

## Minutes

### Disability Advisory Committee meeting

Monday 1 July 2024, 4.30 – 6.30 pm

Collingwood Town Hall, Wurundjeri Room

MS Teams hybrid meeting available- link within calendar invite

#### Attendees:


Name	Representation
Cr Michael Glynatsis	Yarra City Council
CR	Community Representative
CR	Community Representative
CR	Community Representative
CR	Community Representative
CR	Community Representative
CR	Community Representative
CR	Community Representative
Manager Aged Services	Yarra City Council
Coordinator Community Planning	Yarra City Council
Community Access and Inclusion Officer	Yarra City Council

#### Chair:

Council Representative

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra. We pay our respects to Elders from all nations here today—and to their Elders past, present and future”.

## Items:

Item 1:	<p><b>Welcome:</b></p> <ul style="list-style-type: none"> <li>- <b>Department of Transport and Planning:</b> Graz Starc Jennifer Santas Mark Connors</li> <li>- <b>Yarra Libraries:</b> Natasha Savic</li> </ul> <p><b>Apologies:</b> Cr Anab Mohamud, Four Community Representatives.</p>	
Item 2:	<b>Minutes of last meeting</b>	
Item 3:	<b>Actions arising from last month's meeting (May 2024 meeting)</b>	
3.1	<p><b>Action:</b> Officers to investigate options, including purpose re presentation to DAC or visit to Lime Scooters</p> <p><b>Action:</b> Coordinator Community Planning to share relevant information with members prior to next meeting.</p>	<p>Completed</p> <p>Completed</p>
Item 4:	<b>Agenda Items</b>	
4.1	<p><b>Department of Transport and Planning (DTP)</b> DTP Presentation below, which outlines:</p> <ul style="list-style-type: none"> <li>- Engagement activities to date</li> <li>- Tram stop characteristics (with visual designs)</li> </ul> <p></p> <p>20240701 Phase 2 Community Stakeholc</p> <p>Officers from DTP presented feedback from the results of Stage 1 of the Corridor Planning project consultation.</p> <p>Stage 1 of the planning phase for the three tram corridors took place in October last year. One is located in Yarra – part of route 86; Gertude and Smith Street corridor.</p> <p>The three tram corridors are in the planning phase with no current funding for tram stops. Funding for</p>	<p>Cr Glynatsis arrived approximately 4.45pm</p>

construction will be sought once plans for tram corridors are finalised.

The 2022-23 budget allocated \$5.5 million towards planning and designing level access tram stops in three corridors.

Staff from DTP shared the following engagement findings for Gertude and Smith Street:

### **Concerns**

- Tram stops without level access
- Safety of people when getting on or off trams
- Visibility of tram stops for tram passengers and others on the street
- Personal security concerns at tram stops and surrounds
- Safety for people walking and cycling
- Intersection and traffic hazards
- Parking along the corridor

### **Key themes for Gertude and Smith Street**

There were a lot of commonalities between stakeholders, business groups and the public who share a similar vision for the corridor.

- Tram stops to be protected from vehicles
- Holistic planning and design alongside accessible tram stops
- Celebrate Aboriginal and queer history/culture
- Removal of car parking to remove dooring risk
- Continue unidirectional bike lanes with kerbs
- More trees and parking hoops
- Use pedestrianised areas to calm traffic
- Tram stops to be safe and accessible for everyone
- Improved public transport connectivity
- Placemaking and improved amenity including wider footpaths
- Prioritise placemaking and active modes over parking

- Street activations celebrating culture, heritage and history, greening.

DTP staff presented several proposed options of tram stops within the corridors. Each tram stop design would have different characteristics that can change how people experience the street. Some of the possibilities would be:

### **Tram Stop Characteristics**

All tram stop options are designed for Disability Discrimination Act (DDA) and Australian Standards compliance, including level-access, passenger information, lighting, tactile ground indicators etc. Some implications of the changes were outlined as follows:

- some car parking spaces will need to be removed to make way for the new platforms
- there may be an opportunity to restore some parking along the corridor when the existing tram stops are relocated
- trams and cars will share the same traffic lane.

Stop location placement have not been confirmed and will be determined by existing conditions on the streets.

