



**Public Transport  
Authority**



# AHRC Temporary Exemptions Report

Reporting Period: 1 October 2018 to 30 September 2019



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# Introduction

The Public Transport Authority (PTA) is committed to ensuring that Western Australia's public transport services are accessible for every member of the community. To achieve this, Transperth and Transwa services, information, infrastructure and ticketing systems are designed or are being progressively upgraded to meet the needs of all community members including people with a disability, seniors and parents with prams and young children.

The PTA Accessibility Policy has been developed as the overarching document for access. Refer to the PTA website <http://www.pta.wa.gov.au/our-system/accessible-travel> to access a copy of the Accessibility Policy.

The PTA also maintains a publicly available Disability Access and Inclusion Plan that aims to provide people with disability with access to PTA train services and infrastructure; information and customer service assistance; and participation in public consultation.

The actions described in our *Disability Access and Inclusion Plan 2017-2022* (DAIP) demonstrates our commitment to providing a high-level of independence for all passengers.

Highlights of the DAIP includes the continued roll-out of the station upgrade program, the purchase of low-floor accessible buses the expansion of the Transperth rail network, focus on frontline staff training and use of technology to improve communication with people with a disability.

Both the Accessibility Policy and DAIP were developed in consultation with the Disability Services Commission and key stakeholders. The Accessibility Policy was updated in March 2017 following consultation with relevant stakeholders.

The PTA has produced an Accessibility Information Kit to help people with a disability travelling on the Transperth network. The kit provides information on the accessibility of PTA infrastructure, concessions and services available to people with disability.

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

The PTA provides this report in relation to its rail network and the temporary exemptions containing reporting requirements.

This report is for the period 1 October 2018 to 30 September 2019.

# Feedback Welcomed

The PTA welcomes comments and feedback in relation to this report as follows:

- Post your comments and feedback to:

Disability Access and Inclusion Plan

Safety, Freight and Business Management Systems

Public Transport Authority

PO Box 8125

Perth Business Centre WA 6849

- Hearing impaired people who have access to a TTY machine via the National Relay Service 133 677 and quote:
  - 13 62 13 (Transperth) or
  - 1300 662 205 (Transwa);
- PTA feedback line 13 62 13 allows passengers to provide suggestions or feedback regarding Transperth and Transwa services;
- Dedicated email address at **daip@pta.wa.gov.au** to provide feedback and submit comments;
- Complete the online feedback form at **www.transperth.wa.gov.au**; and
- Submit an online customer service enquiry (relating to Transwa) to **info@transwa.wa.gov.au**.

# PART A – EXEMPTIONS FROM THE TRANSPORT STANDARDS

## 2.1 Access Paths – Unhindered Passage - Rail Premises and Rail Infrastructure

For a period of five years, flange gaps of up to 75mm are permitted where a level crossing forms part of an access path on rail premises or rail infrastructure.

### Reporting Requirements:

#### a. Action taken to improve safe use of level crossings where they form part of an access path

##### Right Track and Stay off the Tracks

Stay off the Tracks is the PTA safety campaign used to raise awareness in the broader community of the consequences of trespass and anti-social behaviour on our network. In the 2018-19 financial year, under the Stay off the Tracks banner, a number of awareness activities were undertaken including a public activation in the Perth metro area during December and a number of proactive media activities highlighting the dangers of trespass.

To address the issue of poor driver behaviour at level crossings, the PTA ran a level-crossing safety campaign called 'Misjudged by This Much'. This campaign used radio and four large billboards to target more than a million Perth drivers (1.198m people) and highlight the dangers of disregarding signals and barriers at level crossings.

PTA's Right Track program is a community education initiative which focuses on encouraging at-risk young people to become responsible for their own safety and to make positive choices around public transport. Launched in 2006 as a way to reduce track crime, namely trespass, Right Track engages over 10,000 students in safety presentations and diversionary programs annually.

Today, shaped by more than 13 years of data, anecdotal evidence and program coordinator experience, Right Track continues to address trespass and other anti-social behaviours in a specific and impactful manner, targeted at those youth who need it most.

