

Community Consultation

Community consultation was undertaken in June 2021 for the Transport Access Program (TAP) upgrade proposed at Cootamundra Station. Consultation included public display on the TfNSW, an information session at the station on 16 June and Facebook advertisement. A total of 36 submissions were received via email and online submissions, including the posted comments on the project website and Facebook. Community submissions and responses to the submissions are included in the table below.

Comment	Category	Submission Reference	Response
Support for the project and making the station accessible.	Support	COT 003, 009, 011, 012, 015, 022, 026, 027	Support for the Proposal is noted.
Request for additional waiting rooms and additional indoor seating.	Design	COT 001	The Proposal includes new seating within the existing waiting room. Due to the heritage significance of the station building it is not appropriate to convert other rooms into additional waiting areas.
Request for landscaping opposite the platform (i.e. on the unused platform).	Landscaping	COT 005	The focus of the Proposal is to improve accessibility at Cootamundra Station in accordance with key requirements of the Disability Discrimination Act 1992 (DDA) and the Disability Standards Accessible Public Transport (DSAPT). Additional landscaping was not considered during design development as this is not required to achieve DSAPT compliance for the station.
Request for additional services and upgrades to rail facilities, including electrifying the trains and newer trains.	Operational	COT 007, 010	Service frequency and upgrades to the trains at Cootamundra Station is outside of the scope of the Proposed Activity. The Proposal is for accessibility upgrades at the station to meet DDA and DSAPT requirements. The request for additional train services will be forwarded to the relevant department within NSW TrainLink for consideration.

Request that the work does not alter the heritage fabric and character of the station.	Heritage	COT 006, 009, 017, 027	The design has been developed in consultation with a heritage architect and has been designed to have only a minor impact on the heritage fabric of the station. In addition heritage opportunity work in the form of reconstruction of the original double door openings to the platform from the male bathroom is also proposed.
Request for suitcase lockers at the station.	Design	COT 012, 013	The focus of the Proposal is to improve accessibility at Cootamundra Station in accordance with key requirements of the DDA and DSAPT. New suitcase lockers were not considered during design development as this is not required to achieve DSAPT compliance for the station. The request for baggage storage at the station will be forwarded to the relevant section within TfNSW for consideration.
Raised concern that there are not enough staff at the station.	Operational	COT 014	Staffing levels at the station is outside of the scope of the Proposed Activity. The Proposal is for accessibility upgrades at the Cootamundra Station to meet DDA and DSAPT requirements. The request for additional staff will be forwarded to the relevant section within TfNSW for consideration.
Request for two accessible parking spaces.	Design	COT 016, 022	The Proposal includes one accessible parking space and one accessible kiss and ride space. Based on observed usage of the current non-compliant accessible space it has been assessed that only one accessible parking space is required to meet demand.
Request for additional seating including weather protection over the north east seating area and for additional passenger waiting space adjacent to the bus area.	Design	COT 016	The Proposal would include upgraded seating to ensure DDA and DSAPT compliance. This would include seating on the platform, in the waiting room and adjacent to the bus/coach stops. Additional weather protection was not required to achieve DSAPT compliance for the station. Due to the heritage

			significance of the station building it is not appropriate to convert additional areas into waiting areas beyond what is currently provided.
Request for more/better lighting at the station, including LED lighting.	Design	COT 016, 022	The Proposal includes new LED lighting which would include replacement of some existing lighting and new lighting as required to achieve DSAPT compliance.
Raised concern that waiting room doors and ticket office doors are malfunctioning.	Design	COT 018	The ticket office doors would be upgraded to ensure DSAPT compliance. If any fittings or doors are found to be broken they would be repaired or replaced like for like.
Noted that the bus bay at the front of the building is no longer used.	Design	COT 018	The proposal includes converting the bus bay at the front of the building to a kiss and ride bay.
Suggested that the luggage room should be used as a family feeding room/baby change room.	Design	COT 018	The upgrade works to the family accessible toilet includes a baby change table. Family feeding can occur within the waiting room.
Noted that the current bathroom tiles are non-slip which makes cleaning difficult and requested an alternative surface.	Design	COT 018	The Proposal requires the current non-slip tiles to be upgraded to meet DDA and DSAPT compliance and to ensure surfaces are slip and trip resistant. The proposal includes upgrading tiles in the bathroom, waiting area and ticket office.
Suggestion of solar panels to be installed for the station.	Sustainability	COT 022	Due to heritage requirements and current electrical arrangements solar panels cannot be installed at the station. The proposed works would however be constructed in accordance with the NSW <i>Sustainable Design Guidelines - V 4.0</i> – (DMS-ST-114) (TfNSW, 2019a). Measures to reduce electricity consumption will be include replacing all lights with energy efficient LED lighting.

Suggested that the kiss and ride bay would not be required due to the existing ample parking.	Design	COT 022	A kiss and ride bay is required in order to provide an accessible area for passengers to be dropped off or picked up. Kiss and rise bays are a standard provision for TAP upgrades.
Request for undercover bicycle parking spaces.	Design	COT 024	The detailed design of the Station upgrade would consider the installation of bicycle hoops within the Station precinct in an area undercover.
Request for a pedestrian crossing at Hovell Street due to truck frequency surrounding the station and due to trucks using the car park to turn.	Design	COT 025	The focus of the Proposal is to improve accessibility at Cootamundra Station in accordance with key requirements of the DDA and DSAPT. A pedestrian crossing beyond the station precinct and car park is not required to achieve DSAPT compliance for the station and relates to Council assets. This feedback will be passed onto Council for their consideration.
Customer noted their frequent use of the station.	Other	COT 030	Frequent use of the station is noted.
Request to upgrade the pedestrian footbridge over the rail line.	Design	COT 031, 034	The focus of the Proposal is to improve accessibility at Cootamundra Station in accordance with key requirements of the DDA and DSAPT. Alterations to the footbridge were not considered during design development as this is not required to achieve DSAPT compliance for the station. This feedback will be passed onto the relevant section within TfNSW for consideration.
Request to have bathrooms open earlier in the day.	Operational	COT 032	The focus of the Proposal is to improve accessibility at Cootamundra Station in accordance with key requirements of the DDA and DSAPT. Extended opening hours of bathrooms is not required to achieve DSAPT compliance for the station. This feedback will be passed onto the relevant section within TfNSW for consideration.

Suggestion that the station does not need to be upgraded.	Operational	COT 029, 033	The NSW Government is committed to making public transport accessible for every single commuter in NSW. Cootamundra Station has been identified as requiring upgrades in order to meet the requirements of DDA and DSAPT.
Request that the TAP upgrade of Stockinbingal Station and the upgrade of inland rail be prioritised.	Operational	COT 036	Currently ARTC is working on the Stockinbingal to Parkes upgrade where 170 kilometres of existing rail corridor between the towns of Stockinbingal and Parkes will be upgraded. Early works for this project are expected to commence in 2022. Stockinbingal is currently not operational by rail so has not been identified for a TAP upgrade
Noted error on key features plan, compass direction and arrow directions of Sydney and Wagga Wagga.	Other	COT 002, 004, 008, 019, 020, 021, 023, 024, 028, 035	Errors have been noted and amended.