

Getting There

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NRMA Grant: I'm Okay, Emergency readiness for people with physical disability website

In July 2013 PDCN received a grant from NRMA Insurance to develop a website to assist people with physical disability to plan for potential emergencies.



The project aims to enhance the knowledge and capacity of people with a physical disability to increase their ability to respond to an emergency situation or disaster through the creation of a purpose built website and resource materials.

The project will assist people with disability to devise an action plan to ensure their needs are met in an emergency situation, and educate stakeholders on the needs of people with a physical disability improving their ability to respond to emergency situations.

The website is currently being developed, and it is hoped will be launched soon.

PDCN Forum of Organisations 2014

Provides a vehicle for PDCN to seek input from organisational members about some of the issues for people with physical disabilities that PDCN is working on, and provides opportunities to explore possibilities for collaborative work. The Forum of Organisations meets twice a year.

The forum of Organisations meetings for 2014 will be

7 March 2014 and 5 September 2014

3pm – 5pm

Meeting Room

St Helen's Community Centre

184 Glebe Point Road, GLEBE

rsvp admin@pdcnsw.org.au or lachlan.hazelton@pdcnsw.org.au



2014 Survey: Impact of ageing on people with physical disability

During 2008/09 and again in 2011 PDCN used state-wide surveys to consult on the impact of ageing on people with physical disability. The aim of the surveys was to better understand the everyday lives of people living in NSW with a physical disability, who are aged over 50 years.

The data gathered through the research surveys, was collated and a comparative analysis undertaken of both the 2008/9 and 2010/11 results. A paper was developed based on these findings. These reports have informed PDCN's work to bring about change to support the needs of older people living with a physical disability.

PDCN will be conducting this survey again in 2014. It is available now. To fill out the survey, please go to <http://questionpro.com/t/AJgVSZQhOJ>

For a print copy of the survey, please go to <http://www.pdcnsw.org.au/images/stories/documents/impact%20of%20ageing%20survey%202014.pdf>

If you require a copy of the survey as a word document, contact us and a copy will be mailed to you. Please forward this email to people who may have an interest in it.

“Mentors Matter” *Young adults with physical disability*

mentoring High School students with physical disability.

The Physical Disability Council of NSW conducts a Mentoring Program of limited duration (4 months). ABS statistics on the education of those with a physical disability, show 30% of participants had completed year 12 and only 13% had completed a bachelor degree or higher.



This is compared to 49% and 20% for people without a disability. For some high school students with physical disability it can be difficult to: recognise their own attributes and skills; see academic opportunities, and future employment opportunities; and identify people who can be role models.

If you have an interest in participating in this as a student, or if you know anyone who would be interested in this please pass the information onto the person (or perhaps a secondary school). Contact us on 02 9552 1606 or 1800 688 83

Health Transport in NSW – [Time to complete the picture](#)

During [FAIRbruary](#), the Council of Social Service of NSW (NCOSS) is calling on the NSW Government to complete the health transport picture. Many of the ill and disadvantaged members of the community miss out on vital health services simply because they can't get to them. Health transport is integral to keeping people healthy and out of hospital, yet the current system is poorly coordinated and under resourced.

While the NSW Government has improved important components of the health transport system, including IPTAAS, the Ambulance Service and government-operated Non-Emergency Patient Transport, one critical piece is missing – community transport.

The NSW Government is being asked to:

Provide an immediate increase in funding to community transport providers to meet the growing need for non-emergency health transport services.

Require the NSW Ministry of Health to review the broader delivery of non-emergency health transport in NSW, including community transport providers.

Implement a reform plan for non-emergency health transport that delivers a coordinated, integrated system at the Local Health District level and a consistent approach for responding to people in need

Health Transport in NSW – [Time to complete the picture](#)

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of transport assistance.

You can [show your support](#) for a fairer health transport system by:

[Signing up to the NCOSS postcard petition](#)

Writing to your local Member of Parliament

Visiting your Local Member of Parliament and supporting the position statement on health transport

For more information, visit www.fairbruary.net, email fairbruary@ncoss.org.au, or phone (02) 9211 2599 and ask for Rhiannon or Solange.

Words Matter Fourth Edition

The Physical Disability Council of NSW (PDCN) publication Words Matter has had 3 editions, each updated and added to better reflect changing attitudes.

Because the words often used in our society about issues such as disability reflect continuing change, PDCN is updating Words Matter to a Fourth edition in 2014.