For more information on Right Track and Stay off The Tracks, please visit:  
<http://righttrack.wa.gov.au/>

#### b. Progress made in the removal of level crossings

In 2017, the State Government approved funding for the At Grade Crossing Improvement Program to address the immediate risks associated with "At Grade" crossings to improve accessibility for people, improve safety and reduce road traffic congestion around crossings. The works are underpinned by the PTA's Railway Level Crossing Asset Management Program which aims to completely eliminate railway level crossings from the Perth Metropolitan network over the next 80 years. Works under way or completed as follows:

- widening of paths on seven pedestrian crossings in 2018/2019 (completed);
- widening of paths on six pedestrian crossings in 2017/18, including the installation of TGSIs (completed);
- widening of paths on six pedestrian crossings in 2018/19, including the installation of TGSIs;

- program of works under way across the network to upgrade non-compliant pedestrian crossings as follows:
  - reconfiguration of mazes to comply with unhindered passage and manoeuvring area requirements;
  - lighting upgrades; and
  - gradient repair to conform with both DSAPT and PTA standard gradient requirements; and
  - Program of works under way to upgrade level and pedestrian crossing signalling infrastructure such as boom gates, and pedestrian gate mechanisms.

In 2015, the PTA's Crossing the Network Program was established to holistically manage pedestrian level crossings and road level crossings including both short and long term measures such as removal and grade separation or DDA upgrades to improve safety and efficiently.

Current works completed, being planned or under way include:

- Moore Street Level Crossing Removal Planning:
  - concept designs have been developed for the removal of the crossing from the network, including road modifications for vehicular traffic. Negotiations are still under way with the Local Government Authority to progress permanent removal of this crossing.
  - Moore Street level crossing will be permanently closed from the morning of Tuesday October 1, 2019. The pedestrian level crossing on the western side of Moore Street will also close, while the eastern pedestrian level crossing, which provides access to Mclver Station platforms 2 and 3, will remain open.
  - temporary fencing and water barriers will be installed to initially close the crossing on the morning of October 1. To ensure the safe movement of pedestrians and motorists in the area, extensive traffic management will be in place in the lead up to, and following, the closure.
  - design work is still under way for the final road configuration, which will see Moore and Pier streets become cul-de-sacs on the approach to the crossing. This construction is expected to begin in 2020.
- The following at-grade crossings have been identified for removal as part of METRONET and the PTA's overall strategy to remove level crossings from its network, subject to funding approval:
  - Denny Ave (Armadale Line);
  - Caledonian Ave (Midland Line);
  - Wharf St (Armadale Line); and
  - Oats St (Armadale Line).

**c. Any developments in research into possible technical solutions for bridging flange gaps**

The PTA maintains the flange gap to 45mm, which is well within the 75mm allowed in the exemption. The PTA's priority is the 'Crossing the Network Program' with the aim to grade separate our crossings.

In addition, the PTA carries out patrol inspections on every railway line on a weekly basis. This is a visual check for obvious unsafe conditions, changed conditions, or evidence of high rates of deterioration of the infrastructure, in particular flange gaps. In addition, the PTA carries out a detailed

level crossing inspection every year. Detailed assessments are also carried out on all level crossings and pedestrian maze. While national and international developments are monitored, the PTA have not identified any new possible technical solutions for bridging flange gaps for implementation.

## **2.1 Access paths – Unhindered Passage - Existing Rail Premises and Existing Rail Infrastructure**

For a period of five years, an access path is required to provide entrance and exit only at a single boundary point for existing rail stations where providing access at each entrance would require significant structural building work or not be feasible due to space, topographical or heritage reasons.

### **Reporting Requirement:**

#### **a. Provide information in relation to rail stations which have inaccessible entrances**

Due to site constraints, topographical or engineering constraints, there are a selected number of stations where an access path has been provided to a single entry/exit point for existing rail stations. The list of accessible train stations is publically available to passengers via the Transperth and Transwa website; as well as Info Centre and call centres.

