

Universal Design and Transport



Aim for this session



- Context of policy trends that drive universal design in transport.
- To stimulate thinking about transport design for specific groups versus “universal design.”
- To seek your input on the challenges between specific group design versus universal design.

Why is transport important?



- Travel to access goods and services is essential for independence and survival.
- The right to travel is one of the most highly valued rights in the world.

NSW History



Gail le Branksy has covered the history of developments in improving transport 'accessibility' and described programs, progress, challenges and thinking that drives transport strategies in NSW.

The term- “universal design”



- Umbrella term to cover ideas such as inclusive design, accessible design and in some cases the idea of “accessibility”.
- Some sources recognise that universal design in transport has grown from Accessible Transport Design and gives recognition to a wide(r) spectrum of human abilities.

General trends



- Improvements are generally driven and achieved through statutory requirements. Australia, United States, Canada, Britain, Norway, Sweden.
- Numerous examples of regulations, standards, codes of practice and guidelines exist in these countries.

Challenges



- Literature indicates the greatest challenges are still linked to making the existing surroundings and transport systems 'universally' designed rather than 'accessible'.
- Literature from Norway and London demonstrate that universal transport designs, versus accessibility for special groups, provide benefits that exceeds the costs over *the longer term*.

Leadership Activities



European Union project :

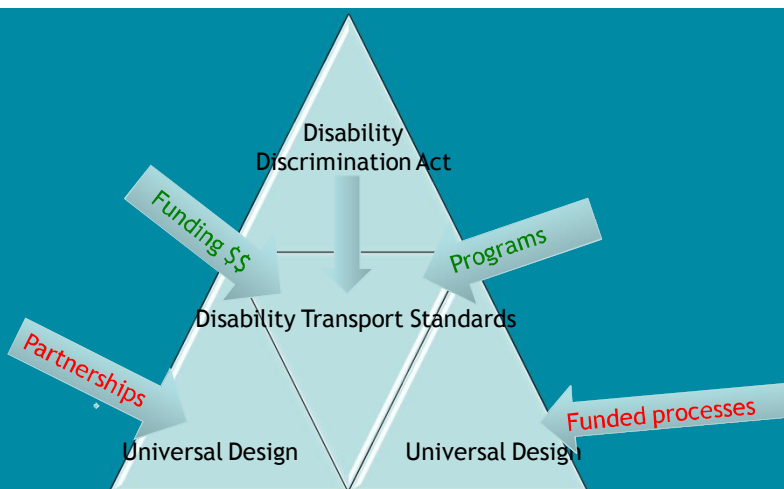
- Collecting state of the art knowledge about transport UD
- Producing road maps for future research and development
- Proposing new research and development proposals
- Defining improved collaborative processes
- Spreading knowledge

Norway



- Developing universal design indicators in key areas eg housing, TRANSPORT.
- Emphasis on obtaining a more detailed picture. Eg Bus Stop register.
- Use of legal and non legal instruments.
- Allocating funding in Transport Plans.

Transport in Sydney



Typical Accessibility Programs



- Accessible vehicles- low floor buses, trains
- Accessible infrastructure -including upgrades
- Accessible taxis and subsidies
- Transport interchanges
- Accommodating wheelchairs and mobility devices
- Door to door services
- Travel information for people with sensory, cognitive or linguistic impairments

Broader needs



Canada



About: Bus Hailing Kit



- A clear plastic pouch with three slots for route numbers to assist customers with identifying their desired route.
- There are also reflective strips at the top to indicate if additional help is needed.

Differing abilities



- Normal vision = 60 meters
- Low vision= 6 meters
- By 2030 - 564,000 people
- with low vision in Australia.



Accessibility features at train station



What is universal design in transport?



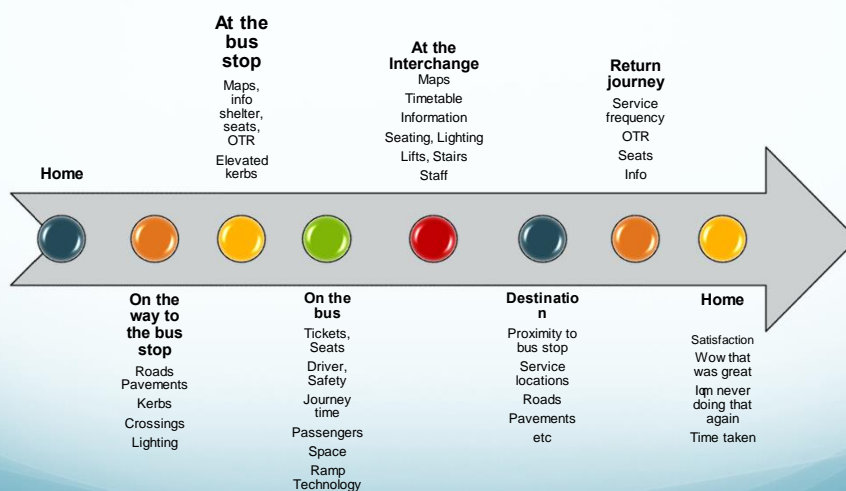
- More than the delivery of special projects and funding to reduce barriers and upgrade facilities.
- *Seamless travel*- which implies a consistent interpretation of the obligations and funding priorities across a range of agencies.

