Commission.

The saving is from a total of 2.86% of trips equating to less than \$35000 a year yet would create more poverty and/or social isolation for more disabled persons who rely on that trip to function in society. The Human Rights Commission states that there is an assumption that the discretion with which funding is deployed by a regional authority will be in a manner that is consistent with the rights and freedoms in the Bill of Rights.

The option to cut 6 bus routes is also discriminatory against disabled persons. This will isolate many of these persons by making public transport inaccessible for them. Regional Authorities must take into account the requirements of their constituents when providing a public service. Omitting to do so for a specific group such as disabled people could arguably amount to discrimination in terms of Part 1A of the Human Rights Act.

Indirect discrimination renders practices unlawful which are apparently non discriminatory but which , in fact, have a disproportionately adverse effect on one of the groups on which it is unlawful to discriminate.

The solution I put forward is for Ecan to increase the rates funding to cover the shortfall in order to have the time to implement the Regional Public Transport Plan in two years.