Transwa website information for each station/destination point is available at: <http://www.transwa.wa.gov.au/Travelling-with-Transwa/Destinations>

Transwa have also developed a Passenger Stopping Place Manual, which provides staff with more comprehensive information on each station/destination point, to assist passengers.

Transperth website information on accessible stations is available at: <http://www.transperth.wa.gov.au/using-transperth/disability-assistance/train-accessibility>

The information is also available through the InfoLine and Info Centres.

In the event, the station the passenger intends to use is not listed as accessible on the website/s, it means it has partial or limited access on the platform and from the platform onto the train. Information is provided that passengers may contact Transperth staff for assistance while planning their journey. It should be noted that the special assistance is provided at any station, not just stations which are not listed as accessible. The 1800 special assistance phone number is displayed on all signage in prominent locations.

## 2.4 Access Paths – Minimum Unobstructed Width - Existing Rail Premises and Existing Rail Infrastructure

For a period of five years, for existing rail premises and existing rail infrastructure:

- where the 1,200mm minimum unobstructed width for access paths cannot be met due to structural and technical constraints, an access path with a minimum unobstructed width of 1,000mm may be provided;
- the 850mm minimum unobstructed width (applicable to doorways and gateways) is also permitted on access paths for the purposes of passing an obstruction limited to less than 800mm in length; and
- platform edge warning TGSIs are permitted to intrude into access paths.

### Reporting Requirement:

#### a. Provide information in relation to rail stations which have restricted paths of travel

Cannington Station (Armadale Line) has long ramps with a restricted width of 1080mm with limited landings and no lifts/escalators. This allows access for wheelchairs and smaller mobility scooters only, with some difficulty report when manoeuvring around the 180 degree turn on the ramp.

Cannington Station is a manned station and accordingly assistance can be made available to assist all customers.

## 2.6 Access Paths – Conveyances - Existing Rail Conveyances

For a period of five years for existing rail conveyance external doors, and for a period of five years for existing rail conveyance internal doors, the width of an access path may be reduced to a minimum of 760mm where it is not possible to provide a width of 850 mm due to unavoidable design constraints and/or safety issues.

### Reporting Requirement:

#### a. 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

The Transperth and Transwa rail cars provide a minimum access path width of 850mm, with the exception of the Australind Rail Car (750mm) which runs rail services between Perth and Bunbury. The 32 year old Australind rail cars are scheduled to be replaced by 2023.

Transwa provides the information to passengers in advance of travel for all of its services to determine if direct assistance is required. Hence the information and direct assistance service is available for all passengers not just those travelling on the Australind.

This information is available on the Transwa website, Information centres and Call Centres.

## **4.2 Passing Areas – Two-Way Access Paths and Aerobridges - Existing Rail Platforms**

For a period of five years, for existing rail platforms, a passing area every nine metres along any two-way access path that is less than 1,800mm wide is permitted where it is not possible to provide one every six metres due to structural or heritage constraints.

### **Reporting Requirement:**

- a. Rail station platforms which do not provide passing spaces every six metres where any two-way access path is less than 1,800mm wide**

Please refer to PTA's response to 2.4a Access paths – Minimum unobstructed width - existing rail premises and existing rail infrastructure.

## **5.1 Resting Points – When Resting Points Must be Provided - Existing Rail Premises and Existing Rail Infrastructure**

For a period of five years, compliance with clause 5.1 is not required for existing rail premises and existing rail infrastructure to the extent that site constraints prevent compliance (rather than only add expense or difficulty).

### **Reporting Requirements:**

- a. Outcome of consultation**

In accordance with the PTA's Accessibility Policy, the PTA undertook consultation with the following accessibility related projects with key stakeholders. For key projects such as the East Perth Train Station upgrade, the new Perth Stadium and Forrestfield Airport Link, the PTA established Accessibility and Inclusion Reference Groups who meet throughout all stages of the project. Resting places is one of many disability related issues addressed by the groups.

During the year, the new METRONET Access and Inclusion Reference Group was established to provide advice on universal design features and impacts during the construction of new infrastructure.

