

Submission Form for the Draft West Coast Regional Public Transport Plan  
2023

Name: Robert Miedema  
Position: Service Coordinator  
Organisation: CCS Disability Action  
Address: 90 Tainui Street, Greymouth  
Contact Details (email and/or phone number): 03 748 4675 robert.miedema@ccsdisabilityaction.org.nz

This submission form is intended to help you make a submission on the Draft West Coast Regional Public Transport Plan 2023. Where relevant, please give reasons for your answers. If more room for answers is required, attach answers on a separate piece of paper. Please return your submission by **5.00pm, Friday 29 September 2023.**

1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

I think there should be more emphasis in getting people walking and biking within the region's towns. To do this we need cycle routes which are protected from vehicle traffic by physical barriers. Walking, cycling, e-biking and using a mobility scooter should be pleasant and safe options. This might involve designating and modifying foot paths in some places. In other harbour streets could be converted to one way for cars and the other lane used for walking/cycling/mobility scooter.

2. Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.

Cycle lanes, as described above, should be fully accessible for elderly and disabled people. This would improve physical health, improve mental health, provide opportunities for people to converse and reduce pollution, noise and greenhouse gases. Assuming these routes were safe, less people would be hit by cars or suffer chronic health issues. Children would also be able to cycle safely on these routes.

3. Are there any other comments you wish to make on this draft RPTP?

It should be safe and convenient to walk to the warehouse. The railway station should have a safe ramp that meets the building code. It should be a safe and enjoyable journey to bike to Cobscook or Paroa.

Name: Robert Miedema

Signature: 

Date: 7-9-23

**NOTE:**

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**Hearings on the Draft Regional Public Transport Plan**

- Do you wish to address a hearing panel in support of this submission? **Yes/No**

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be contacted and given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted – **phone, email or postal address?**

**How to submit:**

**Post to:** Draft Regional Public Transport Plan, West Coast Regional Council P O Box 66, Greymouth 7840 **OR**

**Go to this link:** [https://westcoastregionalcouncil-my.sharepoint.com/:f/g/person/kayla\\_sims\\_wrc\\_govt\\_nz/Eil6Q2CHYSFFj7-jeJDLVPYBlqh\\_z6MMYujKmcj-VLJQEA](https://westcoastregionalcouncil-my.sharepoint.com/:f/g/person/kayla_sims_wrc_govt_nz/Eil6Q2CHYSFFj7-jeJDLVPYBlqh_z6MMYujKmcj-VLJQEA)

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## Submission Form for the Draft West Coast Regional Public Transport Plan 2023

**Name:** Sam Duckor-Jones

**Position:**

**Organisation:**

**Address:** 77 Packers Quay, Blaketown

**Contact Details (email and/or phone number):** s.duckorjoines@gmail.com  
0277851150

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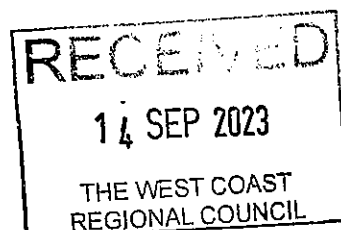
1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

No I do not. How can this draft plan take time to note carbon emissions, petrol prices, isolated communities, sustainable futures, vulnerable people - and then offer NO PLAN apart from four taxi cabs? The argument that the population is too small falls over as soon as one takes a minute to watch the traffic moving between Hokitika and Greymouth at the start and end of every working day. The draft report also notes that our region officially has more low income and elderly people than elsewhere in the country. It is not only a council responsibility but also a moral obligation to provide public transport for such communities.

Tourism is set to return to the Coast. It is embarrassing not to have public transport options to offer our guests who are assuming they are visiting a modern and relatively wealthy tourist mecca. Fewer young people are getting into cars. If the West Coast wishes to be part of a modern, fair, thriving, healthy society, it is imperative that a decent public transport network is restored and maintained. IF YOU BUILD IT THEY WILL COME! Short term thinking must not be an option.

2. Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.

Yes I do. The high cost of petrol, our vulnerable communities and the return of tourism all make investment in a modern public transport system imperative. Train rides should not be a luxury item. Ease of movement is a human right. There is already an idle rail network on the Coast. Restoring these services will be of immeasurable benefit to all who call the Coast home and to the many thousands who come to explore it. At a minimum a bus service should be put on twice a day between our larger towns - all of which are small/flat, that is walkable/cycle friendly. Justification: decent, affordable, modern public transport is a basic right. Most places the world over understand this. Modern, affordable public transport is among the criteria people weigh when choosing a place to live. If the West Coast wishes to attract young families and new business, and the investment and innovation these arrivals contribute, it must be able to offer them modern, affordable public transport.



3. Are there any other comments you wish to make on this draft RPTP?

Please have courage. Please do something valuable and morally good that will benefit our community for years to come. Please think long term. Please be a part of the solution rather than plugging your ears and kicking the can down the road - this will only lead to bigger costs, bigger losses, bigger clean up. The West Coast deserves better. Better than what? Better than four taxis.

**Name:** Sam Duckor-Jones

**Signature:** 

**Date:** 8 September 2023

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**Hearings on the Draft Regional Public Transport Plan**

- Do you wish to address a hearing panel in support of this submission? **Yes, No**

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25 SEP 2023

Submission Form for the Draft West Coast Regional Public Transport Plan 2023

WEST COAST REGIONAL COUNCIL

Name: John Coygill

Position: Retired (formerly working in primary health care)

Organisation:

Address: 17 Palmerston Street, Greymouth.

