

# Temporary Exemptions Report



**Reporting Period: 1 October 2017 to 30 September 2018**

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

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## 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 tram and train services within Metropolitan Adelaide.

The Adelaide Metropolitan Passenger Rail Network (AMPRN) comprises 132 kilometres of railway track on the Seaford, Gawler, Outer Harbor, Belair, Grange and Tonsley Lines, including 40 kilometres of electrified railway, 88 railway stations, 304 pedestrian crossings, 22 electric railcar sets and 70 diesel railcars.

The rail network also includes 16 kilometres of 600 volt tramline, 33 tram stops, 15 Flexity trams and 9 Citadis trams.

DPTI is a member of the Australasian 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 (Cth)* (**Transport Standards**) and the *Disability (Access to Premises – Buildings) Standards 2010 (Cth)* (**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 2017 to 30 September 2018 (**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 311 108 – Adelaide Metro InfoLine  
Lines open 7am to 8pm, 7 days a week

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

Website: <http://www.adelaidemetro.com.au/>

Postal address: Adelaide Metro  
Customer Feedback  
GPO Box 1533  
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## Part A: Exemptions from the Transport Standards

### 2.1 Access paths – Unhindered Passage

#### Temporary exemption: Rail premises and rail infrastructure

*For a period of five years, flange gaps of up to 75 mm 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 continues to employ a number of measures to improve level crossing safety, such as:

- maintaining existing pedestrian crossings to a high degree;
- installing electromagnetic latches and gates that automatically close as the train approaches, and;
- grade separating access paths to rebuilt stations.

DPTI continues to conduct civil inspections of rail crossings every 13 weeks, which seeks to identify any safety issues as early as possible. Inspections check for uneven surfaces and/or required repairs and where a defect is detected, this work will be actioned based on priority and need.

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. The following locations have been upgraded to active pedestrian crossings in this reporting period:

- North Adelaide Station
- Croydon Station (2 x crossings)
- Coglein Street, Brompton (2 x crossings)
- West Street Brompton
- Christies Downs, southern crossing

Please note, at the time of writing these crossings have been installed, but are not yet operational.

Additionally, several pedestrian crossings are scheduled to be upgraded in the Safer Level Crossing Program, Gawler Rail Electrification Project, Oaklands Grade Separation Project and the Flinders Link Project.

DPTI Railway Crossing Safety Strategy, as reported in the previous year's report, continues to provide rail safety awareness and identification of safety risks for the public. Information is available on DPTI's website and provides access to a range of information.

The DPTI Railway Crossing Policy can be found at:

<https://www.adelaidemetro.com.au/content/download/391045/2084685/version/1/file/Railway-Crossing-Policy.pdf>

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

DPTI seek to include safety in our design processes and meet our strategic directive of "zero harm". This is done through reducing the number of railway crossings via closure and grade separation, as well as not including additional crossings in new works. Reducing the probability of traffic and

pedestrians meeting rail conveyances, will reduce the potential of accidental harm on our rail network.

In this reporting period a number of works have been completed and will be commencing over the coming period. This includes:

- East Street, Bowden pedestrian and road crossing were closed and Park Terrace and Gibson Street Bowden pedestrian crossings were grade separated as a part of the Torrens Rail Junction (TRJ) Project.
- West Parklands pedestrian crossing has been closed and a replacement activated crossing will be constructed at a different location.
- Oaklands Crossing Project will see the closure of 1 pedestrian crossing, 3 crossings grade separated and 3 passive crossings activated, (expected to be completed before the next reporting period).

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

As reported previously, the Australasian 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, DPTI will consider the suitability of the findings on the Network.

**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:**

a. 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'.

DPTI does not have any locations where there is 'stair only' access to train stations.

Adelaide Railway Station is a heritage listed building with all entrances accessible with one leading 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 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 - 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 850 mm 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 800 mm in length; and
- platform edge warning TGSIs are permitted to intrude into access paths.

### Reporting requirement:

- a. Stations with restricted paths of travel.

These nine stations have restricted paths of travel.