Mixed around the world



- Older train stations and heavy rail present a number of barriers around the world. Many examples in NSW.
- Newer automated 'light' rail systems tend to offer elevators, street level access, minimal gaps, room for mobility devices.
- Policy drivers and funding are key for the degree of implementation around the world.
- Some governments only commit to accessible options while people with disabilities generally advocate for "totally integrated accessible service." *Seamless services.*

Seamless bus trip



Canada



Newtown



Station environment changed



Improved pedestrian amenity





Newtown



- Success of the Newtown Station upgrade is attributable to pedestrian friendly, easy to use interaction between the immediate surroundings/adjacent areas and the station itself.
- Good example of Universal Design and integrating with the surrounding areas.

Sydenham Station - before upgrade



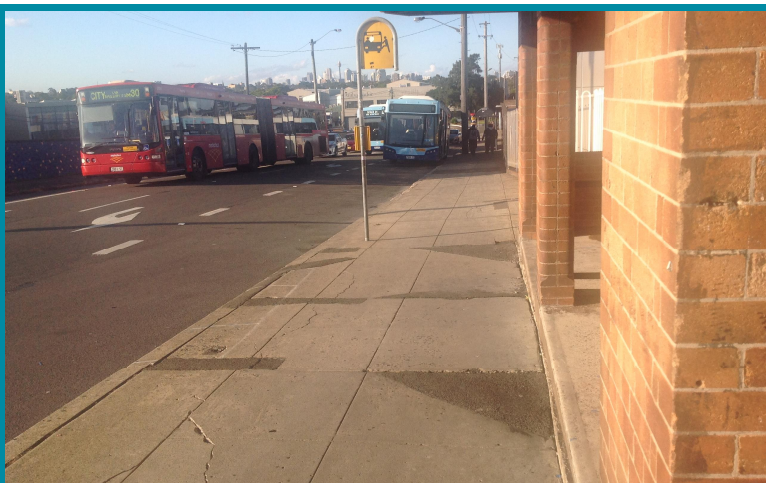
After



Looks good- is it?



Adjacent areas untouched



Why not the same as Newtown?



- A viable and improved accessible interchange between bus and rail did not happen.
- According to Marrickville Council “no overall coordination was evident that would have led to integration of modes.”
- The pedestrian approaches to the station remain non compliant with DSAPT and are a barrier to many people who would need the lift facilities (4) within the concourse to access the trains.

Consider Redfern

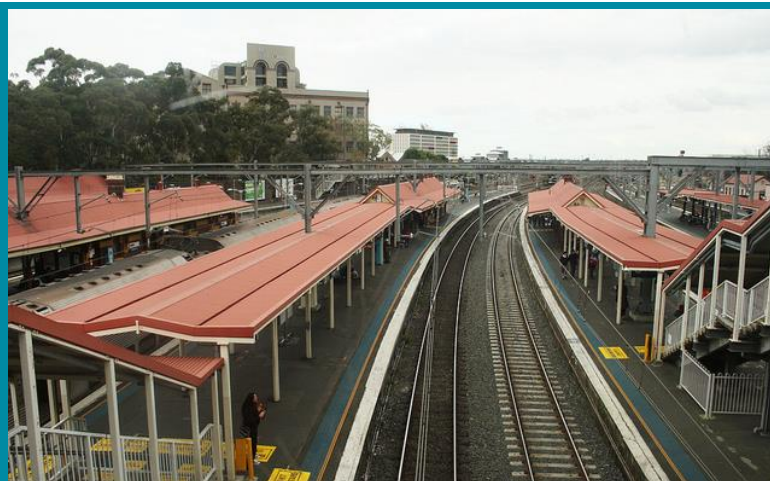


Station Features



- 7th most patronised station in rail network
- All above ground platforms accessible by stairs
- 2 below ground platforms have escalators
- No connecting bus interchange
- 5 bus services plus Night Ride buses from bus stop nearby

What's possible?



Conversation



- What would 'accessibility' design look like at Redfern ?
- What would "universal design" at Redfern look like?
- What role can you play in assisting NSW to drive universal design in transport?

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How is accessibility classified?

http://www.sydneytrains.info/stations/station_details