



TfNSW Temporary Exemptions Report to the Australian Human Rights Commission

**Disability Standards for Accessible Public Transport
Disability (Access to Premises – Buildings) Standards**

Contents

Introduction.....	3
Key Achievements.....	5
Temporary Exemptions from the Transport and Premises Standards	6
2.1 Access paths – Unhindered passage (H2.2).....	6
2.1 Access paths – Unhindered passage (H2.2).....	7
2.4 Access paths – Minimum obstructed width (H2.2)	8
2.6 Access paths – Conveyances.....	9
4.2 Passing areas – two-way access paths and aerobridges (H2.2).....	9
5.1 Resting points – when resting points must be provided	10
6.4 Slope of external boarding ramps.....	11
8.2 Boarding – when boarding devices must be provided.....	12
11.2 Handrails and grabrails – handrails to be provided on access paths (H2.4).....	13
15.3 Toilets – unisex accessible toilets – ferries and accessible rail cars	13
15.4 Toilets – requirements for accessible toilets – ferries and accessible rail cars.	14
17.5 Signs – Electronic notices	14
18.1 Tactile ground surface indicators (TGSIs) – location (H2.11).....	15
Attachment A.....	16
Attachment B.....	17

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Introduction

Transport for NSW (TfNSW) was constituted by the *Transport Administration Act 1988* and began operating on 1 November 2011. This integrated transport authority is responsible for planning and policy across all modes of transport.

The rail operational agencies, Sydney Trains and NSW Trains, are responsible for front line service delivery. Their focus is delivering reliable, safe and accessible transport services. Sydney Trains is the operator and maintainer of train services across metropolitan Sydney and also maintains regional NSW rail services other than the Country Rail Network. NSW Trains provides intercity and regional train services under the name NSW TrainLink.

The rail network in NSW is the oldest and most extensive in Australia. Over 2,000 carriages provide services to 369 train stations in the Sydney Trains, Intercity and Regional networks.

In 2016/17, the annual patronage of Sydney Trains was 340.7 million journeys, NSW TrainLink Intercity was 40.7 million journeys and NSW TrainLink booked services was 1.6 million journeys (TfNSW, Transport Performance and Analytics, 2016/17).

Accessibility upgrades continue to form part of the Transport Access Program (TAP), with TfNSW investing \$890 million over four years until 2018/19. TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

The current TAP aims to provide:

- Stations that are accessible to people with disabilities, older people and parents with prams.
- Modern buildings and facilities for all modes that meet the needs of a growing population.
- Modern interchanges that support an integrated network.
- Safety improvements.
- Signage improvements.

For more information about the Transport Access Program, visit <http://www.transport.nsw.gov.au/projects-tap>

Information about accessible travel across the public transport network, including train stations and buses, is available on the TfNSW **transportnsw.info** website or by calling **131 500**.

Customers can obtain a printed copy of Sydney Trains' *Accessible Travel* brochure from any staffed Sydney Trains station or by contacting **131 500**. The *Accessible Travel* brochure has a list of all the stations across the Sydney Trains and Intercity network with wheelchair access and also provides a list of the stations with step-free entrances.

Large print, braille or audio copies of information around accessible services is also available from Sydney Trains through calling **131 500**.

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Information about which stations have step-free entrances is also available on the Sydney Trains website at: <http://www.sydneytrains.info>

TfNSW 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).

TfNSW provides this report on behalf of the rail operating agencies and in relation to exemptions which contain reporting requirements.

This report is for the period 1 October 2016 to 30 September 2017.

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

Phone: **131 500**

Email: <https://transportnsw.info/contact-us/feedback>

Website: <http://www.transportnsw.info/>

<http://www.sydneytrains.info/>

Postal address: Transport for NSW
PO Box K659
Haymarket NSW 1240

Key Achievements

Transport for NSW (TfNSW) is committed to delivering better transport for the future of NSW. Current projects and programs are helping to shape our cities, centres and communities to deliver outcomes across infrastructure, freight and technology.

TfNSW continues to focus on delivering strong customer outcomes and improved accessibility through continued engagement and consultation with the disability sector, constructing new and improved infrastructure and fleet and continued innovation in emerging technologies.

