
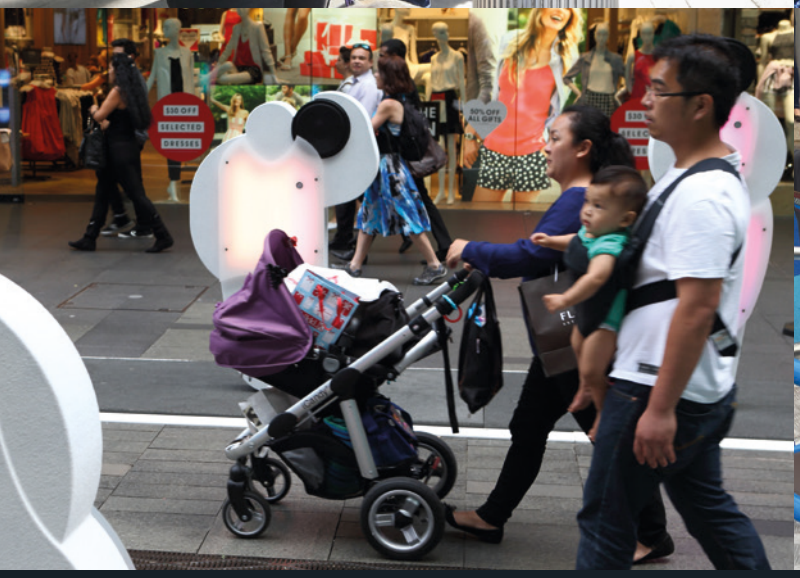


Sydney2030/Green/Global/Connected

CITY OF SYDNEY 2030

Inclusive and Accessible Public Domain Guidelines

city of villages

Version	Amendment
September 2019	Version 1

City of Sydney Council
Town Hall House
456 Kent Street
PO Box 1591 Sydney NSW 2001
www.cityofsydney.nsw.gov.au

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Introduction

Purpose

An inclusive and accessible public domain is the foundation of more liveable communities for people with disability. It is the critical link between accessible public transport, services, facilities and opportunities for social and economic inclusion.

These guidelines are informed by and meet the requirements under the Disability Discrimination Act 1992 and the objectives of *A City for All: Social Sustainability Policy & Action Plan 2018–2028* and the *Inclusion (Disability) Action Plan 2017–21.*

These guidelines will contribute to achieving the City's objective of a Liveable City, with accessible places and spaces where everyone has equitable and dignified opportunities to travel around the city for work, for study, and to participate in community life.

These guidelines are to be read along with City's Public Domain Access and Inclusion Policy (the policy).

The guidelines provide information to ensure that accessibility and inclusion of people with disability is considered in the design, management and use of public spaces in the City of Sydney local government area.

Other groups to benefit

The following groups will also benefit from the improved access to public domain places and infrastructure:

- People who sustain a temporary injury that limits their mobility
- Older people whose mobility and confidence to get around may be impacted as a result of ageing
- Families with young children using prams and people delivering goods to buildings who benefit from step free access in public spaces.

Guidelines apply to new work and activities

These guidelines apply to the design of new and upgraded public domain spaces and infrastructure that will be delivered as part of programs of works or redevelopment by the City or others.

The guidelines outline the requirements for the use of public space to maintain access in the public domain and avoid the creation of unintended barriers for people with disability. The guidelines also include a series of considerations to facilitate inclusive participation of people with disability in activities held in public domain spaces.

Guidelines apply to City staff and others

These guidelines apply to:

- City staff and contractors, and third parties who are involved in the design and building of public domain infrastructure, and
- City staff and contractors, and other entities (including members of the public, business and other organisations) who seek to use spaces in the public domain for the following activities:
    - markets
    - filming activity
    - community gardens and footpath gardens
    - construction activity including hoisting and erection of scaffolding and hoarding.

For outdoor dining, please refer to the Outdoor Dining Policy and Guidelines.

For outdoor events, please refer to the Events Guidelines and the appended Disability Inclusive Events Guidelines.

Where these guidelines apply

These guidelines apply to the design, management and use of public domain spaces in the City of Sydney Local Government Area, except for places and land managed by other authorities and corporations, including, for example:

- Barangaroo Development Authority
- Botanic Gardens, Domain and Centennial Parklands Trust
- Department of Education and Communities
- Land and Housing Corporation
- Maritime NSW
- Property NSW
- RailCorp/Transport for NSW
- University of Sydney, University of Technology and Notre Dame University.

Structure of guidelines

There are four parts to these guidelines:

- Part 1: Designing accessible streetscapes
- Part 2: Designing accessible and inclusive parks
- Part 3: Managing the use of the public domain
- Part 4: includes related legislation and standards, policies and strategies and a comprehensive glossary of terms.

Parts 1 and 2 include specific guidance on design elements within these settings. To avoid repetition in different parts, design guidance for each of these elements has not been repeated in every part.

This guidance will over time be reflected in relevant City of Sydney public domain design codes, such as the Sydney Streets Design Code and the forthcoming Sydney Parks Design Code.

Part 3 provides guidance on the management of public spaces, to ensure the way public spaces are used enables the inclusive participation of people with disability in public life.