Dependent upon infrastructure conditions, there are five possible tram stop designs:

#### **Side platform**

- Two separate platforms on opposite sides of the road.
- Requires passengers to use signalised crossing to access.

#### **Central Island platform**

- One platform in the middle of the road.
- Requires passengers to use signalised crossing to access.
- services the trams in both directions – signalised to cross

#### **Staggered Island platform**

- One long platform in the middle of the road.
- Requires passengers to use signalised crossing to access.

**Trafficable platform**

- Two separate platforms on opposite sides of the road.
- Accessible from the footpath.
- Requires passengers to cross the road to access the tram.

**Kerb extension platform**

- Two separate platforms on opposite sides of the road.
- Accessible from the footpath.
- Requires passengers to cross the road to access the tram. There will be signalised crossing nearby.

**Gertrude Street and Smith Street tram stop options**

Discussion around the suitability of the tram stop design options for the Gertrude and Smith Street corridor took place.

Gertrude and Smith streets corridor DTP plan to consolidate nine existing tram stops to six:

- Brunswick Street
- George Street
- Peel Street
- Stanley Street
- Johnston Street
- Rose Street / Leicester Street

The distance between existing stops is between 150 – 350 metres. The distance between proposed stops is between 260 – 370 metres.

Each option presented will result in loss of parking. However, there may be an opportunity to build new car park spaces to replace old tram stops.

Member asked if there are considerations for tram replacements when major street events take place. Member suggested a calendar for annual events and festivals when streets with tram routes are blocked off and trams cannot run through the street. Member suggested Yarra trams and festival organisers undertake negotiations on a case-by-case basis.

Member queried current best practice tram stop designs, and whether these have informed this project. DTP staff referenced the Australian Standards for tram stops. DTP

	<p>designs comply with the Disability Standards for Accessible Public Transport (2002). DTP staff emphasised that over time, designs are informed by legislation and practice, and continue to evolve.</p> <p>Discussion took place around the challenge of cyclists in the context of tram stops. Concerns included speed of cyclists and failure to stop when passengers alight. DTP officers identified that no engineering exists to slow or stop cyclists at tram stops.</p> <p>Member used the surface of Walmer bridge as a feature intended to slow cyclists as being insufficient. DTP staff stated ongoing conversations will take place with stakeholders regarding cyclists.</p> <p>Member asked if there were good examples of accessible tram stops around Melbourne Central Business District or in the City of Yarra to undertake a site visit. Examples were given of good accessible tram stop designs by DTP staff; Northcote Town Hall and Mitchell Street/High Street tram stops in Northcote.</p> <p><b>Action:</b> Community Access and Inclusion Officer to invite interested DAC members to Mitchell and High Street for a site visit.</p> <p><b>Corridor street options</b></p> <p><b>George Street</b></p> <p>Member queried whether proposed stops will impact existing parklets in George Street.</p> <p>DTP staff suggested more discussion is required with Council to investigate how the parklets fit into the streetscape.</p> <p>Member asked if safety and speed of cyclists and scooter users will be considered within the priority corridors. DTP staff suggested further discussion with Council would be required for street calming regarding stops. There will be attempts to try and complement street calming.</p> <p>The next steps are determining which tram corridors will be prioritised to upgrade. Following funding approval, works would not commence for an additional two years.</p> <p>DAC members were invited to email DTP staff directly with any additional feedback.</p> <p><b>Action:</b> Coordinator Community Planning to share relevant email address with members.</p>	
4.3	<b>Yarra Libraries</b>	

