# Disability sector engagement: Good practice guide

Achieving equity in transport relies on understanding and resolving inequity. One way to target investment for improved equity is to find the people of greatest basic need of investment and to amplify their voices. However, there is next to no guidance currently available on how to find those people, and how to effectively work with them to reduce historic and systemic inequities.

Disabled people are a group known to experience widespread and serious lack of access to transport, relative to able people. This paper is a good practice guidance document explaining how transport professionals can identify, engage with, and deliver transport that can help disabled people participate in everyday life. It describes why there is a gap in guidance and why that is a problem. It then describes the nature of the disability community. The description explains the differences between disability service providers (such as the Blind Foundation and CCS Disability Action); Disabled Person’s organisations (such as the Disabled Persons Assembly); and individuals with lived experience of disability.

Different transport projects and processes have different reasons to engage with stakeholders from the disability community, so the paper will describe the best ways and means to engage with each group, or with individuals. It includes contact details for a wide range of service providers and advocacy groups, and advice for practitioners on how best to engage with them for the good of their transport projects or processes.

The guide also includes a summary and critique of some New Zealand Councils’ established “disability reference groups”, including a discussion of their value and limitations. It will help all transport professionals to better understand the nature of the disability community in New Zealand, to empower them to find and amplify the voice of those who have most to gain from investment in transport equity.