The guidelines will inform those seeking to use public space for the following activities of relevant access and inclusion requirements and considerations.

Where relevant, the guidelines will also inform how the City assesses and manages these requests:

- markets
- community gardens
- footpath gardens
- construction activity
- filming activity, and
- the operation of certain street vending kiosks on footpaths.

Note: For outdoor dining, please refer to the City's Outdoor Dining Policy and Guidelines.

The content of these guidelines will over time be incorporated into the relevant policies and guidelines, including:

- Markets Policy and Guidelines
- Community Gardens Guidelines
- Footpath Gardening Policy and Guidelines
- Hoardings and Scaffolding Policy and Guidelines.

Using these guidelines to inform inclusive and accessible design

The guidelines have been developed to include design objectives and performance standards for each element to be designed and built in the public domain.

1. For each element within a public domain setting, a series of **objectives** define the access outcome that should be achieved.
2. As far as is practicable, these objectives will be met by adhering to the **performance standards** that provide detailed design guidance and criteria.

   These criteria reference relevant legislation, industry standards, existing City of Sydney practices, and best practice approaches.

   These references provide a source of guidance should further detail and clarification be required.

   The performance standards also include common **alternative solutions** that may be used where it is not possible to meet full compliance with the performance standards.
3. Where full compliance with performance standards is not feasible, the **principles for resolving complex design scenarios** will be applied.

These scenarios may include areas with risk, safety, security, heritage or topographical challenges, areas with space constraints, or situations where meeting the needs of different users, sometimes with competing interests, is difficult.

This approach will ensure compliance with relevant performance standards is maximised, and that appropriate records are kept which detail why full compliance was not possible and, where alternative solutions have been applied, the basis by which they were chosen.

Principles for addressing complex design scenarios

Maximise compliance

Where full compliance is not possible, ensure the design complies with as many of the relevant performance standards and access standards set out in the guidelines/design code as is practicable.

Document the reasons why full compliance could not be achieved. They may include but are not limited to competing interests arising from issues of risk, safety, security, heritage, space constraints, engineering constraints, cost constraints, aesthetic design objectives, topography and public domain boundaries.

Alternative solutions

Where full compliance with the performance standards is not possible, consider an alternative solution.This alternative solution:

- must be informed by the principles of the public domain access and inclusion policy
- must meet the relevant objectives as defined by the guidelines/design code, and
- may include non-design solutions, for example, management strategies which provide equitable access.

Where alternative solutions are used, document the decisions around which alternative solution was used.

Further advice

In circumstances where an alternative solution cannot be identified, seek further independent advice. Sources include:

- independent Access Consultants
- peak bodies representing people with disability (see Appendix 1)
- City of Sydney's Inclusion (Disability) Advisory Panel
- City of Sydney's Design Advisory Panel
- Fire, Access and Safety Panel
- The Australian Human Rights Commission.

Where barriers remain

Where access barriers in the public domain cannot be addressed through design or alternative solutions, ensure quality information is provided about the level of access available, so that people with disability can make informed decisions about their journey. This can be through:

- appropriate precinct signage
- wayfinding signage
- online information about access features and barriers in the public domain and route planning tools.

Streets

PART 01

Designing inclusive and accessible streetscapes

Designing accessible and inclusive streetscapes is a priority for the City. This section provides guidance on the design of streetscapes, and also hard paved civic spaces such as malls and plazas.

1.1 Footpath zone inclusion and access requirements

Footpaths (or footways) enable pedestrians to make their journey in the public domain, and provide opportunities for street trees and plants, street furniture and other infrastructure.

Objectives

1. Footpaths should allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers or hazards.
2. As far as possible, the continuous accessible path of travel on the footpaths be consistent and predictable. A predictable path of travel is one where the location can be anticipated by users through predictable layout or environmental cues.
3. Where a hazard exists or protrudes within the continuous accessible path of travel, additional hazard warnings will be included to alert people who are blind or have low vision.
4. People who are blind or have low vision will be able to navigate along the footpath.

