



Government of South Australia

Department of Planning, Transport and Infrastructure

Temporary Exemptions Report

Reporting Period: 1 October 2016 to 30 September 2017

The South Australian Department of Planning, Transport and Infrastructure (DPTI) on behalf of the Rail Commissioner maintains all rail infrastructure and provides tram and light rail services within metropolitan Adelaide.

Temporary Exemptions Report

Contents

Introduction	3
Exemptions from the Transport and Premises Standards	4
2.1 Access paths and H3.2 Accessways – Unobstructed passage	4
2.1 Access paths and H3.2 Accessways – Unobstructed passage	7
2.4 Access paths and H3.2 Accessways – Minimum unobstructed width	8
2.6 Access paths – Conveyances	8
3.4 Slope of external boarding ramps	9
3.2 Boarding – When boarding devices must be provided	9
4.2 Passing areas – Two-way access paths and overbridges	10
5.1 Boarding points – When boarding points must be provided	11
11.2 Handrails and grabrails and H2.4 – Handrails to be provided on access paths	11
17.5 Signs – Electronic jellies	12
18.1 Tactile ground surface indicators and H2.11 – Location	12
Summary	13

Temporary Exemptions Report

Introduction

Rail Network

The South Australian Department of Planning Transport and Infrastructure (DPTI) on behalf of the Rail Commissioner maintains all rail infrastructure and provides train and tram services within metropolitan Adelaide.

The Adelaide Metropolitan Passenger Rail Network (AMPNR) comprises 132 kilometres of railway track on the Seaford, Gawler, Outer Harbor, Belair, Orange and Torrens Lines, including 40 kilometres of electrified railway, 55 railway stations, 353 pedestrian crossings, 18 electric railcar sets (3 more to be delivered soon) and 87 diesel railcars.

The rail network also includes 15 kilometres of 600 volt trams, 30 tram stops, 15 Flexity trams and 6 Difade trams.

DPTI is a member of the Australian Railway Association (ARA).

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

DPTI provides this report in relation to the Network and some of the temporary exemptions that contain reporting requirements.

This report is for the period 1 October 2016 to 30 September 2017 (Reporting Period) and is based on the best available information to DPTI.

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

Phone: 1300 811 108 – Adelaide Metro InfoLine
Lines open Tues to Sun, 7 days a week.

Email: info@admetro.com.au

Website: www.admetro.com.au

Postal address: Adelaide Metro
Customer Feedback
GPO Box 1533
ADELAIDE SA 5001

Temporary Exemptions Report

Exemptions from the Transport and Planning Standards

2.1 Access paths and H2.2 Accessways – Unhindered passage

Trains and trams provide a critical network for the transport of passengers and freight across our State. Wherever these tracks meet a road or footpath – a unique set of safety hazards is present.

DPTI has in place a rigorous reporting regime for level crossings with a civil inspection every 13 weeks. This inspection checks for uneven surfaces and/or damaged tracks. If a major defect is detected the work is prioritised and actioned.

While State and Commonwealth governments have made significant safety improvements to railway crossings over the past decade, more work is required.

Engineering and infrastructure improvements, installation of warning signals and automatic pedestrian gates, education and enforcement continue to be necessary to improve safety at existing crossings.

However, in line with other Australian jurisdictions, we also need to consider reducing the number of railway crossings, by closing existing crossings and discouraging new crossings. The Railway Crossing Safety Strategy has the greatest potential to advance our objective of zero harm.

The fewer opportunities for people and vehicles to meet at an intersecting train or tram track, the safer and more reliable our network will be. Other benefits will include improved traffic flow and reduced travel times, allowing us to more efficiently move people, goods and services on our roads and public transport networks (as outlined in Operation Moving Traffic, South Australia's Strategic Plan and the Integrated Transport and Land Use Plan).

By working with, and seeking feedback from, the community we will build a better and more integrated approach to managing our road and rail network and improve safety at railway crossings.

DPTI has launched a new Railway Crossing Safety Strategy. This also includes a plan advising the do's and do not's around pedestrian crossings.



Temporary Exemptions Report



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

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 to order to maintain safe connectivity for pedestrians and cyclists.

The DPTI Railway Crossing Policy is

<https://www.adelaidemetro.com.au/council/miv/governance/2017-18-2018-19/2018-19-annual-report/10/railway-crossing-policy.pdf>

Recent TrackSAFE Foundation initiatives (DPTI number) include -
[National Railway Level Crossing Safety Strategy Launched](#)



Temporary Exemptions Report



The TrackSAFE Foundation has welcomed the launch of the National Railway Level Crossing Safety Strategy 2017 – 2020 to guide national coordination and best practice for level crossing safety across all jurisdictions.

The Strategy provides renewed key focus areas, actions and measures for level crossing safety Australia-wide and was endorsed by the Transport and Infrastructure Senior Officials' Committee at their recent meeting.