Contact Details (email and/or phone number): muircoygill@xtra-co.nz

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- 1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

The Objectives and Policies set out in the Draft Plan are appropriate to the issues, though I submit that there are some gaps in regard to the Actions. Specifically, there is an urgent need for a wheelchair taxi in Greymouth [see Objective 1, Policy 2], and the stated Action for Policy 1, Objective 3 - "Explore the potential for undertaking investigation for on-demand services" - is too diffident, and I submit it should match the Action for Policy 1, Objective 1, and simply undertake the proposed investigation.

[Signature] John Coygill 25/9/2023

- 2. Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.

[Empty lines for response to question 2]



3. Are there any other comments you wish to make on this draft RPTP?

As you have noted the West Coast does not have a comprehensive public transport network. This further disadvantages those who are already disadvantaged by not owning or not being able to drive a car. The proportion of West Coast residents in this category is higher than the national average (higher median age, higher proportion of disabled, and significantly lower median household income). Furthermore, fuel costs and other daily expenses are expected to keep rising.

Name: John Coggill

Signature:



Date: 25/9/2023

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**Hearings on the Draft Regional Public Transport Plan**

- Do you wish to address a hearing panel in support of this submission? ~~Yes~~  No

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Contact Name: Rosie McGrath  
Organisation: Active West Coast  
[activewestcoastnetwork@gmail.com](mailto:activewestcoastnetwork@gmail.com)  
Phone: 03 768 1169  
Postal Address: C/- P O Box 443 Greymouth 7805



West Coast Regional Council  
P O Box 66  
GREYMOUTH 7840

re: Submission to the West Coast Regional Public Transport Plan.

Active West Coast (AWC) is a network of agencies and groups committed to improving the health and wellbeing of West Coasters through the promotion of healthy lifestyles and the creation of healthy social and physical environments.

While member organisations were involved in preparing this submission, the recommendations in their entirety do not necessarily reflect the views of each individual agency.

Thank you for the opportunity to respond to the Draft West Coast Regional Public Transport Plan (the Plan).

We wish to make the following comments:

Accessibility to transport is an important determinant of health and wellbeing as how people travel and connect influences social, economic and health outcomes. Within the range of transport modes, public transport is an essential social enabler for residents, particularly the transport disadvantaged. It is also a mechanism to address climate change and sustainability issues by decreasing the number of kilometres travelled in private vehicles. The lack of access to an effective public transport system on the West Coast is often highlighted as a barrier to social and economic participation. This is particularly so with respect to people accessing education and employment opportunities, and engagement with health, sport, and social services. We believe there is sufficient evidence to indicate that investigation into developing a public transport system should be given high priority within the Regional Public Transport Plan.

We agree with Council's intention to seek feedback from the community regarding on-demand public transport services. While the Plan identifies *'population change, deprivation and affordability, fuel prices and geographical length of the region, as issues for public transport on the West Coast'*, we believe the action to *'explore the potential for undertaking investigation for on-demand services through the 2024-2034 Long-term Plan'* falls short of Council's obligations to meet its objectives within the Plan. Meeting this action could effectively mean that Council pushes out any *'exploration to investigate'* to 2033. We believe the information provided within this submission offers a compelling justification for a comprehensive investigation into the development of a public transport service that provides for the needs of the region's communities.

### Population and deprivation information

The Plan states that official projections indicate a potential decline in population over the next two decades. However official projections also include the potential for the population to increase from 32,000 to 35,300 by 2043. It is disappointing that one of the primary decision makers on the West Coast lacks the confidence and/or vision in the region to not include this increase in the draft plan; especially when the Plan notes that anecdotal evidence suggests that more people are [already] moving to the region. <https://www.stats.govt.nz/information-releases/subnational-population-projections-2018base2048-update/>. As stated in the Plan, approximately half of the population resides within the three main towns of Westport, Greymouth and Hokitika.

- The age and ability status of a population affects transport choice and demand. The median age in Te Tai o Poutini of 47.7 years is significantly older than the national average of 38.4 years. As a further break-down, Buller's median age is 53.6 years, Westland's 24.8 years, and Grey's 43.9 years. (StatsNZ Subnational population projections base). As of June 2023, almost 24% of the West Coast population was over 65; this is projected to increase to 30% by 2043 (using Statistics NZ medium projection of population change).
- The 2018 Census found a higher proportion of people in the West Coast were disabled compared to the national average. It is estimated that around 7,800 people on the West Coast live with at least one disability (2013 National Disability Survey). <https://www.wcdhb.health.nz/wp-content/uploads/wcdhb-annual-plan-2021-2022.pdf>. Creating environments that support people to be as independent as possible means an impairment does not become a disability, and people are able to participate fully in society.

The West Coast is an area of high deprivation that an appropriate public transport system could help address. According to the Community Compass Quarterly Report for June 2023, in the Buller District 75% of the population live in highly deprived communities (deprivation index 8-10), with Grey and Westland percentages at 38.5% and 35.5% respectively. In contrast 15.4% of the population in Grey District live in the top three socio-economically performing communities (deprivation index 1-3), compared with 0% in either Buller or Westland. (Community Compass Quarterly Report: Report 1.4; Pipeline V\_1.9.5 June 2023).