Blackwood	Warradale	Greenfields	Marino
Goodwood	Smithfield	Port Adelaide	Christie Downs
City South (tram stop not a station)			

Due to the size of the rail corridor in some locations the minimum width of 1200 mm is difficult to obtain. DPTI requirements in the current Station Standards includes that, where possible, all access paths should be a minimum of 1800 mm in width. The current design of the Blackwood and Port Adelaide stations, due to restrictive rail corridor width, both have restricted paths of travel on the existing platforms.

City South is currently in the early stages of redevelopment, this should be complete, with a new fully accessible path width in the concept design (outlined further below at 4.2).

## 2.6 Access paths – Conveyances

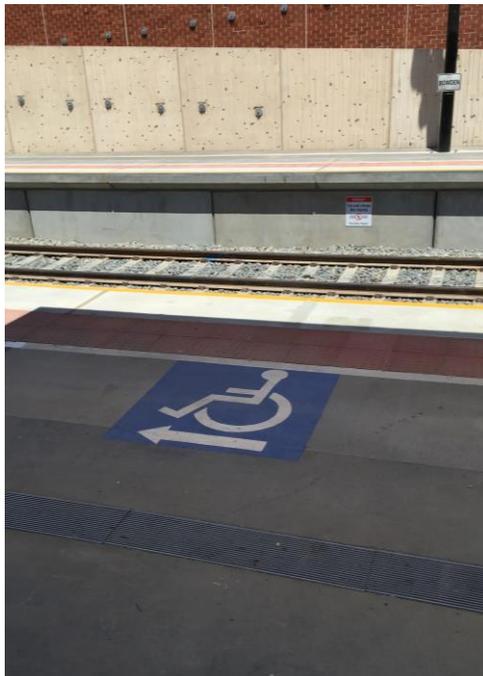
### Temporary exemption: Existing rail conveyances.

*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:

- 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.

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.



**Bowden Station Access patch**

Detailed accessibility information is provided for customers in various forms including:

- downloadable fact sheets;
- in person at Info Centres; and
- 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 to accompany and assist with boarding are also available.

## 4.2 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 9 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:**

- a. 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 tram platform is the only tram platform that is narrow and does not provide access due to site constraints. A concept design for the City South platform has been generated and works will commence in the near future.

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

City South is scheduled to be re-built in the next reporting period and aims to provide better accessibility and amenity and cater 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. Outcome of consultation.

DPTI continues to monitor feedback from our customers and seeks guidance and advice from the department's Disability Access and Inclusion Committee. All upgraded stations have seating and allocated space at rest points along continuous accessible paths of travel. DPTI has to date not received any requests for additional resting points.

- b. Locations of any non-compliance.

For the purpose of this report, a 'non-compliance' refers to a station which 'does not contain a resting point along an access path if the walking distance between facilities or services exceeds 60 metres'.

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

Alberton	Eden Hills	Mitcham	Mitchell Park
Peterhead	Gawler	Noarlunga	Brighton
Torrens Park	Mile End	Islington	Dry Creek
Smithfield	Woodville	Goodwood	Port Adelaide
Largs	Christie Downs	Tambelin	Tonsley
Marino Rocks	Clovelly Park	Marino	Warradale
Woodlands Park	Edwardstown	Emerson	

Tonsley will be removed as part of the Flinders Link Project over the coming reporting periods, with the construction of a new accessible Flinders Station approximately 600m to the south.

DPTI has commenced a review of the Tonsley Rail Line to complement the \$85 million Flinders Link Project. The review will consider improvements to railway station locations (including Clovelly Park and Mitchell Park), local accessibility to and around the line, and better integration with the Tonsley Precinct and Mitchell Park.

Improvements will be considered through inclusive consultation with public transport users, local residents, local business, local councils, Renewal SA, and Tonsley Precinct stakeholders (including Flinders University, TafeSA and others).

## 6.4 Slope of external boarding ramps

### Temporary exemption: Rail conveyances.

*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 1 in 8 or better cannot currently be achieved.

