



Transport  
for NSW

# Transport Access Program Tranche 3

Selection Criteria and Prioritisation Process

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# 1 Introduction

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This document summarises the prioritisation process and criteria for upgrades to interchanges in the Transport Access Program (TAP) Tranche 3 (construction commencing 2019/20) focusing on achieving improved access in compliance with the Disability Standards for Accessible Public Transport (**DSAPT**).

## 1.1 Background

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

Currently 49 per cent of stations on the Sydney Trains and NSW TrainLink network are wheelchair accessible and the current estimate is that approximately 55 per cent will be accessible by 2017. The target level of compliance in the DSAPT for 31 December 2017 is 90 per cent.

Given the significant compliance gap and the scale of resources required to meet the 2017 target, the new objective for TAP Tranche 3 is as follows:

*To contribute to DDA related targets through DSAPT compliant upgrades (including associated customer benefits derived from DSAPT compliance).*

TAP upgrades will need (where practicable) to be cognisant of potential future capacity upgrades, precinct integration etc, to ensure DSAPT works will not need to be demolished and reinstated through future programs. TAP will also coordinate with other funded programs to reduce customer disruption at TAP upgrade locations.

The revised objective will apply to TAP Tranche 3 which will commence construction in FY 2019/20. Prioritisation and short listing of TAP 3 projects will occur in quarter 3 2016, and concept design will take place through 2017, feeding into a refresh of the program Business Case.

## 2 Process

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To identify a prioritised list for TAP Tranche 3, the following process is to be followed:

### Step 1 Refine

Refine the list by removing:

- Interchanges that are already wheelchair accessible;
- interchanges in construction phase for a wheelchair accessible upgrade; and
- Interchange upgrades being funded through other programs of work (e.g. the Sydney Metro program or Light Rail).

### Step 2 Score against Criteria

Score each interchange against evaluation criteria, outlined in section 3, based on data collected about each interchange. The sum of the scores provides the overall score for the interchange.

### Step 3 Evaluate Commercial Potential

Sydney metropolitan area interchanges which have development potential in the next five years will be reviewed by the Commercial Development of Property team in TfNSW. This is to ensure that, where applicable DSAPT compliance is delivered in conjunction with commercial redevelopment in and around the interchange and allows for costs to be offset instead of being wholly reliant on State funding.

### Step 4 Further Analysis

Investigations will be undertaken to further refine the list for the remaining interchanges. This will involve on-the-ground investigations and photographs to confirm the existing level of compliance and cost estimations to identify the cost for DSAPT compliance at the interchanges.

### Step 5 Prioritisation across transport networks/modes

The cost estimations will be used to identify the value for money for each interchange based on the score from Step 2 and to prioritise projects across modes. The whole of life costs will also be considered for maintenance.

### Step 6 Alignment

The list will then be aligned with other programs of work (e.g. Asset Management, safety upgrades etc), and will consider factors such as the compatibility with other works at the station, the timeline to complete the projects, the amount and availability of funding and the resources required to complete the projects. The result is a proposed priority order of TAP Tranche 3 upgrades.

### Step 7 Gap Analysis

For the interchanges which will remain not wheelchair accessible post TAP Tranche 3, other programs will be considered which could fund a wheelchair accessible upgrade.

### **Step 8 Operational inventions**

Operational inventions will be considered to reduce the cost required to provide a wheelchair accessible upgrade.

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### 3 Criteria

The criteria for TAP Tranche 3 focus primarily on providing upgrades at interchanges with high patronage and demand for an accessible interchange.

Different criteria and weightings are proposed for the interchange network of Sydney Metropolitan rail interchanges (Sydney Trains), Regional interchanges (NSW Trains in and out of the Metropolitan Region) and interchanges at Sydney Ferries' wharves. This reflects the differences in the availability of data and the characteristics of the service.

Criteria for all Interchanges	Additional Criteria for Sydney Metropolitan Interchanges (Sydney Trains Network)	Additional Criteria for Regional Interchanges (NSW TrainLink Intercity)	Additional Criteria for Regional Interchanges (NSW TrainLink Regional)	Additional Criteria for Sydney Metropolitan Interchanges (Sydney Ferries Network)
<ul style="list-style-type: none"> <li>• Workday and non-workday patronage</li> <li>• Education Access</li> <li>• Centre classification</li> <li>• Demographic Data:               <ul style="list-style-type: none"> <li>- Disability &lt;60 years old</li> <li>- Child &lt;5 years old</li> <li>- Aged &gt;60 years old</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Patronage &gt; 60 years (workday and non-workday)</li> <li>• Forecast patronage growth</li> <li>• Number of registered mobility permits in interchange's postcode area</li> </ul>	<ul style="list-style-type: none"> <li>• Patronage &gt; 60 years (workday and non-workday)</li> <li>• Forecast patronage growth</li> <li>• Number of registered mobility permits in interchange's postcode area</li> <li>• Number of services per day (Tuesday and Weekend average)</li> <li>• Coach Interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Number of services per day (Tuesday and Weekend average)</li> <li>• Coach Interchange</li> <li>• Population growth</li> </ul>	<ul style="list-style-type: none"> <li>• Patronage &gt; 60 years (workday and non-workday)</li> <li>• Forecast patronage growth</li> <li>• Number of registered Mobility permits in interchange's postcode area</li> </ul>

## 4 Criteria Definitions

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### Centre Classification

*Sydney Urban Metropolitan Area (UMA)*

CBD, Regional City Centre or Strategic Centre as defined in *A Plan for Growing Sydney*.