Outlined below are key achievements for the reporting period of 1 October 2016 to 30 September 2017:

- Accessibility upgrades completed at ten train stations and two ferry wharves and continued construction at ten train stations and one ferry wharf
- Interchange upgrades completed at eight locations
- Continuation of major transport infrastructure projects and programs including Sydney Metro, Wayfinding, CDB and Southeast Light Rail and the Transport Access Program
- Commissioning of the New Inner Harbour Ferries as part of the Fleet Delivery Program to provide new accessible ferries and trains for more comfortable, reliable and efficient journeys
- Improved fleet accessibility through the announcement of new Sydney Growth Trains and a new regional fleet to replace XPT, XPLOER and Endeavour Trains
- Launch of the Future Transport Strategy – a 20 to 40 year strategy focusing on transport planning and customer engagement
- Release of the draft TfNSW *Disability Inclusion Action Plan 2017-2021* for public consultation to ensure that the needs of the customer are placed at the centre of planning and decision-making for the transport system
- Development of four new smartphone applications to assist customers with a disability utilising public transport
- Trial of a new, highly automated passenger shuttle at Olympic Park
- Consultations with disability and stakeholder groups through the Accessible Transport Advisory Committee (ATAC) to provide functional outcomes for projects including:
 - Sydney Metro – Northwest for precinct design requirements
 - Sydney Metro – CDB and Southwest for station design and functionality
 - New Intercity Fleet for carriage design options and accessible toilet features
 - New Inner Harbour Ferries for functional user testing prior to commissioning.

Temporary Exemptions from the Transport and Premises Standards

The following information provides an update on the reporting requirements for temporary exemptions granted on 1 October 2015. This is the second yearly report on the temporary exemptions. The reporting requirements are for exemptions to the *Disability Standard for Accessible Public Transport 2002* (Part A) and exemptions to the *Disability (Access to Premises – Buildings) Standards 2010* (Part B).

Numbers and headings contained within this report have been reproduced in alignment to the specific sections of the Transport Standards. The equivalent Premises Standard exemptions are included in parentheses.

2.1 Access paths – Unhindered passage (H2.2)

Temporary exemption: 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 for the period 1 October 2016 to 30 September 2017:

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

The Level Crossing Improvement Program (LCIP) managed by TfNSW, provides funding to accelerate improvements to level crossings at priority sites across NSW, raise community awareness of level crossing safety issues and promote new technology to improve level crossing safety.

Customers are able to access information on level crossing safety by visiting the TfNSW transportnsw.info website. Information available includes the safety features of level crossings, general safety advice and further advice for mobility device users using level crossings.

Minor works have been undertaken across multiple level crossing sites in NSW to improve safety. These include:

- Bell replacements
- Equipment replacements including motors and pedestrian lights
- Implementation of remote monitoring equipment
- Upgrade of signage and boom mechanisms.

In addition to infrastructure improvements, TfNSW and Sydney Trains also undertake level crossing safety initiatives. During the reporting period these included:

- The level crossing education campaign, “Don’t rush to the other side”
- Promoting safe behaviours around rail environments for schools and community groups through the Sydney Trains Rail Safety Education Program
- Rail safety education programs and learning resources for children through the TrackSAFE Education Reference Group of which Sydney Trains and TfNSW are members
- State-wide media campaign for pedestrians; “Don’t play chicken with a train”.

b) Progress made in the removal of level crossings

There are more than 3800 level crossings in NSW. Of these more than 1400 are on public roads. Currently there are 46 stations in the NSW network that have a level crossing forming part of an access path to a rail station.

Three level crossings were closed as part of the ongoing Newcastle line truncation and light rail replacement project.

Level crossings at Clifton, Ardlethan, Dubbo and Yennora had significant works done to improve access paths at level crossings. However, these locations would not be deemed as forming an access path to a passenger railway facility.

TfNSW has allocated \$29.2 million (\$7.3 million per annum) for the LCIP between 2014/15 and 2017/18 (TfNSW, Level Crossing Strategy Council, Yearly Report 2014/15). This allows for the planning and completion of future priority level crossing upgrades.

