

ACCESSIBILITY GROUP MEETING 7 JULY 2021

A group of 3 SHPA members and local residents recently met to discuss accessibility at the proposed new Surrey Hills/Mont Albert station.

AIMS OF THE GROUP:

It was agreed we won't be able to retain two stations and there is little point advocating this.

The groups aim is to get the best outcomes for accessibility at the new proposed station.

AREAS OF CONCERN:

The LXP has not released plans in enough detail to submit accurate measurements relating to the group's accessibility concerns.

It was agreed that the proposed new station will be less accessible than the stations we currently have. At least one family will not be able to use the new station at all and will be forced to drive.

Car park:

Overall the number of car spaces will be reduced.

The proposed car park has only 8 disabled spaces, some distance and downhill from the Surrey Hills station entrance. Mont Albert end needs some disabled spaces.

Request – Disabled parking on north side of Surrey Hills station car park particularly for Mont Albert residents with accessibility issues.

And/or

Request – Disabled parking in Gordon St and Beresford St, particularly for Mont Albert residents with accessibility issues (minimum 4 hours).

Request – Multi storey car park on Bedford St with lift access to concourse level of station. This avoids the use of excessively long ramps and addresses the lack of car parking and potentially provides a sheltered walkway to Union Rd.

Drop Off Zone:

Not allowed to drop off in Lorne Parade or Beresford St (convenient to eastern entrance).

Drop off zone on Windsor Cres only allows for 2 cars, the drop off zone on Mont Albert Rd allows for 3 cars. Unloading with wheelchairs takes around 15 minutes.

Drop off zone on Mont Albert Road is approx. 90m from station entrance. There is also a marked gradient. The western entrances are also long and steep (but meet DDA standards)

Request – One or more dedicated disability drop off zones, at minimum in southern car park (15 minutes standing)

Buses:

Current routes and bus stops are not directly relevant to the new station.

Request - Current 612 bus on Union Road needs to divert to stop in Windsor Cres to allow for accessible train connections.

Request – All local buses stop near entrance(s) and review bus routes and timetables.

Walking:

People with reduced mobility and the elderly would find the walk uphill from much of the car park (especially the north side) quite difficult. It is also much further to walk to Mont Albert entrance to the station for those living to the north.

Request - Covered walk ways are highly desirable from Mont Albert Rd drop off zone along Beresford St, and covering the ramps in Lorne Parade Reserve. Particularly important during wet weather.

Bicycle path:

Bikes travelling at high speed on shared paths can pose a safety risk.

Request – Rumble strips be installed along the shared user path to slow bikes down at pedestrian conflicts

Safety:

Paving bricks used in some of the new stations can be slippery when wet.

Request – Non slip surfaces used. Particularly important during wet weather

PSOs only operating full time at Surrey Hills entrance. There will be none at certain hours at the Mont Albert entrance.

Request – Ensure adequate lighting especially for those exiting from the station after dark

Public toilet:

Request – Public disability toilet be provided in the area designated as new open space at Union Rd

HOW TO PROCEED:

One member will follow up with a contact so they can hopefully join an LXP committee

One member is happy to follow up with MPs - Paul Hamer, Will Fowles, David Davis, Matt Bach and a Greens politician

Two members will contact Disability Justice Australia with the view of getting their assistance

The group will need to contact PTV for issues such as changing bus routes, changing bus time tables and asking for PSOs at the Mont Albert station at all times. These are not LXP related issues.