



Government of South Australia

Department of Planning, Transport and Infrastructure

Temporary Exemptions Report

Reporting Period: 1 October 2015 to 30 September 2016

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Introduction

The Department of Planning, Transport and Infrastructure (DPTI) operates Adelaide's metropolitan passenger train and tram services.

On 1 October 2015, the Australian Human Rights Commission (AHRC) granted temporary exemptions to members of the ADA in relation to various provisions of the (Cth) Disability Standards for Accessible Public Transport 2002 (Transport Standards) and the (Cth) Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards).

DPTI provides this report in relation to train and tram passenger services and some of the temporary exemptions that contain reporting requirements.

Reporting to the Transport and Premises Standards has been combined, as has reporting to 2.5, 6.4 and 8.2 of the Transport Standards for clarity.

This report is for the period 1 October 2015 to 30 September 2016.

Should you have any feedback in relation to this report, please contact:

Phone: 1300 311 108 – Adelaide Metro Information

Lines open: 9am to 5pm, 7 days a week

Email: <http://www.adelidemetro.com.au/Contact-us>

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The strategy is part of a State Government review of level and pedestrian crossings throughout South Australia's rail network.

The government will invest \$12m over the next four years for a program of upgrades at railway crossings.

The strategy outlines various safety risks at railway crossings in South Australia and proposes a range of measures including:

- Grade separating any new pedestrian crossings
- Identifying pedestrian crossings for infrastructure and safety improvements
- Installing automatic pedestrian gates on high volume pedestrian crossings
- Ensuring appropriate signage at all pedestrian crossings
- Identifying crossings for possible closure where safer alternatives exist, and
- Increasing the use of CCTV and safety cameras to manage the risk of queuing

In some cases closing pedestrian crossings enables the overall risk to be better managed, especially if there are safer crossings nearby, as well as improving rail on-time running and performance in metropolitan areas.

Consultation with local government and the community is important in order to maintain safe connectivity for pedestrians and cyclists.

Grade Separation

The South Road, Croydon pedestrian crossing on the Outer Harbor Line will be grade separated as a result of the Torrens to Torrens major capital project.

The Park Terrace, Bowden pedestrian crossing is planned for grade separation as part of the Torrens Junction major capital project. This project will also provide automatic gates at the Torncroft at War Memorial Drive, Bonython Park in North Adelaide.

DPPI is also considering the use of rubber flange gap in-fill as used in a number of overseas locations to manage the risks associated with flangeway gaps where non-railway traffic crosses railway tracks. The need to maintain a flangeway for safe operation of trains has competed with the desire to provide safe crossing conditions for not only vehicles, but pedestrians, cyclists and wheelchairers.



2.1 Access Paths and H2.2 Accessways – Unhindered passage

Temporary exemption: existing rail premises and existing rail infrastructure

Reporting requirements:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this decision on which rail stations have inaccessible entrances, and provides an updated version of this report every 12 months.

Reporting

For the purpose of this report, a station with an 'inaccessible entrance' is a station which is 'accessible only by steps'.

DPT) does not have any locations where there is stair only access to train or tram stations.

Adelaide Railway Station is a heritage listed building with all entrances accessed with one loading from North Terrace via a steeper ramp. This ramp does not meet the required gradient, however, it has hazard tactile ground surface indicators, rest areas and handrails installed.

All other entrances on North Terrace are accessible via lift, stairs and escalators and signposted:

Each of the entrance options leads to all the accessibility facilities within the precinct such as accessible toilets and accessible gates leading to the platforms.

2.4 Access Paths and H2.2 Accessways – Minimum unobstructed width

Temporary exemption: existing rail premises and existing rail infrastructure

Reporting requirements:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this decision on which rail stations have restricted paths of travel, and provides an updated version of this report every 12 months.

Reporting

These eight stations have restricted paths of travel:

*Blackwood	Wangaratta	Greenfield	Marree
Georgetown	Smithfield	*Port Adelaide	Christie Downs
City South			

* So far as reasonably practicable, when stations are re-built, pathways are built to 1800 mm clear. This was not possible at Blackwood and Port Adelaide stations due to rail corridor land constraints and the limited space available on the existing platforms.

2.6 Access Paths – Conveyances

Temporary exemption: existing rail conveyance

Reporting requirement:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this exemption on measures taken to ensure that staff and passengers are adequately informed of both the access paths available at the doors of existing rail conveyances and the equivalent access measures available

6.4 Slope of external boarding ramps

Temporary exemption: rail conveyances

Reporting requirement:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this decision on:

- the number of locations where boarding ramp slopes of 1 in 8 or better cannot correctly be achieved;*
- measures to be taken to increase the number of locations where external boarding ramp slopes of 1 in 8 or better will be achieved; and*
- results of examination by the operator of alternative methods for achieving accessible boarding*

8.2 Boarding – When boarding devices must be provided

Temporary exemption: rail conveyances

Reporting requirement:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this decision on measures taken to ensure that staff and passengers are adequately informed of both the doors of rail conveyances at which boarding devices are available and the equivalent access measures available

Reporting to 2.6, 6.4 and 8.2

All train and tram stations have a one (1) metre-square blue and white international symbol for access painted on the platform that aligns with the front door of the leading railcar. Information at the stations and on the website advises customers who require the ramp to be deployed to visit at the symbol when the train or tram is due. The driver or passenger service assistant will deploy the ramp from the train or tram to allow the person using the mobility aid access to the allocated spaces. Conveyance doors that lead to allocated spaces also have the blue and white international symbol for access on them.