- The median household income for the West Coast region is significantly below the rest of New Zealand. The Community Compass Report states that the median household income in Buller (adjusted for inflation) was almost half the national median in June 2023. For Grey and Westland, the median household income is 25.5% and 22.7% lower than the national median respectively.
- The cost of housing is a determinant of deprivation with anyone spending over 30% of their household income considered to be struggling. The Compass Report also shows that of the people renting in Buller, almost 35% of their annual household income goes on rent, with the highest percentages in Westport North (39.4%) and Westport South (36.4%). In Grey, almost 27% of the household income is spent on rent with the most unaffordable communities being Cobden (36.2%), Central Greymouth (33.2%), Blaketown (29.9%), and Runanga (23.3%). Communities in Westland with the highest rental to income percentage include Hokitika (26.1%), Hokitika Rural (23.3%) and Arahura- Kumara (25.8%). (Community Compass Report). These are all areas in which a public transport system could operate to benefit residents.



- We are aware that increasing costs of housing, food and fuel are already impacting on the residents of the West Coast. It is predicted that the price of petrol will be \$3.50 per litre by Christmas 2023 <https://www.nzherald.co.nz/business/petrol-prices-91-octane-expected-to-rise-to-350-a-litre-by-christmas-in-new-zealand/JRVV6EYEIFB35ICE46SLSNTXF4/>. A rise in fuel prices has ongoing implications for basic living costs; this will further exacerbate the situation for those already experiencing transport barriers and will increase the numbers of people who are transport disadvantaged. It could also encourage people to take advantage of a public transport service if one existed.

People who live outside of the larger towns are further disadvantaged as they do not have access to taxi services or the Total Mobility Scheme. Improved access to public transport is therefore a means to improve equity for residents on the West Coast.

#### What we know about transport on the West Coast:

Transport issues have been identified as a priority in a number of consultations and research studies carried out across the West Coast over a number of years. Recent consultation for the Takiwā Poutini; People, Place and Wellbeing Report, further reiterated that life choices are impaired by transport barriers including the lack of public transport. This information can be found at <https://www.takiwapoutini.nz/>.

The Plan states that *‘Council does not hold a lot of information about demand for services required by the transport disadvantaged’*, and that *‘more information is required to enable action should funding or opportunities become available.’* We would argue that the potential for a public transport service has previously been given limited consideration by West Coast Regional Council, and that using the consultation process on the Public Transport Plan (previously done in conjunction with consultation on the much larger and more complex Regional Land Transport Plan) has been an ineffective tool in determining demand.

#### Transport Disadvantaged

The Plan essentially confines itself to providing services to people who meet the Total Mobility criteria despite our population and deprivation statistics, and other community consultation across a number of years, indicating much of our population is transport disadvantaged.

We agree that the transport disadvantaged are those who *‘face transport barriers due to limited affordability, and/or a lack of available transport options they are able to use. This includes people who live in rural areas with no vehicle, low income households, elderly people, and people with disabilities.’* However, transport disadvantage also includes people who have limited options to participate in everyday activities because of a lack of transport choices, and people who overcome lack of transport choice by paying more than they can reasonably afford for mobility. This includes people who are ‘forced car owners’, and those who use a taxi service because a cheaper public transport service is unavailable. <https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/transport/>.

The lack of public transport is also a reason why older people are reluctant to give up driving and why some people buy and run cheap cars, many of which are unlicensed, unwarranted and therefore uninsured. People who live outside of the larger towns are further disadvantaged as they do not have access to taxi services or the Total Mobility Scheme. We are also aware that

while hotels offer transport home we are aware that wait times can deter people from using the transport. Improved access to public transport is therefore a tool to improve safety and equity for residents on the West Coast.

#### Total Mobility and Taxi Services.

AWC supports the policies to provide and expand a transport service to people who meet the Total Mobility eligibility criteria. This service is essential for people who would otherwise be reliant on family, friends or community organisations for travel and social participation. However, we are aware that the number of people who can access and benefit from these services is limited either because they don't yet meet the required criteria or because of geographical location.

We support the extra subsidy to enable services to carry wheelchair users. However, our enquiries show Westport Taxis is the only service that operates an on-demand service for people in wheelchairs. Hokitika offers this service although the passenger needs to book a day in advance to allow the operator to prepare the vehicle. Taxis in Greymouth are not wheelchair capable.

We note the Total Mobility Scheme is currently being reviewed by Waka Kotahi. We trust the Council is strongly advocating for continued investment in this Scheme to enable West Coast residents continued access to this service when required.

The Plan acknowledges that various communities provide transport options through community van services, but it also says that '*Council has no direct involvement in these services*', although it maintains a schedule of these services. We believe this provides an opportunity for Council to formally link with communities to gauge how it can offer support in the operation of the vans. This community facility may also be an opportunity to expand the Total Mobility Scheme into communities outside the three main towns.

We understand any public transport service would need to be bespoke, sustainable and would require significant engagement to ensure the system meets the needs of communities. However, we are aware that the MyWay Trial in Timaru shows a public transport system is capable of being viable in a provincial area ( <https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/transport/>).

We wish to speak to this submission. Active West Coast also offers our support to Council in any investigation into an on-demand public transport service for our region.