Performance Standards	Reference
Continuous accessible path of travel 1. A continuous accessible path of travel should be the most commonly used and direct path of travel. 2. Features such as stairways, escalators, street furniture, landscaping and moving pathways, where they exist, should be located adjacent to and should not obstruct the continuous accessible path of travel. 3. In most circumstances, footpath widths will be consistent with widths outlined in the Sydney Streets Code and will accommodate a continuous accessible path of travel with a width of no less than 1800mm. 4. Where the widths required in the Sydney Streets Code cannot be met, a minimum of 1200mm (with frequent 1800mm passing opportunities for people passing in wheelchairs) is acceptable. In addition: a) Frequent passing opportunities should be provided at intervals of no less than every 20m where a direct line of sight is not available. b) A minimum clearance of 900mm between the back of a tree pit and the property boundary is permitted only on narrow footpaths where there is an existing street tree. 5. A minimum of 2000mm height clearance should be provided and maintained on all continuous accessible paths of travel, except where the path of travel is also a shared path, in which case it should be 2400mm. 6. Wherever possible, the continuous accessible path of travel should extend from the property line with no obstructions or projections in order to provide the most predictable and best possible shore line for all users including people who are blind or have low vision.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.10 AS 1428.2 Clause 6.5a Australian Human Rights Commission: Access to Premises – Frequently Asked Questions Urban Forest Strategy (2013) and Street Tree Masterplan Part D (2011)
7. Where a hazard exists, or protrudes within the continuous accessible path of travel, additional hazard warnings will be included to alert people who are blind or have low vision. These may include but are not limited to: a) higher luminance contrast (45–60%) of obstacle with surrounding paving materials, and b) appropriate use of Hazard TGSIs to warn of obstacle.	Alternative solution
Gradient, surface and cross fall 8. While a footpath necessarily follows the natural topography of the area, in the best possible circumstances a continuous accessible path of travel along a footpath will: a) have a gradient of no steeper than 1 in 20 b) have a cross fall of no steeper than 1 in 40 (or no steeper than 1 in 33 for bitumen surfaces) c) be as smooth as possible without raised or cracked paving or tree root damage, and d) have a slip resistant surface during dry and wet conditions. Specifically, footpath materials when new will have a minimum slip resistance rating: i. P 5 for ramps and footpaths steeper than 1:14. ii. P 4 for ramps and footpaths way under 1:14. Note: A continuous accessible path of travel in the public domain does not require that access ramps complying with AS1428.1 are provided in instances where the gradient on the path of travel is in excess of the thresholds of 1 in 20.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions AS 4586 (2013) Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.7

1.2 Tactile Ground Surface Indicators

Tactile Ground Surface Indicators (TGSIs) are installed on the ground or floor surface, designed to provide pedestrians who are blind or vision-impaired with warning or directional orientation information.

TGSIs are discerned underfoot, by cane tip or by their contrasting colour. There are two types of TGSIs:

- Raised dots are hazard or warning TGSIs which indicate a nearby hazard.
- Parallel raised lines are directional TGSIs, which indicate the direction of travel.

For information about the use of hazard TGSI with other elements please refer to:

- Section 1.5 for Kerb ramps
- Section 1.17 for Pedestrian Crossings
- Section 1.21 for Shared Zones.

The use of Directional Tactile Ground Surface Indicators should be avoided as far as possible, as they can create discomfort to other pedestrians.

Objectives

1. The design of the streetscape or open space should as far as possible provide effective shorelines or environmental cues for people who are blind or have low vision to:

a) locate key infrastructure and destinations in open spaces

b) locate kerb ramps on the streetscape

c) navigate safely through medians and pedestrian islands.

2. Where no other shoreline is available or can be provided in the above circumstances, directional TGSI will be installed in line with the specifications of AS1428.4.1.

Performance Standards	Reference
1. In accordance with AS1428.4.1 (2009), directional Tactile Ground Surface Indicators may only be used in circumstances where: a) there are insufficient shorelines or tactile environmental cues (such as handrails, building lines, and bollards or defined continuous accessible path of travel) available to assist people to navigate to key destinations safely, and b) it is supported and required by AS1428.4.1,specifically (as per Appendix A3.3) i. at mid-block crossings to indicate the position of crossings, bus or tram stops ii. at intersections that incorporate slip lane crossings to indicate the position of the crossing and the direction of travel across the island where the path of travel has not been cut through the island iii. at intersections where the point of entry to the road is more than 3000mm from the property line (see appendix C), and iv. across an open space from point A to point B where there are no other tactile or environmental cues. Note: Further detail on the use of directional tactile ground surface indicators is available in AS1428.4.1 (2009) A3 and C3. Readers are encouraged to review this appendix.	AS1428.4.1 (2009), Appendix A3 and C3

1.3 Driveways crossovers and widths

Objectives

1. Driveways will be designed to prioritise pedestrian movement over vehicular movement though the provision of continuous footways over driveways

Performance Standards	Reference
1. Driveways will be designed to prioritise pedestrian movement over vehicular movement through the provision of a continuous accessible path of travel and continuous footpath pavement material over driveways. 2. Layback to be short as possible to meet the Pedestrian Zone height at the kerb side of the cross section to ensure footpath level and crossfall is maintained.	Sydney Streets Technical Specifications C2.8.1

1.4 Stairs and ramps

With the natural topography of a city like Sydney, it is not always possible to provide a continuous accessible path of travel in the public domain. In settings where stairs are required – spaces other than footpaths – for example, malls and plazas or other open spaces – every effort practicable should be made to maximise the accessibility of the area.

Objectives

1. As far as is feasible, stairways, where they exist, should not be part of a continuous accessible path of travel and should be located adjacent to the continuous accessible path of travel.
2. Where the primary path of travel contains a topographical barrier requiring stairs, as far as is feasible, an alternative accessible route should be available nearby to ensure equity of access. This should be clearly signposted.
3. People who are blind or have low vision will be able to detect the presence of stairs before they have stepped onto them, to allow adequate warning and facilitate their safe use of the stairs.
4. Stairs will include handrails to assist those who need support to climb and descend stairs safely.
5. Stairs with diminishing risers will have additional contrast to be visually detectable from a range of approaches.
6. Ramps will be designed to provide accessible gradients, cross fall, appropriate turning points and landings, and handrails where appropriate.
7. Hazards adjacent to or underneath stairs and ramps will be detectable by people who are blind or have low vision.