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

Within the current reporting period, the Australasian Centre for Rail Innovation (ACRI) Level Crossing Group has continued a project for rail flange gap risk reduction at pedestrian level crossings. The ACRI comprises of all mainland Australian and New Zealand Transport departments, the Office of the National Rail Safety Regulator, Rio Tinto, BHP Billiton, Brookfield Rail and the Australian Rail Track Corporation.

ACRI is investigating how flange gap fillers might perform against the requirements of both railway operators and pedestrians including mobility assisted users, cyclists and those with prams. The project will research and evaluate the effectiveness of existing products in the marketplace both within Australia and internationally. This product review will then consider if any products are suitable for trial or, should no products be suitable, devise and test new designs.

2.1 Access paths – Unhindered passage (H2.2)

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 for the period 1 October 2016 to 30 September 2017: rail stations which have inaccessible entrances

Currently 202 stations on the Sydney Trains and NSW TrainLink network are wheelchair accessible.

A list of stations that are not accessible is provided in Attachment A.

A list of stations that are accessible is provided in Attachment B.

Accessibility applications are also available specifically designed for customers with a disability to utilise the network. Mobile phone applications such as NextThere and abil.io provide information about accessibility across the train network, including information about ramp gradients and stations with short platforms.

Information on the location of the accessible entry points is available on the TfNSW transportnsw.info website and the Sydney Trains *Accessible Travel* brochure.

2.4 Access paths – Minimum obstructed width (H2.2)

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 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
- platform edge warning TGSIs are permitted to intrude into access paths.

Reporting requirement for period 1 October 2016 to 30 September 2017: stations with restricted paths of travel

All wheelchair accessible stations provide an accessible pathway from the entrance of the station to the boarding point.

Customers are provided with accessibility information through both the Sydney Trains and TfNSW's transportnsw.info websites. Additionally, accessibility information can be obtained by customers calling **131 500**. There are also a number of applications available specifically designed to assist customers with a disability to utilise the network such as TripView and abil.io.

Individual station information through the Sydney Trains and TfNSW's transportnsw.info website can advise customers of features such as:

- Availability of a lift
- Wheelchair ramp availability
- Hearing loop
- Accessible toilet facilities
- Car parking facilities.

Customers are also able to access the staffing hours of stations across the network if required.

In relation to which stations have restricted paths of travel, this level of detail is not currently recorded. Significant resources are required to achieve this level of detail

noting the extent and complexity of the network. However, as an operator/maintainer it will be important in the future to have an understanding of such data. Sydney Trains and TfNSW will continue to determine which stations have restricted paths of travel and plan the appropriate response.

Maps which identify the access points from the station entry to the platform level are available for some locations on the TfNSW's transportnsw.info website. This information does not provide restricted paths of travel, rather the means of access and vertical transport available for customers. These maps are progressively being added to the TfNSW's transportnsw.info website as they are developed.

There are also a number of initiatives currently being delivered, such as the Sydney Trains Station Refresh Program, that aim to de-clutter stations in order to improve circulation spaces and access paths for customers.

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 for the period 1 October 2016 to 30 September 2017: 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

Technically customers with mobility impairments or using mobility aids can enter any door of our accessible rail conveyances with direct assistance. In practice however, single door entry occurs because of the need to deploy a mobile boarding ramp.

Sydney Trains and NSW TrainLink provide line marking on platforms indicating the most suitable boarding point for people using mobility aids.

Frontline staff are trained to provide direct assistance to customers using a portable boarding ramp.

Accessible rail conveyances offer an accessible pathway through the inter-car door.

Information on accessible travel options and how to obtain assistance is available from TfNSW's transportnsw.info website, Sydney Trains website, NSW TrainLink website and the Sydney Trains *Accessible Travel* brochure.

4.2 Passing areas – two-way access paths and aerobridges (H2.2)

Temporary exemption: 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 for the period 1 October 2016 to 30 September 2017: rail station platforms which do not provide passing spaces every 6 metres where any two-way access path is less than 1,800mm wide

Detailed information regarding passing areas on two way access paths on stations is not currently available and significant resources are required to achieve this level of

detail, noting the extent and complexity of the network. Heritage constraints often present limitations in achieving the required passing widths.