Key nodes and interchange stations provide 1 in 8 or better (mostly flat) access to conveyances. Thirty-two platforms do not provide 1 in 8 boarding ramp slopes; these stations are low patronage 'neighbourhood' stations and usually do have access at the next station as suggested in the guidelines. At these 'neighbourhood' stations boarding platforms (cane humps) offer an adjustable solution to provide the desired access. It is envisaged that used in conjunction with either rubber gap filler or step extensions (under bus) will provide independent access for most customers. (DFT)

Understands that the horizontal gap between the platform and the train seems to be the greater obstacle for the majority of customers compared to the vertical step onto a train.

In the meantime, detailed accessibility information is provided for customers in various forms including downloadable fact sheets; in person at Info Centres; or via a telephone call to the Info Line. Information provided covers issues such as direct assistance that can be provided by staff; position and location of on-board allocated spaces and size of mobility scooters; Companion Cards that provide for a person to travel free and be accompanied and assist with boarding are also available.

The following 32 stations do not provide 1 in 8 boarding ramp slopes:

Bassett	Peters	Glenella	Milham
Linley Park	Marino Road	Marino	Warradale
Woodlands Park	Edwardstown	Emerson	Goodwood
Torothy	Clovelly Park	Michael Park	Kudla
Womina	Dry Creek	Islington	Ovingham
North Adelaide	Bowden	East George	Seaton Park
Dixie Harbor	Micklunga	Tapero	Draper
Peterhead	Alberton	Cheriton	Woodhill Park

4.2 Passing Areas and H2.2 Accessways – Two-way access paths and aerobridges

Temporary exemption; existing rail platforms

Reporting requirements:

- the ARA member concerned provides a written report to the Commission and the ARA within 12 months of the decision on which rail station platforms do not provide passing spaces every 6 metres where any two-way access path is less than 1000mm wide, and provides an updated version of that report every 12 months; and that these reports include a description of any measures taken by the ARA member to address any issues that may have or arise.

Reporting

City South tram platform is the only tram platform that is narrow and does not provide access due to site constraints, however, DFTI has a current proposal to upgrade this stop. The scope of the project includes upgrading the tracks between Victoria Square and South Terrace and improvements to the City South tram stop for train patrons and other street users at this location.

The desired outcome for City South is a reconfigured road and tram stop that provides better accessibility and amenity and caters to existing and predicted residential and commercial growth in the area.

5.1 Resting points – When resting points must be provided

Temporary exemption: existing rail premises and existing rail infrastructure

Reporting requirements:

the ARA member concerned provides a report to the Commission and the ARA on the outcome of consultation and location of any non-compliance

Reporting

All upgraded stations have seating and allocated space at rest points along continuous accessible paths of travel.

The following 27 stations do have the required number of seating points.

Aberton	Eden Hill	Michael	Mitchell Park
Peterhead	Gawler	Sparksburg	Brighton
Toners Park	Mile End	Islington	Dry Creek
Smithfield	Woodville	Goodwood	Port Adelaide
Large	Christie Downs	Tambora	Torrey
Metra Rocks	Crowdy Park	Mering	Warradale
Woodlands Park	Edwardstown	Emerton	

11.2 and H2.4 Handrails and grabrails – Handrails to be provided on access paths

Temporary exemption: rail platforms

Reporting requirements:

where a request is made but the installation of a handrail does not proceed, the ARA member concerned provides a written report on the request and the reasons for not taking action to the Commission and publishes the report on the ARA member's website

Reporting

DPTI continues to monitor feedback from use customers relating to any request for additional handrail installation, but has not received any requests.

15.3 Toilets – Unisex accessible toilets – ferries and accessible rail cars

Temporary exemption: accessible rail cars

Reporting requirements:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of this decision on which services are affected

Reporting

DPTI does not currently operate train services with toilets.

17.5 – Signs – Electronic notices

Temporary exemption: temporary exemption: rail premises and rail infrastructure

Reporting requirement:

the ARA member concerned provides a written report to the Commission and the ARA within 12 months of the decision on progress in the development and availability of alternative passenger information display systems

Reporting

All current screens in the Passenger Information System display information for longer than 10 seconds. There is an ongoing project to replace the LED dot matrix screens with new large full HD monitors.

Summary

DPTI has in place a strategy, and is implementing a number of proposals, to address the deficiencies with regard to Temporary Exemptions across the Adelaide metropolitan passenger rail and tram network.



Michael Dergan

Chief Executive

Department of Planning, Transport and Infrastructure