Performance Standards	Reference
1. Stairs will be designed to be compliant with AS1428.1 and AS1428.4.1, specifically: a) Handrails shall be provided for all stairs in the public domain. They shall be designed to be compliant with AS1428.1 Clauses 11.2 and 12. Handrails should be provided on both sides of the stairs. Where this is not feasible, then a central handrail is acceptable. b) As far as is practicable stairs shall be set back by a minimum of 900mm so that the handrail and the TGSIs do not interrupt the continuous path of travel in accordance with AS1428.1 Clause 11.1 part (a). c) Stairs shall have opaque risers in accordance with AS1428.1 Clause 11.1 part (c). d) Stair risers should be consistent in height, and in the range between 115mm and 190mm height for each riser e) Open risers should not be used on stairways. f) Stair nosings shall have a minimum 30% luminance contrast with surrounding stair materials to make them visually detectable for people who have low vision in accordance with AS1428.1 Clause 11.1 part (f). g) TGSIs shall be installed at the top and bottom of stairways, ramps, escalators, and moving walks in accordance with AS1428.4.1. Clause 2.4.	AS1428.1 (2009) Clause 11.2 AS1428.1 (2009) Clause 12 AS1428.1 (2009) Clause 2.4 NCC 2019 Vol 2 3.9.1.2 Stairway construction
2. As far as is feasible, where stairs are provided, an alternative accessway such as a ramp should be provided as close as possible (less than 50m away) to ensure equity of access. In addition: a) Where stairs cannot be avoided in a public domain setting and where the alternative accessway is more than 50m away, wayfinding information will direct pedestrians to the nearest accessible alternative route. b) The use of stair lifts should be avoided, as they are prone to breakdown if not regularly maintained.	Disability (Access to premises – Building) Standards 2010

Performance Standards	Reference
3. In accordance with AS1428.4.1 Clause 2.6, where there are impediments or hazards with less than 2000mm height clearance within or adjacent to the continuous accessible path of travel (for example. under a stairway, ramp or walkway), contact with overhead hazard shall be prevented by a suitable barrier such as: a) enclosing the area, or b) providing handrails with kerb rails in accordance with AS1428.1. In the absence of a suitable barrier, TGSIs shall be installed.	AS1428.4.1 (2009) Clause 2.6
4. Where stairs are incorporated within integrated seating, for example bleacher bseating: a) TGSIs shall only be included at the top and bottom of the stair component – not at the top and bottom of the any other integrated elements, such as seating – so that a safe place to descend/ascend stairs is identifiable. b) Stairs shall be easily discernible from surrounding bleacher seating and have defined and consistent edging. This can be achieved through: i. the use of contrasting materials for the stairs and seating (minimum 30% luminance contrast), and ii. defined edges, and/or iii. luminance contrasting strips on the nose of the bleacher seating, in addition to those required on the nose of the stair riser. Both should have minimum 30% luminance contrast. c) Additional elements should be put in place to prevent people who are blind or have low vision from stepping off the top bleacher. These can include, but are not limited to: i. barriers ii. seating, and iii. planting.	Additional guidance
5. Where stairs in the public domain are provided on sloping topography resulting with diminishing risers, both stair risers and stair nosing's shall have a minimum 30% luminance contrast with surrounding stair materials.	
6. Ramps will be designed to be compliant with AS1428.1 and AS1428.4.1, specifically: a) Where a ramp is provided it will be designed in accordance with AS1428.1 Clauses 10.3 and 10.8 and AS1428.4.1 Clause 2.4 to ensure the inclusion appropriate gradients, width, cross fall, use of TGSIs, handrails and landing platforms. b) As far as practicable, ramps will be set back from the site boundary by 900mm so that the handrail and TGSIs do not protrude into the continuous path of travel. Refer AS1428.1 Clause 10.3 part (f). c) Maximum gradient 1:14 with horizontal landing to provide rest area at every 9.0m and each change in direction. Handrails and kerbs both sides. d) Gradients greater than 1:20 allow more generous allowances for horizontal landing provisions.	AS1428.1 (2009) Clause 10.3 AS1428.4.1 (2009) Clause 2.4

1.5 Kerb ramps

Kerb ramps support wheelchair users, people with limited mobility and parents with prams to smoothly transition from the footpath to the pedestrian street crossing environment in a safe and dignified way.

Kerb ramps also enable people who are blind or have low vision to detect that they are about to cross a road. When properly designed, they allow people who are blind or have low vision to orient themselves to the direction of travel across the road.

Objectives

1. Kerb ramps will be designed to be detectable to people who are blind or have low vision, either by appropriate gradient of ramp or use of TGSIs.
2. Kerb ramps will assist people to safely cross the road by indicating the safe direction of travel though appropriate orientation and alignment of the kerb ramp with the direction of travel. The ramp will be aligned with the kerb ramp on the opposite side of the street, including at T intersections and mid-block crossings.
3. Kerb ramps will be designed to accommodate all pedestrians – including wheelchair users – without hazard.