Sydney Trains and TfNSW will continue to determine which rail station platforms do not provide passing spaces every six metres where any two-way access path is less than 1,800 mm wide.

New stations are required to take into account requirements related to Australian Standards and the standards published by TfNSW Asset Standards Authority. This is applied to both new designs and refurbishments.

Sydney Trains are also delivering initiatives that aim to drive consistency in the placement of platform furniture elements and declutter of the station environment. These initiatives assist in improving circulation spaces and access paths available for customers. Some of these initiatives are:

- The Sydney Trains Station Components Guide provides designers and maintainers with guidance on the consistent placement of assets across stations to assist with not impeding the path of travel for customers.
- Station Refresh Program aims to de-clutter the station environment to enable better customer flow and visually provide a less cluttered environment.

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 of difficulty).

Reporting requirements for the period 1 October 2016 to 30 September 2017:

- a) Outcome of consultation
- b) Locations of any non-compliance

Resting points by way of seating is provided on rail platforms. Resting points are also included on all newly built ramps according to the *Disability Standards for Accessible Public Transport 2002*. TfNSW conducts quarterly consultation meetings with peak disability organisations through the Accessible Transport Advisory Committee (ATAC) regarding upgrading existing infrastructure. Where additional seating or resting points are requested this is considered in the scope of works. TfNSW also provides accessible seating at interchange facilities such as bus stops, light rail stops, taxi ranks and, where appropriate, kiss and ride facilities.

As part of the current Station Refresh Program and Wayfinding Locational Signage Program, existing seating locations on platforms are being reviewed. Seating is retained, repositioned or additional installed as required to comply with the standards to provide suitable resting points along platforms. The level of detail on which stations do not comply with providing resting points is not currently recorded but as programs like Station Refresh continue these non-compliances are being progressively identified and resolved.

In some instances, resting points are not provided at locations as seating would impinge on the accessible path or create safety issues due to narrow platform widths. At large stations on the Sydney Trains network, such as the three busiest stations on the network – Central, Town Hall and Wynyard – the requirement to install additional seating in underground tunnels and on concourses would impose significant restraints

on pedestrian flows. Given the high volume of customer flows at large stations, the requirement to install seating in these locations would lead to further congestion and negatively impact on customer safety.

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 boarding 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 for the period 1 October 2016 to 30 September 2017:

- a) **Number of locations where boarding ramp slopes of 1 in 8 or better cannot currently be achieved**
- 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**
- c) **Results of examination of alternative methods of achieving accessible boarding.**

The number of locations where boarding ramp slopes of 1 in 8 or better cannot currently be achieved is not currently recorded and significant resources are required to obtain this information. However, as an operator/maintainer it will be important in the future to have an understanding of such data. Sydney Trains, NSW TrainLink and TfNSW will continue to identify and plan the appropriate response and identify affected locations.

Customers can obtain information about boarding ramps and boarding assistance zones in the Sydney Trains *Accessible Travel* brochure and on the transportnsw.info website which provides information about accessible facilities at stations.

Accessibility applications are also now available specifically designed for customers with a disability to utilise the network. Mobile phone applications such as NextThere and abil.io provide information about accessibility across the train network, including information about ramp gradients and stations with short platforms.

Due to the variances between platforms, portable boarding ramps are provided to assist customers from the platform to the train. Portable ramps have been rolled out to Sydney Trains and Intercity stations. There are currently two lengths of boarding ramp utilised by station staff, 165cm and 125cm to assist managing the variation between different platforms.

Staff, both station and train crew are available to assist customers by utilising the portable boarding ramps. Customers are advised to contact their departure station and inform staff of their needs if they require staff assistance, including whether a boarding ramp is required. Customer service can also be provided to assist when alighting.

All trains operating on the Sydney and Intercity networks are accessible for customers using mobility devices with direct assistance using a platform to train boarding ramp. The age of legacy rail infrastructure and its configuration means that there will be continued reliance on direct assistance.

For booked services, customers are advised to inform NSW TrainLink in advance if special assistance is required. These details will be recorded and passed on to on-board staff. Customers can advise NSW TrainLink of their needs by calling **13 22 32** (NSW TrainLink general enquiries number), **133 677** (National Relay Service for

hearing and speech impaired customers) or visiting their nearest Sales Agent to make their booking. Information on NSW TrainLink facilities can also be found on the TfNSW transportnsw.info website.