Any suggestions on how to improve the current edition would be greatly appreciated. If you are interested, please email lachlan.hazelton@pdcnsw.org.au

“Getting Ready” – Living the life I want to live Workshops

PDCN has received a one-off grant from the Department of Family and Community Services, Ageing, Disability & Home Care to run the workshop “Getting Ready”. Providing free workshops for people with physical disability across the state between October 2013 and June 2015.

“Getting Ready” is a workshop run over 2 days. (a 3 hour session each day) The workshop provides training and skill development, focusing on decision supports, life choices, empowerment of people with disability to become confident in planning for their supports and services and using individualised funding arrangements.

Upcoming 2014 dates are on page 4.

“Getting Ready” – Living the life I want to live Workshops

Date	Location	Address	Time
10-11 February 2014	Liverpool	Board Room, Liverpool PCYC, Cartwright Avenue MILLER, NSW 2168	Day 1—1.15pm arrival, workshop 1.30pm to 4.30pm Day 2—9.45am arrival, workshop 10am to 1pm
17-18 February 2014	Mittagong	Fitzroy Room, Mittagong RSL, Cnr Hume High- way & Bessemer Street , MITTAGONG, NSW 2575	Day 1—1.15pm arrival, workshop 1.30pm to 4.30pm Day 2—9.45am arrival, workshop 10am to 1pm
24-25 February 2014 <i>Late Session</i>	Sutherland	Meeting Room 2, Stapleton Ave- nue Community Centre, 3a Stapleton Avenue, SUTHERLAND, NSW 2232	Day 1—5.45pm arrival, workshop 6pm to 9pm Day 2—5.45pm arrival, workshop 6pm to 9pm
3-4 March 2014	Grafton	Lily Room, The Gateway Village 598 Summerland Way, GRAFTON NSW 2460	Day 1—1.15pm arrival, workshop 1.30pm to 4.30pm Day 2—9.45am arrival, workshop 10am to 1pm
10-11 March 2014	Blacktown	Cutler Room, Blacktown RSL Second Avenue BLACKTOWN, 2148	Day 1—1.15pm arrival, workshop 1.30pm to 4.30pm Day 2—9.45am arrival, workshop 10am to 1pm
24-25 March 2014	Wagga Wagga	Board Room, Lawson Inn 117-121 Tarcutta Street , WAGGA WAGGA, NSW 2650	Day 1—1.15pm arrival, workshop 1.30pm to 4.30pm Day 2—9.45am arrival, workshop 10am to 1pm

For other 2014 workshop dates, please [click here](#).

If you would like to find out more, or to express your interest in being an attendee in future workshops please email, Hayley at admin@pdcnsw.org.au.

Transport Access

Recently PDCN conducted some literature research about transport access. Here is some of the information identified during that research, which may be of interest.

Better health and independence

Access to transport has been related to improved functional health status and a higher degree of autonomy, which in turn may reduce the demand for societal support (Hakamies-Blomqvist, Henriksson & Heikkinen, 1999 in Sjodin et al, 2012).

Disadvantage

UK studies in the area of transport access found links between income poverty, transport disadvantage, poor access to key services and an inability to participate in life enhancing opportunities (see for example Church et al. 2000; TRaC000; Lucas et al. 2001; Kenyon 2003; Kenyon et al. 2003; Hine and Mitchell 2003; Hodgson and Turner 2003; Raje´ 2004 in Delbosc & Currie, 2011) and US studies on transport access have focused on the links with social inequality.

Social exclusion

Other studies have seen barriers to transport access as transport disability (Heiser, 1995) 'the unnecessary exclusion of disabled people from current forms of transport' (Heiser, 1995 in Wilson, 2003: 4) where transport includes both public transport (buses, trains, taxis, aircraft and ferries) and private individual transport (cars and bicycles), as well as walking (Mitchell, 1997) and community transport. This approach focuses on the social barriers created by lack of transport to access education, employment, health services, social events and leisure pursuits which creates social exclusion for many people with disability (Hesier, 1995; Alsnih and Hensher, 2003; SEU, 2003 in Wilson, 2003: 6).