Performance Standards	Reference
1. Public footpaths will have appropriate kerb ramps in accordance with AS1428.1. In particular, kerb ramps will: a) Be oriented in the direction of travel. Ramps on both sides of a carriageway must be aligned to one another and the direction of travel. In particular the crease between the ramp and the wings must align with the safe direction of travel to allow people who are blind or have low vision to orient themselves in the direction of travel. This includes at T intersections and mid block crossings. b) Ensure a smooth transition from the roadway to the ramp.	AS1428.1 (2009) Clause 10.7 Sydney Streets Technical Specifications B.5
2. Tactile Ground Surface Indicators will be fitted at kerb ramps in accordance with AS1428.4.1. Refer Appendix C3 which emphasises that use of TGSIs should be minimised at kerb ramps. a) In particular warning TGSIs will be only provided on kerb ramps: i. where the gradient is shallower than 1 in 8.5, and ii. that do not comply with the requirements of AS1428.1. 3. Both Directional and Hazard TGSIs will be provided with kerb ramps where the top of the AS1428.1 compliant ramp is more than 3000mm from the property line or the ramp is not aligned with the building line. Directional indicators will be provided from the property line to the top of the ramp and hazard TGSIs will be provided at the ramp. 4. TGSIs will NOT be installed at kerb ramps where the following circumstances are met, as these conditions provide adequate change in level and orientation to be detectable by people who are blind or have low vision: a) the distance between the building line/boundary and the top of the kerb ramp is less than 3m; b) the change in gradient between that of the pedestrian surface at the top of the kerb ramp and the gradient of the kerb ramp surface lies between 1 in 8 to 1 in 8.5; c) the kerb ramp is aligned with the building line and in the direction of travel across the carriageway. Note: Further detail on different kerb ramp design scenarios is available in AS1428.4.1 (2009) Appendix C3. Readers are encouraged to review this appendix.	AS1428.4.1 (2009) Appendix C3

1.6 Street furniture

Street furniture includes public seating, garbage bins, water fountains, bicycle parking infrastructure and tree guards. Permanent furniture is fixed in the streetscape or in civic spaces. This infrastructure provides safety and amenity and supports people to enjoy their outing or journey in the public domain. Providing seating in the public domain increases accessibility as the availability of rest stops can increase the walking range of people.

Resting is an integral part of pedestrian activity patterns. Good seating opportunities give people the option to rest in order to be able to walk further and enjoy public life and the hustle and bustle of the city. Renowned Danish architect and urban designer Jan Gehl, *Public*

Objectives

1. Streetscapes and civic spaces will be designed so that street furniture does not obstruct the continuous accessible path of travel.
2. Should street furniture obstruct the continuous accessible path of travel, appropriate hazard warnings will be provided.
3. Street furniture will be designed to be accessible and visually detectable to people who are blind and have low vision, and people with mobility disabilities.
4. Seating will be provided at regular intervals to provide predictable rest opportunities.
5. Where there are numerous seating opportunities available, a range of seating styles may be provided in addition to seating that complies with current Australian Standards.

Performance Standards	Reference
1. Street furniture (including seating, garbage bins, and water fountains, bicycle parking infrastructure and public telephones), will be located within a dedicated street furniture zone, located kerb-side or on kerb blisters, in order to keep the pedestrian zone and the continuous accessible path of travel free of obstructions. In particular: a) seats shall set back by a minimum of 500mm from the path of travel, and b) in civic spaces, all street furniture should be positioned on one side only of the continuous accessible path of travel. Note: The draft Sydney Streets Code 2018 provides for a minimum street furniture zone of 600mm on low activity streets, the provision of 500mm setback for furniture may not be possible to accommodate.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.7.1 AS1428.2 (1992) Clause 27.1
2. Where street furniture obstructs the continuous accessible path of travel, additional hazard warning features will be incorporated as needed. These can include but are not limited to the following example: a) the placement of hazard TGSIs in accordance with AS1428.4.1 Clause 2.6. 3. Where the placement of street furniture creates impediments or hazards with less than 2000mm height clearance within or adjacent to the continuous accessible path of travel (such as public telephones and advertising boards that are not detectable by cane at ground level) contact with an overhead hazard shall be prevented by a suitable barrier such as: a) enclosing the area, or b) providing handrails with kerb rails in accordance with AS1428.1. In the absence of a suitable barrier, TGSIs shall be installed.	AS1428.4.1 (2009) Appendix C3

Performance Standards	Reference
3. Street Furniture, including seating, tables, water fountains, and bins will be designed to be compliant with AS1428.2. Clause 27. In particular: a) Street furniture will be made of materials that have a minimum luminance contrast of 30% as per AS1428.2 Clause 27.1 (b). The contrast will be assessed with surrounding paving materials. AS1428.2 (1992) Clause 27 b) As far as practicable, bubblers and water fountains will incorporate body lever controls (rather than push buttons) so as to be accessible to people with limited manual dexterity. They will also be designed to be accessible for wheelchair users.	AS1428.2 (1992) Clause 27 Additional guidance
4. Street furniture, including accessible seating, bins, and bubblers will be provided at regular intervals as informed by the City of Sydney Streets Code.	Best practice
5. Where only one style of permanent seating is provided, it will be designed to be compliant with AS1428.2 Clause 27.2 Seating in pedestrian areas. In particular: a) Seating will generally be a consistent height of 450mm as per AS1428.2 Clause 27. b) Seating will include arm rests at a height between 220mm and 300mm above seat, to provide to support people who have difficulty being seated or getting up from a seated position. 6. Within civic spaces that provide numerous different seating opportunities, a variety of styles which maximise the range of people that can be seated will be provided. These include: a) A minimum of 25% of seating options will have back and arm rests and will be compliant with AS1428.1 Clause 27. Specifically: i. arm rests at a height between 220mm and 300mm above seat ii. a range of different seating heights (350mm, 450mm and 520mm consistent with guidelines in AS1428.2 Clause 27). b) Some improvised and integrated seating – which may not be fully compliant with AS1428.2 – is permitted where there are some seating options within the immediate seating zone that comply with AS1428.2.	AS1428.2 (1992) Clause 27.2
7. Within civic spaces, as far as practicable, accessible seating, compliant with AS1428.2 Clause 27 will be provided at key locations such as at major entrances, at viewing areas, beneath shelter/shade.	Best practice

