Transport for NSW
Transport Access Program
Easy Access Program selection criteria and prioritisation process

Objective

- This document summarises the prioritisation process and criteria for capital investment projects collectively managed by TfNSW under the **Transport Access Program (TAP)** for potential **Easy Access** upgrades.

- Information on the Transport Access Program can be found at:

  http://www.transport.nsw.gov.au/projects-tap

Background

TfNSW has an obligation under Federal and State Legislation, through the Disability Discrimination Act (DDA) and Disability Services Act NSW (DSA) to provide accessible services to people with disabilities in a manner which is not discriminatory. Under the provisions of the Federal Disability Discrimination Act and the Disability Standards for Accessible Public Transport (DSAPT) there is a requirement to modify and develop new infrastructure, conveyances and services to provide access for people with disabilities.

This document describes the process to assist with the selection of stations for potential easy access upgrades.

Process

Following the identification of stations the following three step process is followed:

Step 1 - Evaluate
Score each location against the evaluation criteria (detailed overleaf) based on data and subject matter expertise knowledge. The sum of the scores provides the overall score for that location, and the locations can be prioritised based on the highest overall score first.

Step 2 - Refine
Refine the list by excluding stations that have been upgraded recently to include DDA requirements, and to exclude stations where further work is required in the near future to upgrade capacity. Stations that have alignment with the other sub-programs in TAP or that are considered quick wins are noted at this stage.

Step 3 - Align
The list is aligned with other programs of work, and considers factors such as the compatibility with other works at the station, the timeline that the project could be completed within, the amount and availability of funding and the resources required to complete the project. The result is a proposed priority order of potential easy access upgrades.

The analysis uses appropriate transport data to support the process and is therefore fact based. In addition site visits to railway stations to assess the physical environment within railway stations, the external pedestrian and interchange infrastructure, and other issues of signage and tactile ground surface indicators which impact on the ability of people with vision impairment to use rail services are completed, and can provide additional data not considered in the initial analysis.

Criteria

The criteria for prioritising potential Easy Access upgrades are:

- Patronage
- Potential Patronage Growth
- Bus and Ride
- Park and Ride
- Walk and Ride
- Education Access
- Medical Services Access
- Shop and Ride
- Recreation and Tourism Access
- Rail Operational Characteristics
- Disability
- Age > 70 years
- Child < 5 years
- Special Schools
- Aged Care Facility
- Distance from nearest EA Station

Data Sources

To support the process the following data sources may be used:

- Australian Bureau of Statistics (ABS)
- Commonwealth Department of Health and Ageing
- Aged Care Australia
- NSW Department of Health
- NSW Department of Human Services – Ageing Disability & Home Care (DADHC)
- NSW Department of Planning
- NSW Department of Education and Training (DET)

Easy access program criteria and prioritisation process

All Railway Stations

Step 1 — Apply prioritisation criteria and order by score

- Patronage
- Interchange or terminus
- Distance from nearest accessible station
- Disability
- Age > 70 years
- Child < 5 years
- Patronage Growth
- Bus and Ride
- Park and Ride
- Walk and Ride
- Education Access
- Medical Services Access
- Recreation & Tourism Access
- Rail Ops Characteristics
- Special Schools
- Aged Care Facilities

Step 1 - Evaluate

Score each location against the evaluation criteria based on data and subject matter expertise knowledge. The sum of the scores provides the overall score for that location, and the locations can be prioritised based on the highest overall score first.

Step 2 — Revised prioritisation

- Exclude stations that have been upgraded or built since 1992 to meet DDA requirements
- Exclude stations where capacity upgrades are required (assessed under Station Upgrade sub-program in TAP)
- Include stations that are considered quick wins (eg: stations that have side platforms only with direct street access)
- Include stations where a staged upgrade is possible
- Include stations that align with other sub-programs of TAP

Step 2 - Refine

Refine the list by excluding stations that have been upgraded recently to include DDA requirements, and to exclude stations where further work is required in the near future to upgrade capacity. Stations that have alignment with the other sub-programs in TAP or that are considered quick wins are noted at this stage.

Step 3 — Aligned prioritisation

- Align works with other programs, based on: compatibility of works, timeline, funding and resources

Step 3 - Align

The list is aligned with other programs of work, and considers factors such as the compatibility with other works at the station, the timeline that the project could be completed within, the amount and availability of funding and the resources required to complete the project. The result is a proposed priority order of potential easy access upgrades.

Identified stations