

# Dapto Station Upgrade

Community engagement summary

July 2022

# Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

# 1. Introduction

The NSW Government is improving accessibility at Dapto Station.

This upgrade is part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering modern, safe and accessible infrastructure.

This project will provide a station precinct that is more accessible, especially for people with a disability, limited mobility, parents/carers with prams, and customers with luggage. The planned upgrades will make the station compliant with the Commonwealth Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

Construction on the upgrade begins in mid-2022.

More information on the project, including scope of work, can be found at [transport.nsw.gov.au/dapto](https://transport.nsw.gov.au/dapto).

# 2. Engagement summary

In October 2021, the Dapto Station Upgrade project team asked the local community to share their experiences of accessibility at the station.

Consultation included an online survey which asked participants to provide feedback on the upgrade proposals and share any comments around accessibility.

Consultation was promoted through various Transport for NSW official communication channels, a notification to surrounding residents and businesses, and newspaper and radio advertisements.

A meeting was also held with Wollongong City Council where the initial concept was presented, and Council was invited to share projects happening in the vicinity and present any issues or opportunities within Transport’s work.

During the community consultation period, 12 submissions were received. Community submissions and project team responses to the submissions are included in the table below.

## Summary of consultation and Transport for NSW responses

Summary of submissions	Response
Request for additional pedestrian crossings or pedestrian safety zones on the southern end of Station Street, the southern end of Osbourne Street and the northern end of Marshall Street.	Additional pedestrian crossings are outside of the scope of this TAP project. However, Wollongong City Council have plans to install a signalised crossing at the corner of Station Street and Bong Bong Road. This feedback will be forwarded onto Wollongong City Council for consideration.
Request for a new kiosk at the station to buy convenience items from, such as newspapers and coffee.	This falls outside of the scope of works for the TAP project. However, this feedback will be forwarded onto the relevant Sydney Trains team for consideration.
Request that the Station Street car park entrance be relocated to a safer location, and that the entry signage be clearer.	This falls outside of the scope of works for the TAP project. However, this feedback will be passed onto the relevant

Summary of submissions	Response
	Sydney Trains team and Wollongong City Council for consideration.
Request that the distance between the platforms and the train be no more than 10cm to reduce the potential for falls.	The gap between the platform and the train is outside the Project's scope of works. However, boarding assistance with a ramp is available from station staff for customers who require this. This project will be installing Boarding Assistance Zone markings on the platforms, where customers who require assistance can wait to be assisted by staff. This feedback will be passed onto the relevant Sydney Trains team.
Request that the station toilets be accessible with handrails.	The proposal includes modifications to the existing station female and male toilets to provide one ambulant in each of the cubicles. This includes handrails on both sides. Dapto Station also has an existing family accessible toilet which has more space if a carer is required to assist.
Request that the ramps be made accessible – reduce the length or make them less steep	As part of the TAP, existing ramps to access the station will be upgraded to comply with DSAPT.
Noted that crowds can cause injury to a disabled person by knocking them over. Request that helpers be available at the station for disabled persons, and that they be trained accordingly to provide the best assistance.	This is outside of the scope of the TAP. However, this feedback will be passed on to the relevant Sydney Trains team.
Noted errors in the notification letters	These errors are noted and have been amended for future use.
Questioned why the station forecourt was previously modified from a drive through to be a closed loop. It is noted that people still drive into the station forecourt even if they are not an authorised vehicle as per the entry signage.	The proposal involves the installation of a new Kiss and Ride bay within the station forecourt. Transport is currently reviewing whether entry signage can be removed and a decision on this will be made during detailed design.
Request for lift and footbridge to improve safety at the level crossing, and to improve functionality of the station when the safety gates are in place at the level crossing.	The decision not to provide lifts and a footbridge at Dapto Station is due to the road level crossing being next to the pedestrian level crossing. As most customers access the station via the pedestrian level crossing, the Transport Access Program will be trialling an innovative level crossing product, <a href="#">Velostrail</a> , to assess if the accessibility can be achieved without the need for lifts and a footbridge. This product would eliminate the gap between the rail and level crossing. Should the trial be successful, it will be installed at Dapto Station.

Summary of submissions	Response
Request additional station staff on the platform, or the presence of such staff, to improve safety.	This is outside of the scope of the TAP. However, this feedback will be passed on to the relevant Sydney Trains team.
Request that the 'no entry' signage into the station forecourt be removed or changed to clarify that the station forecourt can be used by everyone.	Transport is currently reviewing this matter. A decision relating to the signage is likely to be made during construction of the proposal.



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