Rosie McGrath  
Coordinator  
Active West Coast

28 September 2023

The West Coast Regional Council  
PO Box 66,  
Greymouth  
7840

Tēnā koutou,

## **Submission on Draft Regional Public Transport Plan for the West Coast 2023-2033**

1. Thank you for the opportunity to submit on the Draft Regional Public Transport Plan for the West Coast 2023-2033. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Te Tai O Poutini. 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 specific questions provided in the Draft Regional Public Transport Plan for the West Coast 2023-2033.
3. This submission sets out particular matters of interest and concern to Te Mana Ora.

## General Comments

4. We welcome the opportunity to comment on the Draft Regional Public Transport Plan for the West Coast 2023-2033.
5. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. 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'.<sup>1</sup>
6. The diagram<sup>2</sup> below shows how the various influences on health are complex and interlinked. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact.<sup>3</sup>
7. Transport is an important determinant of health. Road safety, air quality and emissions, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing.<sup>4</sup> In addition to direct health impacts, increased emissions from transport contribute to climate change and consequential health impacts.
8. Public transport provides accessibility to work, education, health services as well as key business areas. Access to public transport is important for people who do not have access to other transport modes, including disabled people, older people, youth and low-income earners. For example, without safe, accessible public transport, individuals who are blind, deafblind or have low vision have reduced independence,

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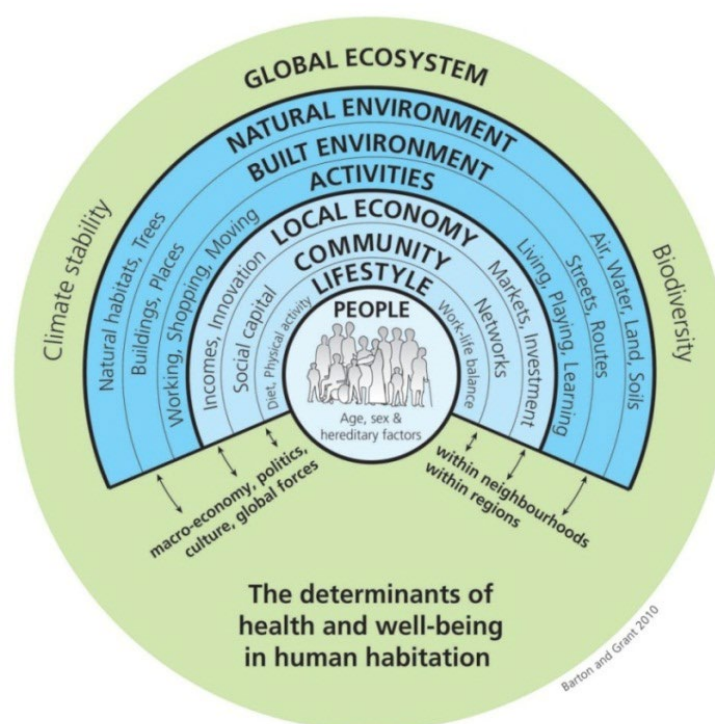
<sup>1</sup> Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

<sup>2</sup> Barton, H and Grant, M. (2006) A health map for the local human habitat. *The Journal of the Royal Society for the Promotion of Health* 126 (6), pp 252-253.  
<http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

<sup>3</sup> McGinni s JM, Williams-Russo P, Knickman JR. 2002. *The case for more active policy attention to health promotion*. *Health Affairs*, 21(2): 78 - 93.

<sup>4</sup> Shaw C, Randal E, Keall M, Woodward A. *Health consequences of transport patterns in New Zealand's largest cities*. *N Z Med J*. 2018;131(1472):64–72. Epub 2018/03/23. pmid:2956593

higher rates of unemployment, limited recreational opportunities, and increased social isolation.<sup>5</sup> The increased use of public transport not only reduces kilometres travelled in private cars, cuts carbon emissions and improves air quality, but also grants greater access to roads for people walking, cycling and scooting by removing single-occupancy vehicles from the roads.



## Specific Comments

9. Te Mana Ora supports the West Coast Regional Council's efforts to facilitate public transport functions in the region.
10. Te Mana Ora generally supports the objectives of the Plan, including considering the needs of the transport disadvantaged, maintaining accessibility for mobility-impaired persons, and ensuring the continuation of services that meet the needs of the community and transport disadvantaged. However, the policies and actions included in the Plan are limited in their scope because they do not provide a public transport

<sup>5</sup> Blind Low Vision NZ (2023). Accessed from: <https://blindlowvision.org.nz/about-us/position-statements/access-to-public-transport/>

service to people who do not meet the eligibility criteria of Total Mobility or who live outside of larger towns.

11. The lack of access to an effective public transport system on the West Coast is often highlighted as a barrier to social and economic participation. This can be a barrier for people accessing education and employment opportunities, and engagement with health and social services. Improved access to public transport is therefore important to improve equity for residents on the West Coast.
12. It is important that public transport planning takes account of the age and ability status of the population. On the West Coast, 22% of the population is aged over 65, compared with the national average of 16%. The proportion of people who are over 65 years is projected to increase to 25% by 2025.<sup>6</sup> In addition, it is estimated that around 7,800 people on the West Coast live with at least one disability; for adults the main impairments are physical (47%) and hearing (20%) disabilities.<sup>7</sup> Older and disabled people may have mobility issues or impairments that restrict them from driving or using other modes of transport, which makes public transport an important mode of transport for them.
13. Furthermore, one in every ten residents on the West Coast is living in an area classified as socioeconomically deprived.<sup>8</sup> People who live in socioeconomically deprived areas are likely to face barriers to accessing transport, such as to own and service a car. The rising cost of fuel will also inequitably impact people who are already socioeconomically deprived.
14. In addition, people who are transport disadvantaged may drive cars at a risk to themselves and others. For example, the lack of public transport is also a reason why older people are reluctant to give up driving and why some people buy and run cheap cars, many of which are unlicensed, unwarranted and therefore uninsured. People who live outside of the larger towns are further disadvantaged as they do not have access to taxi services or the Total Mobility scheme.