The TrackSAFE Foundation welcomes the renewed National Railway Level Crossing Safety Strategy 2017-2020 designed to significantly improve level crossing safety via greater collaboration and investment. The Strategy lends itself to greater opportunities for knowledge-sharing, cooperation and engagement with key stakeholders which will in-turn lead to promising solutions and technologies being progressed on a national scale.

Temporary exemption: Rail premises and rail infrastructure.

For a period of five years, flag gaps of up to 70mm 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.**

DPTI has employed a number of measures to improve level crossing safety, such as, maintaining existing pedestrian crossings to a high degree, installing electromechanical gates and gates that automatically close as the train approaches and grade separating access paths to rail stations.

1. An audit has been undertaken of all at grade pedestrian crossings on the ANPPN resulting in new signage as needed.
2. The Torrens Rail Junction (TRJ) project is currently providing automatic gates at the War Memorial Drive pedestrian crossing, Bonython Park in North Adelaide.
3. The current rebuilding of Bowden station will result in three new grade separated access paths to the station.
4. Torrens to Torrens (TXT) design is underway to upgrade the current passive pedestrian crossings at West Street and Coghlin Street, Hindmarsh to active pedestrian crossings.
5. The current design of the Croydon Station upgrade will result in two passive pedestrian crossings becoming active pedestrian crossings at Queen Street, Croydon.



Temporary Exemptions Report

b. Progress made in the removal of level crossings.

The Railway Crossing Safety Strategy advises that in some cases, closing pedestrian crossings enables the overall risk to be better managed, especially if there are other crossings nearby, as well as improving rail performance in metropolitan areas.

- Both Rowley Terrace, Woodville and Christie Downs Station northern crossings have been closed.
- The current East Street, Bowden road pedestrian and road crossing will be removed due to grade separation of road and rail resulting from the TRJ project.
- The South Road, Croydon pedestrian crossing on the Outer Harbor Line is currently being grade separated as a result of the TST major capital project.
- The Park Terrace, Bowden pedestrian crossing is currently being grade separated as part of the TRJ project.
- The South Road, Croydon pedestrian crossing on the Outer Harbor Line is currently being grade separated as a result of the Tonara to Tonara (TST) major capital project.

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

The Australian Centre for Rail Innovation continues to undertake a 'Rail Flange-Gap Risk Reduction' project which will investigate available treatments for rail flange gaps and trial a variety of solutions to provide advice on the safest and most suitable solution. A public date for the intended completion of the research and associated findings is not yet available. Once completed, CRTI will consider the suitability of the findings on the Network.

The Jolly Road tram rails have been changed to groove rail which has a narrower profile in flangeway; this treatment should reduce the risk of getting stuck in the gap.

2.1 Access paths and H2.2 Accessways – Unhindered passage

Temporary exemption: 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: Rail stations which have inaccessible entrances.

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

CRTI does not have any locations where there is staff only access to train or tram stations.

Temporary Exemptions Report

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

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

Each of the entrance options leads to all the accessible 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.**

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

- where the 1200 mm minimum unobstructed width for access paths cannot be met due to structural and technical constraints, an access path with a minimum unobstructed width of 1000 mm may be provided;
- the 800 mm minimum unobstructed width (applicable to doorways and gateways) is also permitted on access paths for the purposes of passing an obstruction (which is less than 800 mm in length) and
- platform edge warning FOSs are permitted to intrude on access paths.

Reporting requirement: Stations with restricted paths of travel

These eight stations have restricted paths of travel:

Blackwood	Yarradale	Greenlochs	Manna
Georgetown	Renfrew	Port Adelaide	Christie Downs
City South			

¹ So far as reasonably practicable, when stations are re-built, pathways are built to 1500 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.

A rebuild of City South is currently being designed.

2.4 Access paths – Conveyances

Temporary exemption: Existing rail conveyances.

For a period of five years, an access path is only required at a single door rather than all doors of existing rail conveyances.

Reporting requirement: 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.

Temporary Exemptions Report

9.4 Slope of external boarding ramps

Temporary exemption: Rail conveyances.

For a period of five years, where the relationship between the platform and rail conveyance dictates that an external boarding ramp can only be provided at a gradient greater than 1 in 8 and less than 1 in 4, AFTA ministers are not required to provide staff assistance to assist with ascending or descending the ramp.

Reporting requirements:

- Number of locations where boarding ramp slopes of 1 in 8 or better cannot currently 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.
- Results of examination of alternative methods of achieving accessible boarding.

9.2 Boarding – When boarding devices must be provided

Temporary exemption: 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: 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, 9.4 and 9.2

All train and tram stations have a blue (1) metro square blue and white international symbol for access painted on the platform that aligns with the front door of the leading railway. Information at the stations and on the website advises customers who require the ramp to be deployed to walk 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.

All new and rebuilt stations provide level access. Existing Key Node and Interchange stations provide 1 in 8 or better (mostly flat) access to conveyances. Thirty existing stations 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 'neighbourhood' stations boarding platforms (camel humps) offer an achievable solution to provide the desired access. It is envisaged that used in conjunction with either rubber gap filler or step extensions (under rail) independent access for most customers will be provided. DFTI 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 to various firms including downloadable leaf 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



Temporary Exemptions Report

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 to accompany and assist with boarding are also available.