1.7 Bollards and crowded place management

Bollards and other design elements called crowded place management measures are used to limit access to certain spaces by vehicles.

Where these elements are required, careful consideration on their design and placement is required to ensure they do not create hazards and barriers to access for all pedestrians, but in particular pedestrians who are blind or have low vision, and wheelchair users.

Objectives

1. The use of bollards and crowded place management measures across the continuous accessible path of travel will be avoided where possible to minimise potential hazards for pedestrians who are blind or have low vision.
2. Where they are provided, bollards and crowded place management measures will be:

a) placed so as to maintain access allow along the path of travel

b) placed in a consistent and predictable manner so that their location can be easily predicted by pedestrians who are blind and have low vision

c) designed to be easily detectable by people with low vision.

Performance Standards	Reference

1. The use of bollards and crowded place management measures across the continuous accessible path of travel will be avoided where possible to minimise potential hazards for pedestrians who are blind or have low vision. In particular: a) Where bollards or crowded place management measures are placed on or adjacent to the continuous accessible path of travel they will be designed to achieve a minimum of 45–60% luminance contrast with surrounding paving materials, either through material selection or the addition of strips with high luminance contrast. b) Where bollards or hostile vehicle mitigation measures are placed across the path of travel, they shall be placed perpendicular to the path of travel. Diagonal arrangements across the path of travel must be avoided.	Alternative solution
Performance Standards	**Reference**

1.8 Drainage grates and pits

Objectives

Grates will be heel-proof and be designed and oriented to ensure that they are not a trip risk for people using prams or mobility aids and wheelchair users.

Performance Standards	Reference
1. All grates on footpaths, and other pedestrian surfaces (such as bridge decking) will be designed and installed in accordance with AS1428.1 Clause 7.5.	AS1428.1 (2009) Clause 7.5 Sydney Streets Technical Specifications

1.9 Public art and other design features

Public art, fountains, water features and other design elements add to the amenity of a local area, and can serve as landmarks which assist in wayfinding. They should be carefully placed to ensure they don't create hazards, particularly for people who are blind or have low vision.

Objectives for access

1. Public art and other design features will be placed so as to not obstruct the continuous accessible path of travel.
2. Where public art and other design features are adjacent to or obstruct the continuous accessible path of travel, appropriate hazard warnings will be provided.
3. As far as it is safe to do so, everyone, including people with a range of disabilities should be able to have an equitable experience of design elements including public art, water fountains and temporary art installations.

Performance Standards	Reference
1. Public art and other design features and related infrastructure will not obstruct or protrude onto the continuous accessible path of travel.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture
2. If the art or design feature is designed to be explored, people with disability will be given equitable and dignified access to the feature. This includes: a) the provision of a continuous accessible path of travel to the feature, and b) a minimum of 1200mm clearance around the feature.	Additional guidance
3. In accordance with AS1428.4.1 Clause 2.6, where the public art and other design features present impediments or hazards with less than 2000mm height clearance within or adjacent to the continuous accessible path of travel, contact with overhead hazards shall be prevented by a suitable barrier such as: a) enclosing the area, or b) providing handrails with kerb rails in accordance with AS1428.1. In the absence of a suitable barrier, TGSIs shall be installed.	Alternative solution AS1428.4.1 (2009) Clause 2.6
4. If public art or other design features are located in an area that is not accessible to someone with disability, every effort will be made to deliver an equitable alternative experience of that feature. 5. To ensure the best access outcome, access consultants should be engaged to give advice about the placement of design features in the following circumstances: a) when the feature invites people to engage directly with it b) when there are complex access barriers and further advice is required c) where standard access solutions may compromise the safety or artistic integrity of the piece d) where innovative and untested access solutions are proposed.	Best practice

1.10 Lighting

Street lighting supports pedestrians to travel in the public domain at night, with safety and confidence. Lighting levels, quality and directionality are particularly important to people with low vision. Inappropriate lighting can disorient people with low vision.

Objectives

1. Lighting will improve amenity and safety of all pedestrians.
2. Appropriate lux levels will provide people with greater confidence to independently navigate the streetscapes at night.
3. Lighting will facilitate orientation and wayfinding and assist in creating a safe and legible night time environment for all users.
4. Lighting infrastructure will not obstruct the continuous accessible path of travel.
5. Lighting along footpaths will be consistent.
6. The impact of glare will be minimised.

