

Disability Access and Inclusion Plans (DAIP) Transport Items for Local Government Authorities

Connectivity is one of the most important aspects of an accessible transport network for people with a disability. Connectivity affects the degree to which transport networks such as streets and paths connect people to their destinations and public transport. Good connectivity provides easy access to key destinations for all pedestrians. Excellent connectivity discourages car use for short trips as local trips are easier and more pleasant by foot than by car.

For people who do not have a disability, any gaps in a transport network can be filled by driving a car, walking, cycling or using any mode of public transport. For a person with a disability, any gap in trip connectivity such as lack of ramp, safe crossing or suitable path may mean that they can not reach their destination without assistance. This reduces their overall independence and makes it more difficult to access workplaces, schools, recreation, medical appointments or shopping areas.

Disability Access and Inclusion Plan's developed by local governments in WA can play a valuable role in addressing some aspects of the built environment that cause breaks in trip connectivity for people with disability as well as benefit other path users such as people pushing prams. Accessibility improvements will address the needs of many people living in the area or just visiting, whether they have a disability or not.



There are six key outcomes for Disability Access and Inclusion Plans as specified in the Disability Services Act 1993:

1. People with disabilities have the same opportunities as other people to access the services of, and any events organised by, a public authority.
2. People with disabilities have the same opportunities as other people to access the buildings and other facilities of a public authority.
3. People with disabilities receive information from a public authority in a format that will enable them to access the information as readily as other people are able to access it.
4. People with disabilities receive the same level and quality of service from the staff of a public authority as other people receive from the staff of that public authority.
5. People with disabilities have the same opportunities as other people to make complaints to a public authority.
6. People with disabilities have the same opportunities as other people to participate in any public consultation by a public authority.

Significant improvements in access for people with disability can be made by local governments through addressing Outcome 2 by including transport related strategies and actions in their DAIP or DAIP implementation plan.

Identify key stakeholders to develop a coordinated approach and work with internal and external agencies and departments to improve access to transport facilities. It is essential that other areas of local government are included very early on in the process to ensure that there is ownership of the action and associated tasks across those areas and appropriate timelines for completion.

Choose strategies from the following lists and adapt them to suit your particular local government authority as the needs and operating methods vary in each one:

- Audit pedestrian footpaths in high demand precinct areas, key public transport stops and around all community facilities and major destinations to identify access and safety issues.
- Develop a Footpath Policy and reporting system so that footpaths and dual use paths are well maintained and kept clear of hazards and obstructions similar to the [City of Stirling](#).
- Implement (or continue to implement) a pedestrian footpath priority plan of action to improve the continuous path of travel in high demand areas and around community facilities, improving accessibility for people with disabilities.
- Include pedestrian access in planning, priority areas for development and provision of information.
- Identify barriers or hazards which may affect people with disability and undertake universal access repairs, replacements and improvements such as improving access ways, kerb ramps and placing tactile ground surface indicators (TGSI's).
- Audit existing TGSI's to see if they have been placed perpendicular to the direction of travel and identify a safe path of travel. Install TGSI's correctly when areas are upgraded and new roundabouts and crossings are constructed.
- Ensure that Universal Design guidelines are adhered to by employees, agents and contractors and provide user friendly, appropriately placed access ramps.

- Improve signage and enhance wayfinding throughout buildings, facilities and outdoor environments.
- Develop a systematic plan to address priority issues and ongoing upgrades for access related to roads, parks and footpaths.
- Comply with the Building Code and associated Australian Standards on Access for all new road and path work, including maintenance and modifications.

Strategies that will improve the transport related sections of your DAIP or DAIP Implementation Plan might include:

- Strategic planning of footpaths to connect local areas such as libraries, shopping centres, train/bus stations. This can be achieved by first measuring the walkability of the area around high activity areas. Without good walkability it is difficult for people with disabilities to move through an area.
- Maintain/upgrade footpath networks to coincide with upgrade of Public Transport Authority (PTA) bus stops and train stations.
- Install universally designed wayfinding signage at key locations in the local area including pedestrian malls, town centres, train/bus stations, libraries, community centres and parks.
- Land use planning should take into account non-car travel as many people with disability do not travel by private motor vehicle.
- Keep footpaths and dual use paths clear of hazards and obstructions such as parked cars, worksite items/rubbish and overhanging vegetation via comprehensive policies, enforcement and penalties.
- Position seating, bins, bollards, signs, light poles etc off the path of travel. All items, including the pathway should be colour contrasting to their surrounding to improve visibility by people with vision impairments. The borders of a path should also contrast (eg, to lawn, to garden beds). The use of tactile colour contrasting pavers or surface indicators provides both visual and physical tactile feedback.
- Access should be maintained at any road works sites or works on footpaths (that are contracted by the local government authority). Alternative temporary infrastructure should be equal to the existing infrastructure and takes into account the access needs of people with disability.
- Develop a plan to upgrade community buses so they are accessible to people with disability.
- Monitor the upgrade of any taxi rank infrastructure (owned by the local government authority) to ensure the needs of people with disability as per the Disability Standards for Accessible Public Transport are met.

The [Walkability Audit Tool](#), [Planning and Designing for Pedestrians:Guidelines](#), [Information about Gophers](#) and [Access Resource Kit](#) are useful resources that have been developed by the Department of Transport and Disability Services Commission to assist addressing strategies under DAIP Outcome 2.

Use the various checklists provided to ensure that all new and planned upgrades to pedestrian infrastructure include: adequate footpath widths; minimum vertical clearances of 1.8 metres; slip resistant, even footpath surfaces; Australian Standard compliant kerb ramps at all crossing points; Australian Standard compliant installation of warning TGSIs at all crossing points and directional TGSIs where necessary.



[Walkability Audit Tool](#) [Information about Gophers](#) [Planning and Designing for Pedestrians: Guidelines](#),

Good examples of DAIPs where walking accessibility has been considered include those developed by the cities of [Perth](#), [Stirling](#) and [Bayswater](#). Local government authorities all have different requirements as the DAIPs need to be relevant to specific local areas and residents.

Lastly, make sure that you refer to the **current** Australian Standards and best practice guidelines in your DAIP.

The standards relating to the provision of transport related infrastructure that are well recognised and used in Australia include:

- Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths and Part 6B: Roadside Environments.
- Disability Standards for Accessible Public Transport
- AS 1428.1-2009 Design for access and mobility – General requirements for access – New building work.
- AS 1428.2-1992 Design for access and mobility – Enhanced and additional requirements – Buildings and facilities.
- AS 1428.3-1992 Design for Access and mobility – Requirements for children and adolescents with physical disabilities.
- AS/NZS 1428-4.1:2009 Design for access and mobility - Means to assist the orientation of people with vision impairment – Tactile ground surface indicators.
- AS 1428.5-2010 Design for access and mobility – Communication for people who are deaf or hearing impaired.