In addition, there are 3,032 subscribers registered on to the 'Accessibility Services' category in My Alert to advise of system changes, upgrades and other Transperth news relating to accessibility issues. In total, there were 98,982 accessibility bulletins emailed to its subscribers during the 2018/19 financial year.

- b. Locations of any non-compliance**

This exemption is not applicable to Western Australia, except for footbridges. Resting places and seats are not provided on footbridges due to safety concerns.

## 6.4 Slope of External Boarding Ramps - Rail Conveyance

For a period of five years, where the relationship between the platform and rail carriage means that an external board ramp can only be provided at a gradient greater than 1 in 8 and less than 1 in 4, ARA members are not required to provide staff assistance in ascending or descending the ramp.

### Reporting Requirements:

- a. **Number of locations where boarding ramp slopes of one in eight or better cannot currently be achieved**
- b. **Measures to be taken to increase the number of locations where external boarding ramp slopes of one in eight or better will be achieved**

As part of the regional booked service, passengers book their departure and disembarking point where direct assistance and a ramp is made available for all passengers.

- c. **Results of examination of alternative methods of achieving accessible boarding**

During 2019, the PTA completed the construction of a new raised platform to allow for accessible boarding at Carrabin and Yarloop railway station. It is anticipated that the construction of the new raised platform at North Dandalup and Cookernup railway stations will commence during the year.

## 8.2 Boarding – When Boarding Devices Must be Provided - Rail Conveyances

For a period of five years, a manual or power assisted boarding device is only required at a single door rather than all doors of a rail conveyance.

### Reporting Requirement:

- a. **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**

Transwa provides the information to passengers in advance of travel for all of its services to determine if direct assistance is required. Hence the information and direct assistance service is available for all passengers not just those travelling on the Australind. Boarding ramps are routinely put down to allow luggage to be easily loaded.

This information is available on the Transwa website, Information centres and Call Centres.

Transwa have also developed a Passenger Stopping Place Manual which provides Staff with more comprehensive information on each station/destination point, to assist passengers.

Transperth Train Operations provides agreed assistance to people with a disability, provided that passengers give one hour's notice by contacting Transperth Customer Service on 1800 800 022. This assistance includes:

- provision of ramps to cross platform-train gaps at all doors; and
- helping passengers to embark and disembark from the train.

Information is provided that passengers may contact Transperth staff for assistance while planning their journey. It should be noted that the special assistance is provided at any station, not just stations which are not listed as accessible. The 1800 special assistance phone number is displayed on all signage in prominent locations.

## **11.2 Handrails and Grabrails – Handrails to Be provided on Access Paths - Rail Platforms**

For a period of five years, rail platforms are exempt from clause 11.2.

### **Reporting requirement:**

- a. Where a request is made but the installation of a handrail does not proceed, report on the request and the reasons for not taking action**

No requests were received during the reporting period.

## **15.3 Toilets – Unisex Accessible Toilets – Ferries and Accessible Rail Cars**

### **Temporary exemption: accessible rail cars**

For a period of five years, if toilets are provided, a unisex accessible toilet without airlock is not required in every accessible rail car.

### **Reporting requirement:**

- a. Provides a written report on which services are affected**

This exemption is not applicable to Western Australia.

## **15.4 Toilets – Requirements for Accessible Toilets – Ferries and Accessible Rail Cars - Narrow Gauge and Standard Gauge Accessible Rail Cars**

For a period of five years, rail cars are exempt from clause 15.4 in relation to accessible toilets onboard its rail cars.

### **Reporting requirement:**

- b. Provide a written report on the outcome of consultations**

There are no toilets provided on Transperth (metropolitan) services and only on regional services. This exemption only applies to the narrow gauge Australind Rail Car which has engineering constraints which limit the level of compliance for the toilets onboard.

Transwa provides the information to passengers in advance of travel for all of its services to determine if direct assistance is required. Hence the information and direct assistance service is available for all passengers not just those travelling on the Australind.

There is information available on the Transwa website and through travel centres and customer contact centres about facilities available onboard for passengers with a disability including accessible toilets.