Accessibility Fact sheets with information to make travelling on public transport easier and more accessible for people with disabilities are available to download or view:

<http://www.silbertransport.com.au/Using-Advanced-Features-Accessibility-Usability>

Topics of particular interest for people with a disability include:

[Using Your Motorised Mobility Device on Public Transport PDF](#)

[Safer Travel for Passengers using wheelchairs on Public Transport PDF](#)

[Safer Travel for Passengers using wheelchairs on Public Transport RTP](#)

[Priority Seating and Allocated Space on Public Transport Word](#)

[Priority Seating and Allocated Space on Public Transport PDF](#)

The following 30 stations do not provide 1 in 8 boarding ramp stages:

Belan	Pines	Glennville	Micham
Ursay Park	Marino Rocks	Marino	Wynnedale
Woodlands Park	Schwanstown	Emerson	Goodwood
Tonsley	Clovelly Park	Mitchell Park	Rudis
Womms	Dry Creek	Islington	Ovingham
North Adelaide	Sutton Park	Outer Harbor	Midrange
Taperoo	Draper	Palmerud	Alphaton
Cheltenham	Woodville Park		

4.2.3 Passing areas – Two-way access paths and aerobridges

Temporary exemption: Existing rail platforms.

For a period of five years, for existing rail platforms, a passing area every 6 metres along any two-way access path that is less than 1800 mm wide is permitted where it is not possible to provide one every 6 metres due to structural or heritage constraints.

Reporting requirement: Rail station platforms which do not provide passing spaces every 6 metres where any two-way access path is less than 1800 mm wide.

City South train platform is the only train platform that is narrow and does not provide access due to site constraints, however a rebuild of City South is currently being designed.

The scope of the project includes upgrading the tracks between Victoria Square and South Terrace and improvements to the City South train stop for train patrons and other street users at the location.

Temporary Exemptions Report

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

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. Outcomes of consultation:

DPTI continues to monitor feedback from our customers and the department's Accessibility Advisory Committee (AAC) (see 18.1 for AAC details). All upgraded stations have seating and allocated space at rest points along continuous accessible paths of travel.

DPTI continues to monitor feedback from our customers and has not received any requests for additional resting points.

b. Locations of any non-compliance:

For the purposes of this report, a 'non-compliance' is a station which does not contain a resting point along an access path if the walking distance between facilities or services exceeds 80 metres.

The following 27 stations do have the required number of resting points:

Aberton	Idon Hill	Micham	Mitchell Park
Pyterhead	Gawler	Neatlunga	Brighton
Tomans Park	Mile End	Wilmington	Dry Creek
Smithfield	Woodville	Goodwood	Port Adelaide
Largs	Charlie Downs	Tambora	Tonsley
Marino Rocks	Cowely Park	Marino	Warradale
Woodlands Park	Edwardstown	Greenwood	

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

Temporary exemption: Rail platforms

For a period of five years, rail platforms are exempt from clause 11.2 and H2.4.

Temporary Exemptions Report

Reporting requirement: 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.

DfT continues to monitor feedback from our customers. No requests for handrails or grabrails on an access path have been received.

17.5 Signs – Electronic notices

Temporary exemption: 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 arrival or the volume of information to be displayed.

Reporting requirement: Progress in the development and availability of alternative passenger information display systems.

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

18.1 Tactile ground surface indicators and H3.11 – Location

Temporary exemption: Existing rail premises and existing rail infrastructure.

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.

Reporting requirement: Nature and outcome of consultations.

Public Transport has a very targeted plan in the ongoing improvement in accessibility for the South Australian community. The department is committed to continually improving public transport services and infrastructure, making public transport more accessible and easier to use for people with disabilities.

DfT continues to consult regularly with the DfT Accessibility Advisory Committee (AAC) that was formed in 2007. AAC consists of representatives of peak industry disability organisations, orientation and mobility trainers, access workers and advocates. Targeted sub-committees are formed on an as-needed basis, for example, to develop site specific strategies to identify architectural solutions and/or alternative way finding solutions consistent with AS1429.4:2003 Appendix B. These design are then taken to full committee for ratification. It is acknowledged for the important role it has in the development of design for public transport.

Along with development of design consultation, the department continues with a range of initiatives that progress our commitment to disability access and inclusion. These initiatives ensure accessibility to our services and facilities and recognise the rights of people with disabilities to have the same opportunities as others to all facets of community life.



Temporary Exemptions Report

The importance of accessible communication is recognised with the department continuing to make enhancements, with all online and printed material made available in a range of formats to ensure accessibility and inclusiveness. The department aims to have all publications, brochures and marketing material use inclusive language, correct symbols and access information.

Accessible design principles are applied when new structures and information are being developed.

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 train and tram network.

Dated 23 September 2017



Michael Deegan
Chief Executive
Department of Planning, Transport and Infrastructure