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<sup>6</sup> West Coast DHB. 2021. West Coast DHB 2021/22 Annual Plan. Accessed from: <https://www.wcdhb.health.nz/wp-content/uploads/wcdhb-annual-plan-2021-2022.pdf>

<sup>7</sup> West Coast DHB. 2021. West Coast DHB 2021/22 Annual Plan. Accessed from: <https://www.wcdhb.health.nz/wp-content/uploads/wcdhb-annual-plan-2021-2022.pdf>

<sup>8</sup> West Coast DHB. 2021. West Coast DHB 2021/22 Annual Plan. Accessed from: <https://www.wcdhb.health.nz/wp-content/uploads/wcdhb-annual-plan-2021-2022.pdf>

15. Te Mana Ora encourages the Council to expand the scope of the Plan to increase access to public transport in the region, especially to meet the needs of disabled people, older people and low-income earners. The period of the Plan is 10 years therefore now is an opportunity to commit to further action to reduce carbon emissions and improve health and social outcomes.

***Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?***

16. Te Mana Ora supports the policy to *“maintain and expand, where practicable, support for services to meet the needs of the transport disadvantaged who meet the Total Mobility eligibility criteria”* because this service provides people with mobility and health issues with a transport option. Te Mana Ora supports the action to assist funding access for hoists in specialist vehicles to allow wheelchairs to be carried because this will improve accessibility for people who use wheelchairs.

17. However, the numbers of people who can access and benefit from the Total Mobility scheme are limited either because people do not meet the required criteria or because of geographical location. Therefore, people who are transport disadvantaged, and who are not eligible for the scheme or live rurally, are further disadvantaged.

18. Te Mana Ora supports the policy to *“understand and monitor demand for services to meet the needs of the transport disadvantaged.”* Te Mana Ora suggests that the Council works with the community and organisations already consulting with the local community. For example, Tākiwa Poutini have consulted and collected information with communities and whānau to understand how to improve wellbeing in Te Tai o Poutini and have found that transport is a barrier to improving wellbeing.<sup>9</sup>

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<sup>9</sup> Tākiwa Poutini. 2023. *People, Place & Wellbeing*. Accessed from: <https://www.takiwapoutini.nz/our-voices>

19. Te Mana Ora recommends that the Council considers how their proposed investigation of transport demand can reach the transport disadvantaged. People who face barriers to using transport might also face barriers to engaging in consultation, for example, they may lack time, literacy skills, access to the internet, and confidence to engage in the process. It is important that people who are affected by decisions are empowered to have input into decision making.
20. Te Mana Ora also supports the policy to “*support the provision of other passenger transport services where there is demand, taking into account funding availability and the sustainability of services.*” Te Mana Ora recommends that the Council engages with communities who operate community van services already to understand transport demand, as well as how the Council can support them to operate these services.
21. Te Mana Ora generally supports the action under this policy to “*explore the potential for undertaking investigation for on-demand services*”, however, Te Mana Ora recommends that Council commits to undertaking an investigation of on-demand services, rather than exploring the potential to investigate. On-demand services could reduce barriers for the transport disadvantaged and reduce emissions therefore the Council should take action to investigate demand.

***Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.***

22. Te Mana Ora suggests that the Council considers an on-demand public transport service, such as MyWay in Timaru. An on-demand service responds to passengers' pre-booked pick-up locations and destinations instead of having fixed route services. The MyWay trial in Timaru is considered a success because engagement in public transport has increased since its introduction.<sup>10</sup> This type of service may be an

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<sup>10</sup> RNZ. 2023. Timaru's on-demand transport service gets more Waka Kotahi funding. Accessed from: <https://www.rnz.co.nz/news/national/485821/timaru-s-ondemand-transport-service-gets-more-waka-kotahi-funding>



appropriate model on the West Coast to connect provincial towns and rural locations with social and economic opportunities.

***Are there any other comments you wish to make on this draft RPTP?***

23. Te Mana Ora supports this explanation of transport disadvantage: *“People who face transport barriers due to limited affordability, and/or a lack of available transport options they are able to use. This includes people who live in rural areas with no vehicle, low income households, elderly people, and people with disabilities.”* However, Te Mana Ora recommends that this understanding of transport disadvantage is expanded to acknowledge that people who overcome a lack of transport choice by paying more than they can reasonably afford are also transport disadvantaged. For example, people may be forced to own a car or pay for a taxi that they cannot afford. This amendment aligns with the explanation of transport disadvantage in Aotearoa New Zealand's first emissions reduction plan.<sup>11</sup>
24. The Regional Public Transport Plan is an opportunity to create a comprehensive public transport system that services the communities' needs now and in the future. Although the region has a small and dispersed population, there is anecdotal evidence that more people are moving to the West Coast, as highlighted in the Plan. Providing public transport will make the West Coast an even more attractive place to live.

