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The General Manager

Hornsby Shire Council

P.O. Box 37,

Hornsby, NSW 1630

Thursday, 12th August 2021

**Proposed Local Traffic Committee Item:
Bus Stop Relocation for DDA Compliance
Purchase Road & Shepherds Dr, Cherrybrook**

Dear Sir/Madam,

I am writing to you to propose the relocation of two existing bus stops in Purchase Road and one bus stop in Shepherds Drive, Cherrybrook.

In preparation for upgrades to bus stop wayfinding infrastructure by Transport for NSW, CDC Hillsbus has been undertaking detailed audits of all bus stops across our operating region. These audits include assessments of safety, accessibility, and operational issues, with a particular focus on compliance with the requirements of *Disability Discrimination Act 1992 (Cth)* and the *Disability Standards for Accessible Public Transport* ahead of the 2022 deadline.

Guidelines recently issued by Transport for NSW require that a clear space, 3140 mm long by 2070 mm wide, be provided at every bus stop in order to provide sufficient circulation space at the boarding point to ensure compliance with these requirements.

This assessment has identified that the following bus stops cannot be made compliant at their current locations and require relocation to achieve sufficient circulation space:

- **Item 1: bus stop near no. 183 Shepherds Drive (212643 - Shepherds Dr opp Purchase Rd):** propose to relocate bus stop approximately 7 metres to the approach side of the driveway at no. 183 Shepherds Drive.
- **Item 2: bus stop near no. 218 Purchase Road (212644 - Purchase Rd opp Naomi Ct):** propose to relocate bus stop approximately 10 metres to the approach side of the driveway at no. 218 Purchase Road.
- **Item 3: bus stop near no. 186 Purchase Road (212646 - Purchase Rd after Eldridge St):** propose to relocate bus stop approximately 10 metres to the approach side of the driveway at no. 186 Purchase Road.

Detailed diagrams of each item have been provided in the appendix attached to this letter.

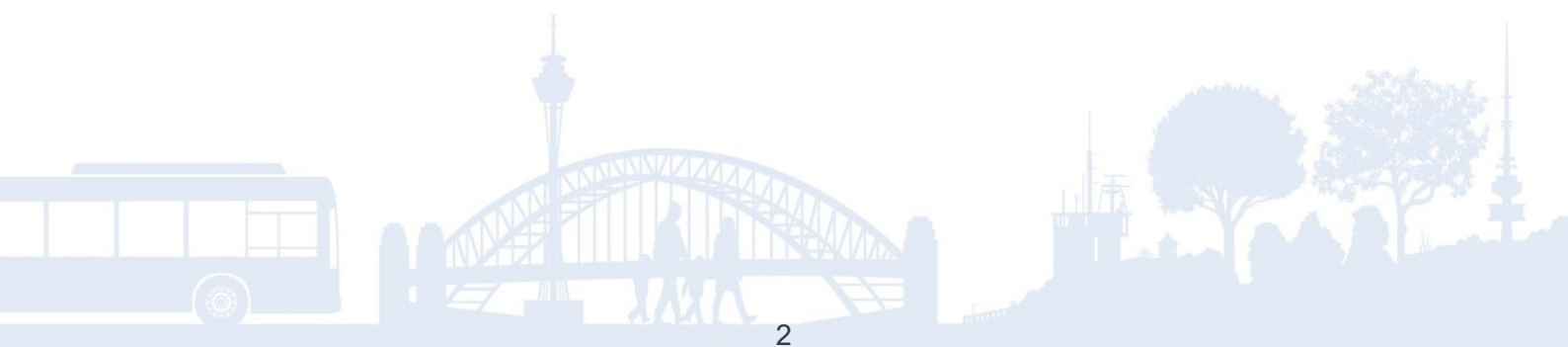
The proposed changes have been kept to the minimum necessary to achieve compliance whilst also minimising impact on residents, parking availability and other road users, and will provide greater certainty to Council when installing accessible boarding points. In addition, these will also allow us to install new light-blue wayfinding signage at each stop, in co-operation with Transport for NSW.

We have recently undertaken community consultation with nearby residents, and a copy of the letter distributed to local stakeholders has been included in the appendix. Residents have been provided with at least 14 calendar days to respond, and as of the date of writing, we have yet to receive any feedback regarding this proposal.

We kindly request that Council consider this proposal, and consequently either approve under Delegated Authority, or else, place on to the agenda of the next available meeting of the Local Traffic Committee for discussion. Please do not hesitate to contact us to discuss this proposal or for more information.

Yours sincerely,

Jonathan Nicholson
Planning & Infrastructure Officer
ComfortDelgro Corporation Australia



Appendix A Diagrams

Item 1: Proposed Bus Stop Relocation - no. 183 Shepherds Drive, Cherrybrook





Item 1: Propose that the existing bus stop located near no. 183 Shepherds Drive, Cherrybrook be relocated approximately 7 metres to the approach side of the driveway at no. 183 Shepherds Drive in order to achieve DDA compliance.

Item 2: Proposed Bus Stop Relocation - no. 218 Purchase Road, Cherrybrook





Item 2: Propose that the existing bus stop located near no. 218 Purchase Road, Cherrybrook be relocated approximately 10 metres to the approach side of the driveway at no. 218 Purchase Road in order to achieve DDA compliance.