Performance Standards	Reference
1. Lighting will be designed and installed to be compliant with the Sydney Lights Design Code (2015), and Sydney Streets Technical Specifications. Specific considerations for access include (but are not limited to): a) Lighting infrastructure will be contained to the dedicated Public Domain Furniture Zone. b) Lighting levels are to be consistent with: i. Sydney Lights Design Code, ii. AS/NZS1158, and iii. RMS requirements for carriageway lighting R72. c) Lighting will be consistent within specific streetscapes and public domain settings (refer Sydney Lights Design Code).	City of Sydney Sydney Lights Design Code Sydney Streets Technical Specifications
2. The use of up lights and in ground lighting will be avoided in the following public domain settings: shared zones, shared paths, high pedestrian activity footpaths and footpaths adjacent roads carrying fast moving traffic. 3. The lighting design should be coordinated with public domain material selection to minimise any potential glare.	Best practice

1.11 Signage and wayfinding

A successful wayfinding system should minimise anxiety and confusion, should be easy to understand and allow for everyone to equitably access all information provided. Wayfinding relies on a succession of communication cues provided throughout an environment. Cues may be visual, audible or tactile.

The information below relates to pedestrian signage and wayfinding. For signage and wayfinding aimed at people who cycle, please refer section 1.23.

Objectives

1. Wayfinding signage systems in the public domain will assist everyone, including people who are blind or have low vision and people with intellectual disability, to navigate around the City with ease and confidence. As far as possible, wayfinding signage systems in the public domain will:

a) not obstruct the continuous accessible path of travel

b) be located in prominent positions adjacent to the continuous accessible path of travel so people can easily find and access information signs

c) be legible to people who are blind or have low vision

d) provide confirmation of destination

e) provide confirmation of current position and orientation

f) clearly identify the location of key destinations and amenities in the area, and

g) indicate the presence of any stairs.

2. Tactile and braille street signage will enable people who are blind or have low vision to identify their current location at every signalised intersection.

3. As far as possible, wayfinding signage systems used in different precincts and by different government agencies in the City of Sydney Local Government Area will be cohesive and consistent.

Performance Standards	Reference
1. Wayfinding signage in the streetscape will be designed and installed in accordance with the **City of Sydney Legible Sydney Design Manual (2014)**. Specifically, City of Sydney Wayfinding Systems in the public domain will: a) be consistent with AS1428.2 Clause 17 (including Braille, tactile, viewing distances, sizing and placement of information on signage) b) use appropriate logos and international symbols for access c) be visible and recognisable d) use legible typeface with a minimum of 30% luminance contrast e) be accessible in other languages via mobile and digital technology, and f) include a network of tactile street signs at every signalised pedestrian crossing throughout the City of Sydney.	City of Sydney (2012) Legible Sydney Wayfinding Strategy City of Sydney (2014) Legible Sydney Design Manual AS1428.2 (1992) Clause 17
2. Wayfinding signage will be located: a) within the street furniture zone so as to not obstruct the continuous accessible path of travel, and b) as far as possible on an accessible surface.	Best practice
3. Where wayfinding signage provides direction to a destination that involves stairs on the route, the signage will indicate the presence of the stairs in the route.	City of Sydney Legible Sydney Wayfinding Strategy (2012) City of Sydney Legible Sydney Design Manual (2014)

1.12 Public toilets

Public toilets are essential facilities for all residents, workers and visitors to participate in community life. Convenient and accessible toilets enhance people's freedom to travel within the city. These facilities improve quality of life, mobility, and dignity for all people and particularly for people with disability or health problems, older people and people with young children.

The City of Sydney's Public Toilet Strategy outlines how the City will deliver a network of safe, accessible and clean public toilets in appropriate locations across the City. The following objectives are currently reflected in the Public Toilet Strategy.

Objectives

1. New public toilets will be designed to be accessible and inclusive of people of all ages, abilities and gender identities to make their journeys in the public domain with confidence, dignity, safety and independence.
2. They will be connected to a continuous accessible path of travel.
3. The City will maintain dignified access for all users by providing a range of both unisex and gender specific facilities across the network of public toilets. Where the City provides solely unisex facilities, the City will ensure that the design and configuration takes privacy and dignified access into account.
4. The City will provide a range of both left land and right hand transfer arrangements for accessible facilities across the network of public toilets.
5. Public toilets will be strategically located across the City of Sydney.
6. Visitors will be able to access the facilities.
7. The facilities will be easily located.
8. Opening hours of public toilets will reflect demand.

Note: The City does not install the MLAK (Master Locksmiths Association Key) system on the accessible toilets. This is to ensure these accessible toilets are available for use by all members of the community (including many visitors from overseas) during operating hours.