During the reporting period, an extended boarding ramp has been developed for use in regional NSW. The extended boarding ramp specifically aims to address gap and slope issues for XPLOER trains. The 205cm ramp was developed and tested for assurance prior to being operationally trialled at Armidale station. The trial is continuing with no negative feedback received to date. Upon completion of the trial phase, NSW TrainLink will develop a report for the potential rollout at other locations with similar train to platform interface issues.

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 for the period 1 October 2016 to 30 September 2017: 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

While technically passengers can board at any door of an accessible train, the variation between the boarding ramp and the rail conveyance may require a dedicated boarding point. These are located at fixed points along a platform with signage indicating where these fixed accessible boarding points are located.

Staff, both station and train crew are available to assist customers by utilising the portable boarding ramps. Customers are advised to contact their departure station and inform staff of their needs if they require staff assistance, including whether a boarding ramp is required. Customer service can also be provided to assist when alighting.

Generally on booked services of the NSW TrainLink regional fleet, there are defined cars with an accessible space – not all cars can provide this accessibility. Customers are advised to inform NSW TrainLink in advance if special assistance is required. These details will be recorded and passed on to on-board staff. Information on NSW TrainLink facilities can also be found on the TfNSW transportnsw.info website.

Customers can advise NSW TrainLink of their needs by calling **13 22 32** (NSW TrainLink general enquiries number), **133 677** (National Relay Service for hearing and speech impaired customers) or visiting their nearest Sales Agent to make their booking.

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

Temporary exemption: rail platforms

For a period of five years, rail platforms are exempt from clause 11.2 (clause H2.4(2)).

Reporting requirement for the period 1 October 2016 to 30 September 2017: 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

An incomplete request in the previous reporting period was made to adjust the handrail to comply with DSAPT requirements for Pymble Station. The installation of a complying handrail has been completed at Pymble Station during this year's reporting period.

A request has been made for the installation of a handrail at Central Station. The installation of a handrail in this location is subject to heritage approvals. This request has not been completed. Installation of this handrail will be addressed through the Sydney Trains Station Improvement Process pending the outcomes of heritage approvals.

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 for the period 1 October 2016 to 30 September 2017: which services are affected

This reporting requirement only relates to NSW TrainLink services.

All existing fleet types (excluding the V-sets) have an accessible toilet at a ratio of one per set. Where longer passenger trains are created by coupling short sets together, for example an eight car OSCAR train, services have two accessible toilets per train.

V-sets will be replaced as part of the New Intercity Fleet (NIF) program as outlined in 15.4. The NIF passenger services current design includes four-car sets, each with one wheelchair accessible toilet, and six-car sets, each with one wheelchair accessible and one ambulant accessible toilet. NIF services will often amalgamate to operate as a longer train by coupling shorter sets together, similar to OSCAR trains. Therefore a ten car NIF train will include two wheelchair accessible toilets and one ambulant accessible toilet or an eight car NIF train will include two wheelchair accessible toilets.

There are no airlocks provided with any toilets and all toilets are designated unisex.

The location of accessible toilets is not always immediately near the allocated wheelchair spaces, as many trains have significantly more allocated spaces than toilets. Level access through the length of the train is not possible due to the double deck saloon layout.

The Hunter set has the accessible toilet near the wheelchair spaces, even if not always in the same car, while the Endeavour, XPLOER and XPT have the allocated space adjacent to the accessible toilet in the same car.

Information on the availability of accessible toilets is available on the TfNSW transportnsw.info website.

15.4 Toilets – requirements for accessible toilets – ferries and accessible rail cars

Temporary exemption: narrow gauge and standard gauge accessible rail cars

For a period of five years, compliance with clause 15.4 is not required for narrow gauge and standard gauge accessible rail cars.

Reporting requirement for the period 1 October 2016 to 30 September 2017: outcome of consultations

This reporting requirement only relates to NSW TrainLink services.