The 32-year-old Australind rail cars are scheduled to be replaced by 2023.

## 17.5 Signs – Electronic Notices - Rail Premises and Rail Infrastructure

For a period of five years, electronic notices may be displayed at rail premises and rail infrastructure for less than 10 seconds where more frequent updating is necessary because of the frequency of services or the volume of information to be displayed.

### Reporting requirement:

#### a. Provide a written report on the development and availability of alternative passenger information display systems

Transperth and Transwa have developed alternative passenger information display systems including:

- posters provided e.g. service disruptions with advanced notice;
- loud speaker announcements are also provided;
- Accessibility bulletin and My Alert notifications;
- Transperth Assist app for bus port;
- My Alert subscription service;
- customer service assistance;
- braille and large print (upon request); and
- call centres and Information centres.

## 18.1 Tactile Ground Surface Indicators – Location

Tactile ground surface indicators must be installed on an access path to indicate stairways, ramps, changes of direction, overhead obstructions below a height of 2000 mm, and hazards within a circulation space or adjacent to a path of travel (AS1428.2 (1992) Clause 18.1, Tactile ground surface indicators).

For a period of two years, for existing rail premises and rail infrastructure, compliance with clause 18.1 of the Transport Standards is not required other than in relation to stairways, escalators, ramps and overhead obstructions below a height of 2000 mm, subject to the following conditions. The ARA member concerned within 2 years of this decision consults with people with disability and orientation and mobility experts to develop site-specific strategies to identify architectural solutions or alternative way finding aids consistent with AS1428.4: 2002 Appendix B.

### Reporting requirement:

#### a. Provides a written report to the Commission and the ARA on the nature and outcome of these consultations

The PTA actively consults with people with a vision impairment at various stages of projects including concept design to determine the location of TGSIs.

During the year, the PTA established the new METRONET Access and Inclusion Reference Group (AIRG) to provide advice on universal design features and impacts during the construction of new infrastructure. The groups are represented by various stakeholders including individuals with a vision impairment and also representatives from organisations for people with a vision impairment.

For each project, the design and placement of TGSIs are discussed with the AIRG members. The TGSIs include hazard and directional TGSIs for stairways, ramps, changes of direction, overhead

obstructions below a height of 2000 mm, and hazards within a circulation space or adjacent to a path of travel. Where requested, the PTA has provided simplified colour coded plans to assist its members with interpreting the plans. All comments are then addressed and incorporated into future revisions of the plans. The consultation also included the type and luminance contrast.

## **PART B – EXEMPTIONS FROM THE PREMISES STANDARDS**

### **H2.2 Accessways – Rail Premises and Rail Infrastructure**

**Reporting Requirements:**

- b. Action taken to improve safe use of level crossings where they form part of an access path**
- c. Progress made in the removal of level crossings**
- d. Any developments in research into possible technical solutions for bridging flange gaps**

Please refer to PTA's response to Part A: 2.1 Access paths – Unhindered Passage.

### **H2.2 Accessways – Existing Rail Premises and Rail Infrastructure**

**Reporting requirement:**

- a. Provides a written report on which rail stations in relation to inaccessibility.**

Please refer to PTA's response to Part A: 2.4 Access Paths – Minimum Unobstructed Width.

### **H2.2 Accessways – Existing Rail Premises and Existing Rail Infrastructure**

**Reporting requirement:**

- a. Provides a written report rail stations in relation to restricted paths of travel.**

Please refer to PTA's response to Part A: 2.6 Access Paths – Conveyance.

### **H2.2 Accessways – Existing Rail Platforms**

**Reporting requirement:**

- a. Provides a written report rail station platforms in relation to passing spaces every 6 metres where any two-way access path is less than 1800mm wide.**

Please refer to PTA's response to Part A: 4.2 Passing Areas.

### **H2.4 Handrails and Grabrails – Rail Platforms**

**Reporting requirement:**

- a. Report on any requests received for handrail that did not proceed.**

Please refer to PTA's response to Part A: 11.2 Handrails and Grabrails.