30 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. These stations are:

Belair	Pinera	Glenalta	Mitcham
Unley Park	Marino Rocks	Marino	Warradale
Woodlands Park	Edwardstown	Emerson	Goodwood
Tonsley	Clovelly Park	Mitchell Park	Kudla
Womma	Dry Creek	Islington	Ovingham
North Adelaide	Seaton Park	Outer Harbor	Midlunga
Taperoo	Draper	Peterhead	Alberton
Cheltenham	Woodville Park		

- b. Measures to be taken to increase the number of locations where external boarding ramp slopes of 1 in 8 or better will be achieved.

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. A program of works has been instigated that will look at installing raised boarding platforms to more stations over the coming years.

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

DPTI have installed raised boarding ramps at some 'neighbourhood' stations, which allow for access to the railcar from the station at the point of the raised boarding ramp. It is envisaged that used in conjunction with either rubber gap filler or step extensions (under trial) independent access for most customers will be provided across the network.

## 8.2 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:

- 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.

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. Boarding help signs are also located in close proximity to the access point, i.e. “Boarding Help – when the tram is due wait at this symbol for boarding ramp.” This provides advice to passengers of the location of where boarding devices will be available to access the conveyance.



**Boarding help sign – North Terrace Tram Stop**

In addition; 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 at:

<https://www.adelaidemetro.com.au/Using-Adelaide-Metro/Accessibility-Disability>

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](#) RTF

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

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

## 11.2 Handrails and grabrails - 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*

### **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.

DPTI continues to monitor feedback from our customers. No requests for handrails or grabrails on an access path have been received. DPTI install handrails and grabrails, where required on access paths, to achieve safety in the design of all new stations and any upgrades to stations.

## 18.1 Tactile ground surface indicators – 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 is not required other than in relation to stairways, escalators, ramps and overhead obstructions below a height of 2000 mm.*

Reporting requirement:

- a. Nature and outcome of consultations.

DPTI understands the importance of consultation with the disability sector and people with lived experience of disability particularly where relevant to the strategic objectives of the organisation. In 2018 new legislation was passed in South Australia that will see DPTI have a stronger focus on accessibility and inclusion in addition to the current focus on accessible and inclusive public transport.

DPTI continues to consult regularly with the DPTI Disability Access and Inclusion Committee (DAIC) that was formed in 2007. DAIC consists of representatives of peak industry disability organisations, orientation and mobility trainers, access auditors and advocates all with lived experience of disability. Targeted sub-committees are formed on an as-needed basis, for example during this reporting period two members of the committee with vision impairments were consulted as part of a sub-committee to give feedback on new colours for DPTI's diesel trains.

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.

Consultation with people with disability supports DPTI's strategic objectives and enables the organisation to take all aspects of accessible, inclusive and livable communities into consideration in the design, construction and maintenance of all infrastructure. Advice and information sourced from consultation with the DAIC has seen improved design of public transport spaces, improvement in communication approaches across the network, and higher levels of understanding of the impact of "poor-design" by DPTI's project managers, engineers and contractors delivering projects.

## Part B: Exemptions from the Premises Standards

### H2.2 - Accessways

#### Temporary exemption: Rail premises and rail infrastructure

*For a period of five years, flange gaps of up to 75 mm 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.

Please see DPTI's response at Part A – 2.1 – Access Paths Unhindered passage.

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

Please see DPTI's response at Part A – 2.1 – Access Paths Unhindered passage.

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

Please see DPTI's response at Part A – 2.1 – Access Paths 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 requirements:

- a. Rail stations which have inaccessible entrances.

DPTI have no stations with inaccessible entranceways.

#### Temporary exemption: Existing ail 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 850 mm minimum unobstructed width (applicable to gateways and doorways) is also permitted on access paths for the purposes of passing an obstruction limited to less than 800 mm in length; and*
- *Platform edge warning TGSIs are permitted to intrude into access paths.*

##### Reporting requirements:

- a. Rail stations which have restricted paths of travel.

The following nine stations have restricted paths of travel.

Blackwood	Warradale	Greenfields	Marino
Goodwood	Smithfield	Port Adelaide	Christie Downs
City South (tram stop not station)			

Dated 17 September 2018



**Wayne Buckerfield**

A/Chief Executive

Department of Planning, Transport and Infrastructure