The New Intercity Fleet (NIF) will be introduced from 2019. The NIF train design will include fully compliant wheelchair accessible toilets as well as separate ambulant accessible toilets in some sets. Customer feedback forms an integral part in the design phase for the NIF Train and its on-board facilities.

Initial lessons learnt activities for existing fleet were conducted with stakeholder user groups to understand how best to optimise the toilet facilities on-board. Design concepts have subsequently been developed with input from accessibility specialists, and further evaluation is planned with end users and specialist user groups using a high-fidelity mock-up of the proposed design. This design process will allow end user representatives to evaluate and inform the proposed design, helping to ensure a leading standard of safety, accessibility and comfort for NSW TrainLink customers.

Information on wheelchairs and motorised scooters and the availability of accessible toilets is available on the TfNSW transportnsw.info website.

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 services or the volume of information to be displayed.

Reporting requirement for period 1 October 2016 to 30 September 2017: progress in the development and availability of alternative passenger information display systems

Sydney Trains and NSW TrainLink continue to comply with this standard.

Within the reporting period, NSW TrainLink completed Stage 1 of a program to install Customer Help and Information Points (CHIP) across 40 sites in the network. The CHIP provides two independent voice channels and a hearing loop for customer information and emergency scenarios. Also incorporated in the device is a visual display unit to provide real-time train service information at the station.

The CHIP was presented to the TfNSW ATAC to gain feedback on modifications and improvements that could be accommodated prior to rollout to make the product more functional for all customers.

Stage 2 of the CHIP program is to continue throughout 2017/2018 at another 22 stations. The CHIP unit complies with the standard.

18.1 Tactile ground surface indicators (TGSIs) – location (H2.11)

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 2000mm.

Reporting requirement for the period 1 October 2016 to 30 September 2017: nature and outcome of consultation

The Transport Access Project is upgrading stations to include complying tactile ground surface indicators. TfNSW conducts quarterly consultation meetings with peak disability organisations through the Accessible Transport Advisory Committee (ATAC) regarding upgrading existing infrastructure.

Other programs and initiatives delivered by Sydney Trains, such as the Station Refresh Program, also include the installation of tactile ground surface indicators to comply with the *Disability Standards for Accessible Public Transport 2002*.

Currently, 133 stations on the Sydney Trains and NSW TrainLink network do not have complying tactile ground surface indicators.

TfNSW has further consulted with vision impairment stakeholder groups to develop a policy on the application of tactile ground surface indicators. This policy provides clarification and further guidance for a consistent application of TGSIs on railway platforms and other transport infrastructure. The requirement to develop this policy was from an identified need to offer consistent design solutions on the installation of directional tactiles.

Attachment A

Stations with inaccessible entrances:

Asquith	Doonside	Lawson	Pymble	Warrimoo
Austinmer	Dora Creek	Leightonfield	Redfern	Werris Creek
Awaba	Douglas Park	Leura	Riverstone	Wiley Park
Banksia	Dulwich Hill	Lewisham	Rooty Hill	Wingello
Bardwell Park	East Hills	Linden	Rosehill	Wingham
Bargo	East Maitland	Lisarow	Roseville	Wirragulla
Beecroft	Edgecliff	Loftus	Rydalmere	Wollstonecraft
Bell	Erskineville	Lysaghts	Sandgate	Wombarra
Bellambi	Euabalong West	Macdonaldtown	Sawtell	Wondabyne
Bellata	Eungai	Macquarie Fields	Scarborough	Woodford
Bexley North	Exeter	Marulan	St Peters	Wyee
Birrong	Fairy Meadow	Medlow Bath	Stanmore	Yagoona
Blackheath	Faulconbridge	Menangle	Stanwell Park	Yennora
Blayney	Geurie	Menangle Park	Stuart Town	Yerrinbool
Boggabri	Glenbrook	Menindee	Tallong	Zig Zag
Booragul	Gloucester	Mindaribba	Tarago	
Branxton	Goulburn	Mittagong	Taree	
Bullaburra	Greta	Moree	Tarro	
Bundanoon	Griffith	Moss Vale	Tascott	
Burradoo	Gunning	Mount Colah	Telopea	
Camellia	Harden	Mount Kuring-gai	Tempe	
Canley Vale	Harris Park	Mount Victoria	Teralba	
Canterbury	Hawkesbury River	Mulgrave	Thornleigh	
Carramar	Hazelbrook	Narara	Toongabbie	
Chester Hill	Hexham	Narrabri	Towradgi	
Clarendon	High Street	Narwee	Turrella	
Clyde	Hilldale	Niagara Park	Unanderra	
Coalcliff	Homebush	Normanhurst	Urunga	
Cockle Creek	Hurlstone Park	North Strathfield	Valley Heights	
Coledale	Jannali	Oxford	Victoria Street	
Como	Kembla Grange	Ourimbah	Villawood	
Condobolin	Kendall	Panania	Vineyard	
Coniston	Killara	Paterson	Wahroonga	
Cringila	Kingswood	Penrose	Waitara	
Croydon	Koolewong	Petersham	Walcha Road	
Dapto	Kotara	Point Clare	Waratah	
Darnick	Kyogle	Port Kembla North	Warnervale	
Denistone	Lapstone	Punchbowl	Warrawee	