Item 3: Proposed Bus Stop Relocation - no. 186 Purchase Road, Cherrybrook



GDA2020 / NSW Lambert projection

Imagery: (C) NSW LPI / (C) Google
Cadastral Data: (C) NSW LPI
Address Data: (C) PSMA



Item 3: Propose that the existing bus stop located near no. 186 Purchase Road, Cherrybrook be relocated approximately 10 metres to the approach side of the driveway at no. 186 Purchase Road in order to achieve DDA compliance.

Appendix B Community Consultation

B.1 Copy of Consultation Letter Sent to Nearby Residents and Business Operators:

Bus stop accessibility & wayfinding upgrades

Wednesday, 21st July 2021

Dear Resident/Proprietor,

We are writing to you to notify you of some proposed changes to bus stops in your area.

In co-operation with Transport for NSW, CDC Hillsbus is currently undertaking an upgrade of bus stop infrastructure across our network. This will see new light-blue bus stop wayfinding signage installed at most stops, as you may have seen recently installed across NSW.

As part of this, we are assessing our bus stops to ensure that they are fully accessible for all members of the community. Under the *Disability Discrimination Act 1992*, all bus stops across Australia must be made fully accessible by the end of 2022.

This requires a clear and unobstructed space, approximately 3.2 metres long and 2.1 metres wide, be provided at all bus stops, and that bus stop signage must be exactly in-line with where the front of the bus pulls up. This ensures that people using wheelchairs and other mobility aids have enough space to freely manoeuvre on and off the bus safely, as well as greater certainty for people with visual impairment.

Consequently, we are proposing to make the following changes to bus stops in your area:

- **212643 – Shepherds Dr opposite Purchase Rd:** bus stop needs to be relocated approximately 7 metres to the other side of the driveway at no. 183 Shepherds Dr to provide sufficient space for an accessible boarding point as the stop is currently located between two driveways
- **212644 – Purchase Rd opposite Naomi Ct:** bus stop needs to be relocated approximately 10 metres to the other side of the driveway at no. 218 Purchase Rd to provide sufficient space for an accessible boarding point as the stop is currently located between two driveways
- **212646 – Purchase Rd after Eldridge St:** bus stop needs to be relocated approximately 10 metres to the other side of the driveway at no. 186 Purchase Rd to provide sufficient space for an accessible boarding point as the stop is currently located between two driveways.

The relocated bus stops would only consist of a new light-blue “B-Pole”-style bus stop sign. Any future installation of other facilities such as seating, shelters, bins, etc is solely the responsibility of your local Council and does not form part of this upgrade.

If you would like to request more information or to provide feedback, please contact us in writing via:

Email: planning.feedback@cdcbus.com.au

Post: Attn: Planning & Infrastructure,
CDC NSW
P.O. Box 806,
WINSTON HILLS NSW 2153

We will consider all feedback that we receive. Copies of feedback received may be forwarded on to your local Council and/or Transport for NSW for their consideration.

Yours sincerely,

Planning & Infrastructure
CDC Hillsbus

Bus stop accessibility & wayfinding upgrades

Frequently Asked Questions

What is happening to bus stops in your area?

Ahead of bus stop infrastructure upgrades by Transport for NSW and your local Council, CDC Hillsbus is currently undertaking detailed accessibility and operational assessments of all of our bus stops across our network. This assessment will allow us to ensure that our bus stops are:

- fully accessible for all members of the community, in particular people using wheelchairs or other mobility aids and people with visual impairment
- optimally located to maximise access to public transport for local residents while also minimising journey times for our customers
- compliant with current traffic engineering guidelines as much as possible

Why do changes need to be made to some bus stops?

Under the requirements of the *Disability Discrimination Act 1992 (Cth)*, all bus stops across Australia must be made fully accessible by the end of 2022, wherever it is feasible to do so. These requirements include:

- having bus stop signage at a defined boarding point in-line with where the front of the bus pulls up
- providing a clear and unobstructed space of approximately 3.2 metres long and 2.1 meters wide at this boarding point to allow people using wheelchairs and other mobility aids to freely manoeuvre safely when boarding and alighting

This assessment will allow us to upgrade bus stop signage to new standardised light-blue bus stop signage, which provides new features such as timetable information and Braille signage for people with visual impairment at every stop. It will also allow for potential future accessibility upgrades by your local Council, including:

- the installation of a concrete boarding point to ensure a safer surface for all customers, especially those using wheelchairs
- the installation of raised sensory indicators to guide people who are blind or have low vision to navigate safely to and from the stop

Unfortunately, many existing bus stops do not meet these requirements. Previously, bus stop signage has been installed on existing poles and street lights to minimise clutter and to deter vandalism, and bus drivers had some discretion in stopping away from bus stop signage where necessary. This is no longer possible as buses must now stop exactly in-line with an accessible boarding point, away from obstructions such as telegraph poles and driveways.

Why are we proposing to close some bus stops?

Historically, bus stops have been installed relatively close together, often at intervals of less than 200 metres. This is far below the internationally recognised guideline of 400 metre spacing, which equates to a walking distance of approximately 5 minutes for most people. Having too many bus stops located too close together not only increases journey times for our customers, but also increases traffic congestion for other road users and unnecessarily ties up parking spaces from being used by local residents.

Why are we proposing to install new bus stops?

We may propose to install new bus stops in areas that currently lack sufficient bus stop coverage. In particular, due to new road safety guidelines following tragic incidents, we are obliged to reduce the use of “hail-and-ride” and informal stopping locations as much as possible, particularly on school bus routes and in rural areas.