## Conclusion

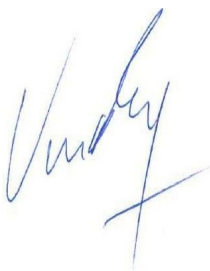
25. Te Mana Ora does not wish to be heard in support of this submission.
26. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

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<sup>11</sup> Ministry for the Environment. 2022. *Towards a productive, sustainable and inclusive economy. Chapter 10 Transport.* Accessed from: <https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/transport/>

27. Thank you for the opportunity to submit on the Draft Regional Public Transport Plan for the West Coast 2023-2033.

Ngā mihi,



**Vince Barry**

Regional Director Public Health Te Waipounamu  
National Public Health Service

### Contact details

Hebe Gibson  
For and on behalf of Te Mana Ora

+64 3 364 1777  
[submissions@cdhb.health.nz](mailto:submissions@cdhb.health.nz)

Submission Form for the Draft West Coast Regional Public Transport Plan  
2023

Name: Jane Neale

Position: Community Member, Safer Communities member, Road Safety committee member  
Councillor (WDC)

Organisation:

Address: 57 Paere Rd, R03 Hokitika.

Contact Details (email and/or phone number): 02102718810, jane.bill1@xtra.co.nz

This submission form is intended to help you make a submission on the Draft West Coast Regional Public Transport Plan 2023. Where relevant, please give reasons for your answers. If more room for answers is required, attach answers on a separate piece of paper. Please return your submission by **5.00pm, Friday 29 September 2023.**

1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

Objective 3. Policy 1 - actions "Explore the potential for undertaking investigation..." This sentence does not give me confidence that any change will happen! and probably more effective to maintain a schedule of compliant services, rather than exempt services? ☆

2. Do you think that there are other services that should be available other than those identified within this RPT? If yes, please detail what these are and justification for their inclusion.

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☆ Total Mobility - look for how this can be more efficient, i.e. work w hospital to timetable all those from eg Blackball to have appts on the same morning. Greater efficiency means more people can benefit.

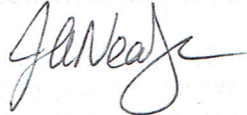
3. Are there any other comments you wish to make on this draft RPTP?

The Regional Public Transport plan needs to give HIGH priority to ensuring an accessible + affordable public transport system that meets the needs of all. Especially the elderly, the rural, the disability sector, and the lower socio-economic demographic. Also those that wish to limit their carbon footprint. This needs to happen SOONER not later.  
Thanks.

Name:

Jane Neale

Signature:



Date:

29/9/23

**NOTE:**

The provision of public transport services is dependent on district and regional rates as well as subsidies from the NZ Transport Agency. The Policies and Actions in this draft RPTP 2023 have been included within the relevant local authority Long Term and Annual Plan processes, as well as detailed in the draft Regional Land Transport Plan 2021 - 31. Increases to the funding proposed will also need to be addressed through these planning processes. Current proposed funding can be viewed in the draft Regional Land Transport Plan 2021 - 31.

**Hearings on the Draft Regional Public Transport Plan**

- Do you wish to address a hearing panel in support of this submission?  Yes  No

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be contacted and given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted  phone, email or postal address?

by text

**How to submit:**

**Post to:** Draft Regional Public Transport Plan, West Coast Regional Council P O Box 66, Greymouth 7840 OR

**Go to this link:** [https://westcoastregionalcouncil-my.sharepoint.com/:f/g/personal/kayla\\_sims\\_wrcr\\_govt\\_nz/Eil6Q2CHYSFFj7-jeJDLVPYBlqh\\_z6MMYujKmcj-VLJQEA](https://westcoastregionalcouncil-my.sharepoint.com/:f/g/personal/kayla_sims_wrcr_govt_nz/Eil6Q2CHYSFFj7-jeJDLVPYBlqh_z6MMYujKmcj-VLJQEA)

**Privacy and Information statement**

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Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name, or your organisations name, withheld in the publication of submissions, decisions on those submissions, or any other information we publish about the Plan.

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**Submission Form for the Draft West Coast Regional Public Transport Plan 2023**

Name: Sarah Brown

Position: Safer Westland Co-ordinator

Organisation: Safer Westland

Address: 36 Weld Street, Hokitika

Contact Details (email and/or phone number): 027 7735236  
sarah.brown@westlanddc.govt.nz

This submission form is intended to help you make a submission on the Draft West Coast Regional Public Transport Plan 2023. Where relevant, please give reasons for your answers. If more room for answers is required, attach answers on a separate piece of paper. Please return your submission by **5.00pm, Friday 29 September 2023.**

1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

Accessibility to transport is an important determinant of health, well-being and safety. The lack of access to an effective public transport system on the West Coast is often highlighted as a barrier to social and economic participation.

Action - a public transport system is highlighted now as a necessity not 2023

2. Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.

A Regional Public Transport System should be given high priority, enables access to services, education, employment opportunities, health, sport and social services.

How does WRC supply services to our aging populations?

3. Are there any other comments you wish to make on this draft RPTP?

West Coast has a high deprivation index, an appropriate public transport system could help address this.

For a number of years WCRC have ignored studies carried out across the West Coast that have identified transport issues and transport barriers.

WCRC have a responsibility to highlight Public transport as an immediate concern for the West coast.