	<p>Natasha Savic</p> <p><b>Membership policies</b></p> <p>Yarra Libraries are currently updating their membership policy and were seeking the input of the DAC, particularly around assistance and therapy animals. Yarra Libraries recognise some patrons may require the support of assistance animals, however they are unclear how to best determine the status of animals.</p> <p>Members provided a range of feedback, including the following:</p> <ul style="list-style-type: none"> <li>- Specific assistance animals undergo strict training and are registered.</li> <li>- Registration of assistance animals is tied to legislation, and library officers are entitled to ask patrons for proof of registration.</li> <li>- Via the Teams chat, a resource was provided outlining current laws and registration:  <a href="https://agriculture.vic.gov.au/livestock-and-animals/animal-welfare-victoria/domestic-animals-act/registration-legislation-and-permits/updates/assistance-dog-registration-scheme#h2-1">https://agriculture.vic.gov.au/livestock-and-animals/animal-welfare-victoria/domestic-animals-act/registration-legislation-and-permits/updates/assistance-dog-registration-scheme#h2-1</a></li> </ul> <p>Following this discussion, member provided positive feedback around the 'Open Libraries' initiative. The challenge of animals in libraries during unstaffed periods was raised, with library staff to follow up and review.</p>	
4.4	<p>Sub-group Updates: (standing agenda item)</p> <ul style="list-style-type: none"> <li>- <b>Accessible Parking Bay Subgroup</b></li> <li>• The Accessible Parking Bay Subgroup report has been shared with Council officers.</li> <li>• The Disability Access Parking Policy (2011) does not align with new Australian Standards. The Disability Access Parking Policy required two ramps for on-street parking, however new Australian Standards on-street parking now only require one ramp.</li> <li>• There will not be a standalone policy to supersede the 2011 policy. Instead, accessible parking guidelines will be included in the upcoming Strategic Transport strategy. Without an existing policy, there is no document to internally guide officers.</li> <li>• There is a tension between the provision of existing accessible parking bays and extending</li> </ul>	

	<p>cycling lanes. Aged and Disability services advocate to retain accessible parking bays.</p> <ul style="list-style-type: none"> <li>• A new accessible parking bay has been completed in Ogrady Street Carlton North.</li> <li>- <b>E-Scooter Subgroup</b></li> </ul> <p>The e-scooter subgroup is winding down. At the last Council meeting, a delegate's report was presented to council. A report on e-scooters, including the recommendations of both the Active Ageing Advisory and Disability Advisory Committees will go up to council at a future meeting.</p> <p><b>Action:</b> Coordinator Community Planning to share date of future meeting when confirmed should advisory committee members be interested in making a submission.</p> <ul style="list-style-type: none"> <li>- <b>Planning Priority Subgroup</b></li> </ul> <p>Meeting cancelled due to low attendance.</p> <p>Members in agreement that while discussion was very broad, the subgroup is worth continuing with an emphasis on reaching a more focused view on issues.</p> <p><b>Action:</b> Coordinator Community Planning to reconvene group following Council elections.</p>	
4.5	<p>DAC Core Business / Member's Updates (standing agenda item)</p> <p><b>Victoria Gardens</b></p> <p>Member updated on their advocacy on the Victoria Gardens accessible toilets. The accessible toilets available have heavy manual doors which impede accessibility. The member and the Manager of Aged and Disability Services wrote a letter to the Victoria Gardens Manager. Eventually management have installed an automatic electronic door in one of the accessible toilets, though the other still features the heavy manual door.</p> <p><b>Walmer street bridge</b></p> <p>Member shared that access to Walmer street bridge is good – member complimented the surface width, grip and access links. However, another member raised concerns around the difficulty of the surface and the grading of the slope. Member was disappointed developers did not do more to ease the gradient. It was</p>	

	<p>acknowledged that Heritage Victoria limited the width of the bridge. It was suggested that member follow up with Salta.</p> <p>Member mentioned pushing wheels on the bridge is difficult, made more difficult with large groups of cyclists in the mornings and weekends.</p>	
4.6	<p>Other</p> <ul style="list-style-type: none"> <li>- Upcoming consultations/Council reports</li> </ul> <p>Cr Glynatsis proposed DAC and the Active Ageing Advisory Committee could combine and form one committee, as there are a number of issues which cross over.</p> <p>Members had mixed viewpoints. Some acknowledged shared priorities, though others were concerns combining committees would not accurately reflect the unique needs of people with disabilities. Ultimately, it was agreed upon that committees would continue to meet separately, with some opportunity to collaborate on key issues as appropriate.</p> <p>Closed meeting - 6.44</p>	

Next Meeting: 5 August 2024 from 4.30pm - 6.30pm

Wurundjeri Room Collingwood Town Hall