Among these studies is one from Canada, Litman (2003) and Pa'ez et al (2009, 2010 in Delbosc & Currie, 2011) which identified transport and social exclusion as an emergent policy concern. A number of European writers have also considered aspects of transport-related social exclusion (Schonfelder and Axhausen, 2003; Grieco, 2006; Cellobada, 2009; Priya and Uteng, 2009). Rose et al. (2009 in Delbosc & Currie, 2011) explored them in a New Zealand study and Lucas (2010 in Delbosc & Currie, 2011) investigated them in South Africa.

In Australia, Hurni (2006 in Dolbesc & Currie, 2011) explored the access of low income earners in Western Sydney. Currie et al. (2007 in Dolbesc & Currie, 2011) examined the differences between the travel and activity patterns of socially excluded groups and the average population in the Melbourne region (Currie et al. 2007; Currie 2010; Currie and Delbosc 2010a, b in Delbosc & Currie, 2011).

Accessibility

Some writers on transport access have focused on accessibility (Handy and Niemeier (1997; Geurs and van Wee (2004 in Preston & Raje, 2007) which is measured by the level of access to some type of activity from a location to one or multiple locations of that activity given a travel mode, distance, time and cost constraints (Church and Marston, 2003).

Measuring disadvantage

Whereas other writers prefer to measure barriers to access and study particular groups of people or characteristics such as income, employment status, car ownership or health (Delbosc & Currie, 2011). Measures of transport disadvantage are based on the ease with which people can access travel modes and involve levels of car ownership, licensing rates or public transport services for either individuals or for a given area (Hine, 2004; Hurni, 2005; Currie, 2009 in Delbosc & Currie, 2011:171).

Vehicle access issues

As the 2006 Census data indicate that people with disability experience a lower participation rate than the rest of the population (ABS, 2006: 7, 8) are half as likely to be in a family (ABS, 2006), almost 40% less likely to have a partner and those with profound or severe impairment are almost 10 times less likely to have access to social and other than home-based activities compared with people without disability (Australian Government, 2009a in Productivity Commission, 2011b: 2.3) access to a private vehicle and vehicle modification is an

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Transport Access continued

important part of inclusion for the 147,000 people in Australia who live with a physical impairment that limits activity and participation (AIHW, 2005). While research on drivers with disability has largely focused on adaptations to vehicles and transport safety (Henriksson, 2001 in Wilson, 2003; 44) some of the literature indicates that drivers with disability experience problems in urban areas, arising from the increasing distance of parking from amenities, the lack of provision of accessible parking spaces, inconveniently located parking spaces, illegitimate use of accessible parking spaces and a lack of wheelchair ramps (DPTAC, 2002a; Mori, 2000 in Wilson, 2003: 44; Marini, Bakhta and Graf, 2009; Withers and Hampton, 2003).

One study found that there is a need for the regular monitoring of pathways and pedestrian areas, paving surfaces, car parking, bus stops, taxi ranks, access to and within transport-related buildings, facilities within transport buildings, lighting, signage and information as well as consideration of access needs outside urban areas and consultation and training (Oxley, 2002). Another study on accessibility for wheelchair users in France, noted that for the 40% of people with tetraplegia, who drove, some people who drove were reluctant to use motorways owing to the length of travel and obstacles encountered at toll booths, service stations and rest stops (Prigent and Roche, 2008). The study found that over 50% of drivers in the study requested assistance at service stations. Drivers also reported that toilets were the most important service, followed by food services.

For these reasons, the study found that drivers with disability need: free assistance by service station employees, accessible information to meet the needs of disabled drivers, especially in the event of breakdown of vehicle; a mobile phone and the most useful emergency numbers (Prigent and Roche, 2008).

Conclusion

It is apparent from these studies and the data that driving a private vehicle is an important aspect of personal mobility and social access for people with disability yet there are significant social and environmental barriers as well as issues surrounding private vehicle access and usage.

For these reasons, when taking a driving trip it is useful to:

- Have the number of your local driver emergency services such as the NRMA, local towing services.
- Know the distance between rest stops on the trip
- Know whether the rest stops provide food and are accessible
- Know which service stations on the route
- Know whether they provide assistance and have accessible rest rooms
- Have a mobile phone and finally
- Know whether your mobile service provider has coverage in the areas you are planning to visit.



Physical Disability Council of NSW
Ordinary People Ordinary Lives

www.pdcnsw.org.au

You can help

You can help promote the work of PDCN by passing the flyers enclosed with this newsletter to anyone who may be interested. Or you can direct them to our [website](http://www.pdcnsw.org.au) and [facebook](#).