Name:

Sarah Brown

Signature:



Date:

29/09/2023

#### NOTE:

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#### Hearings on the Draft Regional Public Transport Plan

- Do you wish to address a hearing panel in support of this submission? **Yes/No**

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**Disabled Persons** Assembly NZ

September 2023

To West Coast Regional Council

Please find attached DPA's submission on Regional Public Transport Plan

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe – Regional Policy Advisor (Local Government)

[policy@dpa.org.nz](mailto:policy@dpa.org.nz)

# Introducing Disabled Persons Assembly NZ

## 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.

### 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](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability 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.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

## UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),<sup>1</sup> a foundational document for disabled people



which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

Article 3 – General principles

Article 9 – Accessibility

Article 19 – Living independently and being included in the community

Article 20 – Personal mobility

## **New Zealand Disability Strategy 2016-2026**

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy<sup>2</sup> to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

- **Outcome 5 – Accessibility**

## **The Submission**

DPA welcomes the opportunity to feedback on the West Coast Regional Council's Draft Public Transport Plan.

We will focus on the Total Mobility (TM) Scheme aspects of the plan which have been a focus for disabled people on the West Coast.

## Background

In 2022, Waka Kotahi published independently commissioned research (in which DPA collaborated) entitled *Transport experiences of disabled people in Aotearoa New Zealand*.<sup>1</sup>

This research illustrated the ongoing accessibility challenges faced by disabled people when using public transport. Disabled people's main challenges included, for example, issues around using Total Mobility (TM), the inaccessibility of bus services, lack of footpaths and safe crossing points, and feeling excluded from the planning of sustainable city centres, as well as the ableist attitudes of some transport planners.

DPA acknowledges the immense challenges that face the West Coast's population in accessing public transport and this includes all modes be they buses, taxis, trains and ferries.

We recognise that disabled people in rural/provincial New Zealand face even greater barriers to accessing public transport than do their disabled counterparts in urban centres (who still face considerable barriers all the same) due to very few or non-existent, accessible public transport options in their areas.

According to Statistics New Zealand's 2018 Census data (the latest available), the number of disabled people who live within the West Coast Regional Council area stood at 9% (n= 2,841).<sup>2</sup>

## Total Mobility and transport inaccessibility on the West Coast

<sup>1</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

<sup>2</sup> Statistics New Zealand. (2018). Census place summaries – West Coast Region. Retrieved from <https://www.stats.govt.nz/tools/2018-census-place-summaries/west-coast-region>

The West Coast's disabled community believe that the current TM service across the whole region is both inadequate and expensive.

The inadequacy is highlighted by the fact that for the Coast's disabled community, the only accessible public transport available are two mobility taxi vans located in Westport and Hokitika.

Recently, there had been three vans available, but this reduced to two only after the service in Greymouth was discontinued when the taxi firm there decided that its running costs exceeded the small number of trips undertaken by clients.

Hato Hone St John also offers a mobility hoist vehicle service, but this is limited to only transporting people to medical appointments.

The affordability issue is highlighted by the current maximum fare for TM users on the Coast being \$30. This might be sufficient if a user wants to undertake a short trip – provided a mobility vehicle is available in their area, which as we have pointed out are few and far between.

Consequently, disabled people on the Coast experience considerable barriers in terms of accessing things like visits to more distant family/whānau and friends – and much else besides.

DPA supports the West Coast's disabled community in terms of the following recommendations.

**Recommendation 1:** that Council undertakes full, targeted consultation before approving the transport plan with disabled people and disability organisations throughout the West Coast.

**Recommendation 2:** that Council focuses the targeted consultation on changes to Total Mobility, including the possibility of providing funding to support the establishment of other community-based mobility services on the Coast.

According to the *Transport experiences of disabled people in New Zealand* report<sup>3</sup>, disabled people are not well served when it comes to accessing inter-regional transport services either. These options include the likes of InterCity Coachlines, Atomic Shuttles and other smaller coach-based services which transport people. These are largely inaccessible to disabled people, especially for people with mobility impairments. Many tourist coaches are also inaccessible, and these include those bringing tourists to the West Coast and other visitor hotspots throughout Aotearoa.

A major reason behind the inaccessibility of interregional services is that current public transport guidance issued by central government only applies to journeys within cities and regions. <sup>4</sup>

DPA and the West Coast disabled community recommend that the West Coast Regional Council join in lobbying central government to strengthen transport accessibility standards so that they apply to all public transport modes, including city, regional and inter-regional services.

**Recommendation 3:** that Council collaborate with the West Coast's disabled community to lobby central government to strengthen transport accessibility standards so that they apply to all city, regional and inter-regional services.

DPA also recommends that Council require all urban buses servicing the main centres of Westport, Hokitika and Greymouth be made fully accessible and compliant with the Requirements for Urban Buses (RUB) Standards.

**Recommendation 4:** that Council also support calls for making other public transport platforms accessible nationwide including inter-regional bus and train services.

<sup>3</sup> Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). *Transport experiences of disabled people in Aotearoa New Zealand* (Waka Kotahi NZ Transport Agency research report 690), Pg.94.

<sup>4</sup> Ibid.

DPA recommends that the West Coast Regional Council transition all TM users to a card-based system by agreeing to phase out the current voucher-based system as soon as possible.

We understand that the West Coast is one of two remaining regions in the country to maintain paper vouchers for TM with all others having moved to a card system in recent years.

For any disabled people who travel outside of the West Coast and access taxi services, this would present an issue for any drivers and companies who are mainly used to dealing with card-based systems now.