*NSW (excluding Sydney UMA)*

The centre classification is based on the Regional Settlement Hierarchy from the Department of Planning and Environment. The hierarchy is ranked in the following order:

- Regional City, Urban Centre (10 points)
- Strategic Centre, Regional Centre (8 points)
- Major Centre, Major Urban Centre, Major Town (6 points)
- Town (4 points)
- Village, Other Centre (2 points)

### Coach Interchange

NSW TrainLink station with a connecting private or NSW TrainLink coach service.

### Demographic Data

Demographic data (disability <60 years old, child <5 years old and persons aged >60 years old) for each interchange catchment area.

Data source: 2011 ABS Census

### Education Access

Number of schools, special schools and universities within the interchange catchment area.

### Ferry Wharf

A wharf with ferry services operated by the Sydney Ferries Network.

### Forecast Patronage Growth

Forecast growth in patronage from 2011 to 2036 based on STM3 outputs.

## Health Facilities

The health facilities criteria is defined and scored in the following way:

	Definition	Score	Examples
<b>Health Precincts</b>	Areas identified as Health Precincts – those identified in A Plan for Growing Sydney and known emerging health precincts	5	Penrith Education and Health, Northern Beaches, Westmead Health Precinct, Broadway and Camperdown Education and Health Precinct .
<b>Major Hospitals</b>	<b>Major hospitals within interchange catchment</b> , including known major hospital redevelopment (based on Health Infrastructure projects)	4	E.g. Liverpool, St Vincent's (Kings Cross Station), Sydney Hospital and Eye Hospital, Campbelltown (Macarthur Station)
<b>Cluster of Allied Health Services</b>	An area with a known cluster of health services providers including, e.g. smaller hospitals, private hospitals, radiographers and specialists within interchange	3	NorWest – private hospital and services, Edgecliff (multiple services in one location), Campsie Town Centre

\*Interchange catchment distance as per the other criteria for demand generators

## Interchange Catchment

The Integrated Public Transport Service Planning Guidelines (TfNSW, 2013) adopts a catchment of 800m for Mass, Intermediate and Local (ferry) public transport services.

For regional interchanges (NSW TrainLink Regional), a catchment area of the entire town/city has been used, due to these interchanges generally serving the entire town/city rather than a walk-up catchment.

## Mobility Permits

Number of Mobility Park Permit holder by postcode for the respective interchange. Mobility Park Permit Schemes is a parking scheme for people with disabilities that affect their mobility.

Data source: <http://www.rms.nsw.gov.au/cgi-bin/index.cgi?fuseaction=statstables.show&cat=Mobility%20Parking%20Scheme>

## Number of Services per day

Number of timetable train services on a Tuesday or Weekend (average of Saturday and Sunday).

Data source: NSW General Transit Feed Specification (GTFS) Oct 2014, <http://btsviz.transport.nsw.gov.au/Timetable.html>



**Patronage > 60 years (Workday and Non-Workday)**

Opal patronage for registered opal cards, with an age of 60 years or older, on an average workday or non-workday.

**Population Growth**

Forecast increases in population for the interchange catchment area.

**Workday and Non-Workday Patronage**

*Sydney Greater Metropolitan Area (GMA)*

Opal patronage for an average workday or average non-workday, factored up by Magnet Stripe Ticket usage for each of the stations.

*NSW (excluding Sydney GMA)*

Average workday and non-workday patronage provided by NSW trains for the 2014-2015 financial year.

## 5 Criteria Weightings

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The weightings for the criteria varied based on the following rational.

Criteria with a high weighting:

- Centre classification - this usually indicates the level of demand generators close-by to the interchange i.e. employment and shops.
- Demographic data – this data indicates the level of need for an accessible station by residents in the interchange catchment.
- Patronage – to ensure that the maximum number of customers benefit from each upgrade.
- Potential growth – to ensure that investment occurs at stations that will continue to have a strong passenger demand in the future.

Criteria with a low weighting:

- Number of services per day – this data only applies to NSW trains intercity and regional interchanges, to ensure that upgrades occur where public transport services are frequent. However this criteria is similar to patronage and so has been given a lower weighting.
- Education / special schools – this is one demand generator out of many for an accessible interchange.

TAP Tranche 3 2019/20 – Draft Criteria and Weightings

	Commercial Potential in next 5 years	Wheelchair Accessible Station	Patronage					Services			Demand Generator				Demographics			
			Workday average patronage	Non-workday day patronage	Age Workday >60 years	Age Non-Workday >60 years	Forecast patronage growth	Number of Services per day (Tuesday)	Number of Services Saturday / Sunday Average	Coach Interchange	Centre	Special Schools	Education	Health Facilities	Mobility Permits	Disability<60	Child<5	Aged>60
<b>Sydney Metropolitan Interchanges (Sydney Trains Network)</b>	Further Analysis	Exclude	40%					0%			20%				40%			
			10%	10%	4%	4%	12%	x	x	x	10%	2.5%	2.5%	5%	4%	12%	12%	12%
<b>Regional Interchanges (NSW TrainLink Intercity)</b>	x	Exclude	40%					8%			12%				40%			
			10%	10%	4%	4%	12%	1.5%	1.5%	5%	5%	1.5%	1.5%	4%	4%	12%	12%	12%
<b>Regional Interchanges (NSW TrainLink Regional)</b>	x	Exclude	40%					8%			12%				40%			
			15%	15%	x	x	10%	1.5%	1.5%	5%	5%	1.5%	1.5%	4%	x	13.3%	13.3%	13.3%
<b>Sydney Metropolitan Interchanges (Sydney Ferries Network)</b>	x	Exclude	40%					5%			15%				40%			
			10%	10%	4%	4%	12%	2.5%	2.5%	x	5%	x	5%	5%	4%	12%	12%	12%