Attachment B

Stations with accessible entrances:

Aberdeen	Casino	Hamilton	Mascot*	Revesby	Waverton
Adamstown	Casula	Heathcote	Meadowbank	Rhodes	Wellington
Albion Park	Central	Helensburgh	Merrylands	Richmond	Wentworth Falls
Albury	Chatswood	Henty	Metford	Riverwood	Wentworthville
Allawah	Cheltenham	Holsworthy	Milsons Point	Rockdale	Werrington
Armidale	Circular Quay	Hornsby	Minnamurra	Rydal	West Ryde
Arncliffe	Coffs Harbour	Hurstville	Minto	Schofields	Westmead
Artarmon	Concord West	Ingleburn	Miranda	Scone	Willow Tree
Ashfield	Coolamon	International Airport*	Morisset	Sefton	Windsor
Auburn	Cootamundra	Ivanhoe	Mortdale	Seven Hills	Wolli Creek
Bankstown	Corrimal	Junee	Mount Druitt	Shellharbour Junction	Wollongong
Bathurst	Cowan	Katoomba	Murrurundi	Singleton	Woolooware
Belmore	Cronulla	Kempsey	Museum	Springwood	Woonona
Berala	Culcairn	Kiama	Muswellbrook	St James	Woy Woy
Beresfield	Domestic Airport*	Kings Cross	Nambucca Heads	St Leonards	Wynyard
Berowra	Dubbo	Kingsgrove	Narrandera	St Marys	Wyong
Berry	Dundas	Kirrawee	Newtown	Strathfield	Yass Junction
Beverly Hills	Dungog	Kogarah	North Ryde	Summer Hill	
Blacktown	East Richmond	Kootingal	North Sydney	Sutherland	
Blaxland	Eastwood	Lakemba	North Wollongong	Sydenham	
Bomaderry	Edmondson Park	Leeton	Oak Flats	Tahmoor	
Bombo	Emu Plains	Leppington	Oatley	Tamworth	
Bondi Junction	Engadine	Leumeah	Olympic Park	Tarana	
Bowral	Epping	Lidcombe	Orange	Telarah	
Broadmeadow	Fairfield	Lindfield	Padstow	The Rock	
Broken Hill	Fassifern	Lithgow	Parkes	Thirroul	
Bulli	Flemington	Liverpool	Parramatta	Thornton	
Bungendore	Gerrington	Lochinvar	Pendle Hill	Town Hall	
Burwood	Glenfield	Macarthur	Pennant Hills	Tuggerah	
Cabramatta	Gordon	Macksville	Penrith	Turrumurra	
Campbelltown	Gosford	Macquarie Park	Penshurst	Uralla	
Campsie	Grafton	Macquarie University	Picton	Wagga Wagga	
Canberra	Granville	Maitland	Port Kembla	Wallerobba	
Cardiff	Green Square*	Marayong	Quakers Hill	Warabrook	
Caringbah	Guildford	Marrickville	Queanbeyan	Warwick Farm	
Carlingford	Gunnedah	Martin Place	Quirindi	Waterfall	
Carlton	GyMEA	Martins Creek	Regents Park	Wauchope	

* Stations are owned by Airport Link.