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8 February 2023

AECOM Sydney
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Attention: Neil Bevan
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CC: Heidi Carlyle
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Dear Neil

CANBERRA LIGHT RAIL STAGE 2A

REPORT ON PROVISIONS FOR PEOPLE WITH DISABILITIES

1. Light Rail Stops

Documentation Reviewed

Drawing No	Revision	Title
S210-COX-DRW-ARC-ST-1100	F	Edinburgh Avenue Stop Site Plan
S210-COX-DRW-ARC-ST-1200	F	Edinburgh Avenue Stop General Arrangement Plan
S210-COX-DRW-ARC-ST-1210	F	Edinburgh Avenue Stop Detailed Floor Plan 1
S210-COX-DRW-ARC-ST-1211	F	Edinburgh Avenue Stop Detailed Floor Plan 2
S210-COX-DRW-ARC-ST-2100	F	City South Stop Site Plan
S210-COX-DRW-ARC-ST-2200	F	City South Stop General Arrangement Plan
S210-COX-DRW-ARC-ST-2210	F	City South Stop Detailed Floor Plan 1
S210-COX-DRW-ARC-ST-2211	F	City South Stop Detailed Floor Plan 2
S210-COX-DRW-ARC-ST-3100	F	Commonwealth Park Stop Site Plan
S210-COX-DRW-ARC-ST-3200	F	Commonwealth Park Stop General Arrangement Plan
S210-COX-DRW-ARC-ST-3210	F	Commonwealth Park Stop Detailed Floor Plan 1
S210-COX-DRW-ARC-ST-3211	F	Commonwealth Park Stop Detailed Floor Plan 2

Comments

The design as presented meets AS1428.1 and the Disability Standards for Access to Public Transport (DSAPT) with the following comments.

- There is an alignment of the wheelchair position on the stop with the light rail carriage rail doors;
- Leg space for patrons on seats will ensure no intrusion into space for others to board the light rail carriage, however there is restricted space to pass this area;
- Hearing augmentation will cover the whole of the covered area;
- Signage is provided including raised tactile and braille; and

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- TGSI direct patrons to the tram stop and to information signs/wayfinding totem poles.

2. General Circulation

Documentation Reviewed

The drawings reviewed are:

Drawing No	Revision	Title
S210-ACM-DRW-MAN-NA-0101	F	General Arrangement – Northbourne Avenue / Alinga Street
S210-ACM-DRW-MAN-NA-0102	F	General Arrangement – London Circuit
S210-ACM-DRW-MAN-NA-0103	F	General Arrangement – London Circuit
S210-ACM-DRW-MAN-NA-0104	F	General Arrangement – London Circuit / Edinburgh Avenue Stop
S210-ACM-DRW-MAN-NA-0105	F	General Arrangement – Commonwealth Avenue
S210-ACM-DRW-MAN-NA-0106	F	General Arrangement – Commonwealth Avenue
S210-ACM-SKT-DDA-NA-0101	D	Northbourne Avenue / Alinga Street
S210-ACM-SKT-DDA-NA-0102	D	London Circuit
S210-ACM-SKT-DDA-NA-0103	D	London Circuit
S210-ACM-SKT-DDA-NA-0104	D	London Circuit / Edinburgh Avenue Stop
S210-ACM-SKT-DDA-NA-0105	D	Commonwealth Avenue
S210-ACM-SKT-DDA-NA-0106	D	Commonwealth Avenue

Paving

Paving material and width are appropriate for potential users. We are advised that the slip resistance complies.

Gradients

The gradients around Northbourne Avenue and London Circuit comply as well as the new raised section back to Commonwealth Avenue. This means a maximum 1 in 20 (5%) gradient and landings at 1 in 40 (2.5%) as per AS1428.1.

However, there are some sections of the intersection of London Circuit and Commonwealth Avenue where the gradients exceed 1 in 40 (2.5%) in cross falls. This is due to required falls and site conditions. The result is gradients slightly in excess of 2.5% (maximum is 3.2% on a kerb ramp), but given site constraints it is considered acceptable.

The gradients of the existing paths on the west side of London Circuit near University Avenue are excessive and parts exceed AS1428.1. However, a complying accessway has been achieved and is defined by TGSI.

Ramps

There are generally no ramps (1 in 14 – 1 in 20) except in one location outside the north-west corner of the Reserve Bank. The ramp is detailed to meet AS1428.1.

Tactile Indicators

There are tactile ground surface indicators (TGSI) to assist people with vision impairment to negotiate crossings. General circulation relies on a clear path of travel and a shore/cue line to guide people. This is generally the building line or property boundary. From this TGSI assists to direct people to crossing points. The drawings show the network of TGSI.

Where there is no safe crossing (lights or formal pedestrian crossing) no TGSI are included except at West Row, Farrell Street (pedestrians have right of way) and Knowles Place (two locations).

The layout is compliant with AS1428.4 and connects with push button assemblies for traffic lights which are located in suitable positions.

TGSI requires a minimum 30% contrast if a full 300mm x 300mm or 45% if discrete TGSI. Tests have been undertaken on the proposed TGSI and are confirmed acceptable contrast. We note the use of LED TGSI at the Edinburgh Stop which are a recent innovation and supported.

Kerb Ramps

These are designed and detailed to AS1428.1 and AS1428.4.1.

Seating

This is generally timber with arm and back rests and is suitable.

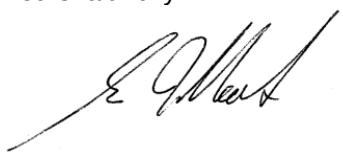
Alinga Street Stop Track Crossing

There are two crossings but one is fully accessible to AS1428.1 and connects to adjacent infrastructure. This is the safest and best solution and is supported.

3. Conclusion

The current design meets the requirements of access standards except for a minor cross fall gradient issue at the intersection of London Circuit and Commonwealth Avenue.

Yours faithfully



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