

Date: Monday 27 July 2015
Time: 6.00pm
Meeting Room: Level 2, Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Youth Advisory Panel

OPEN MINUTE ITEM ATTACHMENTS

ITEM	TABLE OF CONTENTS	PAGE
9	Updates from Youth Advisory Panel Members	
A.	27 July 2015, Youth Advisory Panel, Item 9 - Marek Townley Tabled Information	3



24 July 2015

Andrew Baker
Chairman
Franklin Local Board
By email: andrew.baker@aucklandcouncil.govt.nz

Jenni Wild
Elected Member Relationship Manager
Auckland Transport
By email: jenni.wild@aucklandtransport.govt.nz

Dear Mr Baker and Ms Wild

As a tertiary student attending the Manukau Institute of Technology on Monday to Thursday each week, I travel between Pukekohe on the Southern Line and Manukau on the Eastern Line, changing train services at Puhinui or Papatoetoe.

As you will be aware, the timetable change of 20 July 2015 – as a consequence of rail electrification stopping at Papakura – now also requires changing at Papakura between an EMU service, and a diesel shuttle servicing Pukekohe.

As per the current timetabling, the window between some services arriving at Papakura and departing is only four minutes (for example: 7.54am service arriving from Pukekohe, and 7.58am service departing for Britomart).

This window of time would be challenging enough for an able-bodied person; for a disabled person, it is thoughtless and insulting.

There is no way that I, as a disabled person with Cerebral Palsy – or anyone else who is elderly, accompanying children or even just unfamiliar with the station – can make it up the stairs, across the overbridge and down again in four to five minutes. This problem is compounded when, for whatever reason, a service is delayed – as they often are – making the time window even narrower.

As a consequence of this unacceptable planning, I have missed trains both to and from school. I am completely dependent on the train to get to classes at the required times.

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Post c/o Donna Dick, Auckland Council, Private Bag 92300, Auckland 1142

I appreciate the need to keep changeover times brief, so as to keep the overall journey time as short as possible. However, four minutes is in no way an acceptable length of time, even during peak travel. An interim remedy could be achieved by ensuring that all connecting services are allocated to neighbouring platforms rather than at opposite ends of the station, so crossing the overbridge is not necessary. An ideal solution would be increasing the time gap to seven minutes, to be consistent with all other timetabled connections.

As a disabled person, I have a right to access public transport services just like any other person, able-bodied or not. The current four-minute window denies me this right. As stated earlier, I rely fully on the train to attend school so it is imperative for me that a solution is found urgently.

I appreciate your consideration of this letter and look forward to your response. However, if I do not receive an acceptable reply by Monday 3 August, with acknowledgement that a solution will be sought and implemented as quickly as possible, I will be left with no other option than making a complaint to the Human Rights Commission and contacting media.

I know there will be an appropriate solution, and I look forward to it being implemented.

Kind regards,



Hamish Jolly

Franklin Youth Advisory Board

By email: correspondence@fyab.co.nz

Cc: Cr Bill Cashmore, Franklin Ward Councillor
Cr Cathy Casey, Chairperson, Community Development & Safety Committee
Clive Lansink, Chairperson, Auckland Council Disability Advisory Panel
Andrew Bayly, Member of Parliament for Hunua

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