

PREAMBLE.

It has been over ten years since the enactment of the DDA 1992. and the supplementary State Government Legislation, and during that time, I feel that not much has been accomplished in way of betterment the disabled people in this State.

The DDA has too many enshrined exemptions, and ongoing loopholes that can be used, by way of the State Government, Local Government and the Private sector to avoid having to implement some every day functions that would be to on the way to elimination on the grounds of discrimination .

It is my intention to give some specific examples of ongoing acts of the above sections of Government, and the Private Sector that can be corrected without much endeavour by these bodies, if there is less consultation and more of a compellable approach to these problems.

The Act itself is lacking in teeth, due to the inbuilt exemptions, and without the support of the sectors involved, any increase in the advancement of the disabled is negligible.

STATE GOVERNMENT.

The Government is at present running a scheme, on the basis of a subsidy for the disabled whereby travel in specified vehicles is on a discount basis.

At present I have been informed that over 30000 applications have been approved to date, and are ongoing, no reviews of the original disablements are made.

On the basis of the current population of this state, 480000 est. those persons classed as severely disabled, on basis of figures in the review is approximately 2.4% of the population, or 11520 app.

On the basis of the forgoing there is about 18000 persons in this state in possession of the permit card, and are illegally using it for concessions to which they are not entitled.

I have seen vehicles driven by person with many children parked in disabled parking areas, and with no disability whatsoever, it appears to me that the permit goes with the car, and if you approach them, you are told where to go, being in a wheelchair is a distinct disadvantage.

To correct this ongoing anomaly it is the responsibility of the State Government to take action by way of cancellation of all of the concessions, and require another registration with supporting documentation, as to type of disablement, signed by a medico, in order to bring the scheme into real figures. A GREAT SAVING IN THE ONGOING COSTS OF THE SCHEME.

STATE GOVERNMENT. Continued.

Of the 18000 persons enrolled in the Transport Access Scheme, in my estimation not entitled, are only assessed by some weird call on the data base as it relates to the registration and transfer of motor vehicles.

Any business operating on the user pays principle, would have an annual or ongoing systems whereby permits are issued in a colour coded dash permit, thus at least a parking inspector is able to ascertain the currency of the card, and at least would be in a position to take remedial action if needed.

The above are in effect putting at a disadvantage those really disabled persons in competition for a highly priced asset in relation to parking, which is insufficient in relation to other parties.

Here is another example of loose classification of what is a true DISABLED PERSON.

The Government is not complying with the spirit if the DDA 1992, but chooses to give only lip service, making use of all the outs in way of exemptions, **MORE COMPULSION NOT CONSULTATION IS NEEDED.**

SEMI GOVERNMENT. Hobart City Council.

This body could not be described as disabled friendly, in all its actions, it has taken full advantage of the DDA in relation to the parking for the disabled, in both the provision of the spaces and where they are sighted. Eg, a spot previously marked as disabled was changed to a lock up for motor bikes etc. It is now used for a storage of wheely bins.

Kerbs and gutters. The H CC and other like bodies, appear to enjoy making the pathway at intersections sloping into the gutter for wheelchairs, but they have failed to take into account the existing angles of the gutter, Such slopes cannot be negotiated in a wheelchair.

This formwork is normally set up in accordance with a formalised set of plans. Barrier curb and channel. Type B1.(Municipal Standing Drawings, Urban Roads/curb Profiles. SD/1005.

Any such changes would involve funding, so a basic requirement is ignored

PRIVATE SECTOR.

With the commissioning of the TT Line ships on the Bass Strait run to both Melbourne and Sydney, there has been an influx of cars with many drivers which are disabled.

A glossy publication has been issued called Dine Tasmania, which I will use as a basis for my statistics, it covers restaurants etc, which will be of use to the travelling visitors to all parts of the State, titled Restaurants and Catering Guide, Tasmania.

Amenities are shown for each establishment, by icon.

Access for people with disability. 121.

Amenities for people with disability. 67.

Total of premises covered statewide. 168.

In the forgoing access could any thing, as long as it covers an entrance, not governed on the basis of entrance for the most disabled person.

Amenities are in the main are mostly ill conceived, and poorly sited,

The best sights are in premises newly built over the past decade.

Total of establishments in publication. 168.

PRIVATE SECTOR Continued.

It is obvious that non-compliance by all involved forgoing sectors is that there is the lack of COMPULSION enshrined in the DDA. 1992

Now is the time for some significant action by way of amendments of the Act, or by regulation.

Appoint special disabled officers to enforce the forgoing.

The so-called peak disabled organisations can be likened to a tit on a bull, no useful functions, they appear to devote their time to providing their members funds to airy PHDs for some functions instead of ongoing problems of the persons they say they represent.