Any consultation with the disabled community around public transport issues should include proposals to implement a card-based TM system on the Coast.

**Recommendation 5:** that Council transition all TM users to a card-based by phasing out the voucher-based system as soon as practicable.

Submission Form for the Draft West Coast Regional Public Transport Plan  
2023

Name: Glenns Byrne  
Position: Road Safety Coordinator  
Organisation: Grey, Bulter, Westland District Councils  
Address: 177 Bealey St, Hokitika  
Contact Details (email and/or phone number):

This submission form is intended to help you make a submission on the Draft West Coast Regional Public Transport Plan 2023. Where relevant, please give reasons for your answers. If more room for answers is required, attach answers on a separate piece of paper. Please return your submission by **5.00pm, Friday 29 September 2023.**

1. Do you think the policies and actions for delivering public transport on the West Coast are appropriate given the characteristics of the region? Are there any other policies and actions you would suggest including?

Become a member of the Road Safety Coordinating Committee  
Support the Road Safety Coordinator financially  
Or by Vehicle Sponsorship.

I support the AWC Submission

2. Do you think that there are other services that should be available other than those identified within this RPTP? If yes, please detail what these are and justification for their inclusion.

I support the AWC Submission

I support support for Road Safety Coordination

3. Are there any other comments you wish to make on this draft RTP?

I support the Active West Coast Submissions

I support Regional Council belonging to the West Coast Road Safety Coordinating Committee

I support WC Regional Council supporting Road Safety Coordinating Committee financial

Name:

Glennys Byrne

Signature:

GB Byrne

Date:

**NOTE:**

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**Hearings on the Draft Regional Public Transport Plan**

- Do you wish to address a hearing panel in support of this submission? **Yes/No**  
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# Draft Regional Public Transport Plan

**29 September 2023**

## Michael Nolan

Transport needs for disabled and impaired on the West Coast are not being met and taking onboard the 820 west coast members signed to the Total Mobility Scheme should not be considered an accurate gauge on the number of disabilities or impairments that could potentially utilise public and mobility services transport should adequate services be available.

Consideration should be given to the UNCRPD (United Nations Convention on the Rights of persons with a disability). The New Zealand government has signed to the UNCRPD and ratified the UNCRPD in 2008, taking a leading role in the development of the convention. The (UNCRPD) is a commitment to disabled people enjoying the same human rights and opportunities as all other citizens

Access to public transport - the absence of public transport means the disabled on the West Coast have to rely on other transportation means. This includes access to appointments, to shop at their local supermarket/s, attend church services and public meetings. Enjoying the outdoors and local parks, recreation areas.

Today, society's understanding of disability is improving as we recognize "disability" as what occurs when a person's functional needs are not addressed in his or her physical and social environment. By not considering disability a personal deficit or shortcoming, and instead thinking of it as a social responsibility in which all people can be supported to live independent and full lives, it becomes easier to recognize and address challenges that all people-including those with disabilities-experience.

More needs to be done about the availability of public transport for the disabled - there are 3 main centres on the West Coast being Hokitika, Greymouth and Westport. Only two of these localities have a local mobility taxi service, the third having lost its ability to provide due to compliance costs and lack of use. This can hardly be improved if the initial service is not provided for and what can be quantified as "lack of use"

In addition, business transport providers have not done enough to cater for the disabled. Services such as Intercity, Atomic Shuttle, Coast to Coast Shuttle do not provide disabled access and transport on any coaches travelling up and down, to and from the West Coast.

A consolidated effort must be made to ensure the availability of public transport that is accessible including subsidies for private operators to adequately offer mobility transport options for our disabled community members. The Total mobility Scheme should be more than a financial assistant and extend into the tools and vehicles required to fully support all inclusive transport options.

The total mobility scheme is New Zealand wide, but it does not cater for New Zealand wide. Recent experience in Auckland provides staggering statistics for mobility transport - a ticket with Re-Li-On-Us mobility taxi service from Auckland Airport to the CBD comes at a cost of \$200 for a one way trip, with the Total Mobility Scheme system (of course that is more than double that of a non-disabled taxi fare??). If this is a Nationwide system why the



tiered level of subsidy? Is the NZTA subsidy for Aucklanders \$11? I think not, so why should it matter where you are travelling - the allowance should apply to the region you are travelling in and not the region where you reside.

The majority of regions in New Zealand issue a magnetic type swipe card (the West Coast Regional Council still provide a paper voucher system - one of only two regions in New Zealand still doing this). The paper voucher system requires a large amount of explaining - firstly you must inform the taxi company when making your booking that you have the "paper" voucher and when you meet your driver you have to explain all over again why you have a paper voucher and not a "swipe card" in order for the driver to accept the details and process the transaction.

My submission is for the decision makers to come to the table, to invite disability advocates and those with the lived experience of disabilities into the discussion to support the provision of suitable, fit for purpose transport solutions. The greatest knowledge and input can only come from those with the lived experience, in order for those decision makers to fully appreciate what it takes to provide a disabled person the same opportunities as any other member of the public.

I wish to speak on behalf of my submission.

*Michael Nolan*

*Chair - West Coast Disability Steering Group  
and  
Disabled Community Member*

*16 Cron Street  
(previously 2537 Franz Josef Highway)  
Franz Josef*

*M: 021 193 2287*

*E: [mike\\_heli@outlook.com](mailto:mike_heli@outlook.com)*