Performance Standards	Reference
1. All new public toilets will include accessible toilets compliant with AS1428.1 (2009), in particular clauses 13, 15, 16 and 17.	AS1428.1 (2009) Clauses 13, 15, 16 and 17
2. Toilet facilities should be positioned to provide a gradient greater than 1:20 of the connecting continuous accessible path of travel.	AS1428.1 2009
3. Where the gradient of the path of travel to the toilet facility is less than 1:20, handrails and TGSIs will be required on external access ramps in compliance with AS1428.1. 4. Where more than two accessible toilet facilities (or cubicles) are provided, a mix of left hand (LH) and right hand (RH) transfer will be employed. 5. At locations with only one accessible toilet – consideration will be given to the transfer-side arrangements of nearby facilities. 6. Consideration should be given to door opening, and where practicable, automated doors will be provided. Fixtures, fittings and signage will reflect best practice inclusive access including child friendly features where appropriate, for example, at parks.	Best practice
7. Consideration will be given to the availability of both unisex and gender specific facilities of nearby amenities to ensure safe and dignified access for all users. 8. Where the City provides solely unisex facilities, the City will ensure that the design and configuration takes privacy and dignified access into account.	Best practice

1.13 Designated on street mobility parking

The Mobility Parking Scheme provides parking concessions for holders of a Roads and Maritime Services (RMS) issued Mobility Permit. The scheme does not include provisions for the design of the parking spaces to be accessible, but instead aims to provide concessions for permit holders on cost and time conditions for on street parking, and allow provisions for authorities to ensure the provision of dedicated spaces for the exclusive use of permit holders.

These guidelines outline requirements and considerations for the design and placement of designated on street mobility parking at key destinations in the public domain.

Key destinations

Where opportunities allow, and taking into consideration the availability of on-site mobility parking spaces provided by the destination, designated on street mobility parking spaces should be provided at the following key destinations:

- Village main streets / activity strips – commercial, retail, business hubs
- Transport – Railway stations, bus/rail interchanges
- Community/cultural – Near civic centres, cultural institutions, town halls, libraries, community centres, and health care
- Parks/recreation – destination/ high visitation facilities such as swimming pools, leisure centres regional/ district parks, foreshore, and sporting venues
- Education – Schools, tertiary institutions.

Where these destinations are located within the Central Sydney area, the provision of dedicated on street mobility parking spaces must also be in accordance with the Central Sydney On-Street Parking Policy.

Designated on street mobility parking spaces in these key destinations may be subject to time restrictions.

Design Objectives

1. As far as is practicable, new or relocated designated on street mobility parking spaces at key destinations will be designed to be accessible to people with a range of disabilities, ambulant and non-ambulant.
2. The placement of designated on street mobility parking spaces will take into consideration the accessibility of the street environment and existing infrastructure to ensure access outcomes are maximised.

Residential areas

Designated on street mobility parking spaces may be provided in residential areas to provide residents with Mobility Parking Scheme permits with appropriate parking near to their home.

Where these spaces are provided and where required, they will be designed to comply with AS2890.5 (1993) Parking facilities Part 5: On Street Parking.

Note: Not every designated on street mobility parking space provided for residential use needs to comply with the requirements of AS2890.5 (1993) Parking facilities Part 5: On Street Parking.

Performance Standards	Reference
1. As far as is practicable, new or relocated designated on street mobility parking spaces should be compliant with AS2890.5 (1993) Parking facilities Part 5: On Street Parking. In particular: a) Spaces should be, as far as is possible, between 5.5 and 6.7m long as required by AS2890.5 Figure 4.2(a). b) Spaces should be, as far as is possible, 3.2m wide as required by AS2890.5 Figure 4.2(a). Note: The provision of kerb ramps as shown in AS2890.5 Figures 4.2(a) and 4.2(b) is unlikely to be feasible in many contexts in the City of Sydney Local Government Area.	AS2890.5 (1993)
2. As an alternative solution designated on street mobility parking spaces should be placed at the end bay in the block to provide close proximity to existing kerb ramps at intersections, reducing the need for dedicated kerb ramps as shown in AS2890.5 Figures 4.2(a) and 4.2(b).	Alternative solution
3. The most accessible mobility parking space within the each vicinity should be delivered. The following considerations will be made to maximise access outcomes for each space: a) The placement of new mobility parking spaces will take into consideration objects and infrastructure on the footpaths adjacent to the mobility parking space to ensure there are no obstructions to access between the parking space and the kerb. b) As far as is feasible, future mobility parking spaces will not be placed on uphill gradients, to avoid the risk while entering and exiting the vehicle. c) As far as is feasible, future mobility parking spaces will not be placed on bending roads with low visibility.	Additional guidance

1.14 Street trees, verge gardens and other street greening

Street trees, verge gardens and other panting on the street beautify and soften streetscapes, provide wildlife habitat and play a significant role in determining the urban character of the city. Trees are critical in the maintenance of a healthy urban environment as they produce oxygen, trap airborne pollutants and absorb carbon dioxide.

Objectives

1. Streetscapes should be designed so that street trees, verge gardens and other greening elements do not obstruct the continuous accessible path of travel.
2. Elements on the streetscape, including street trees, will be coordinated to minimise pinch points.
3. Tree pit surfaces will be level with surrounding paving.
4. Where tree guards are used they will be visually detectable to all users.
5. Where verge gardens and other street greening requires mulch, mulching material will be chosen to avoid potential slip and trip hazards.

Performance Standards	Reference
1. Street trees will be located within the street furniture zone of the footway so as not to obstruct the continuous accessible path of travel. In particular: a) A minimum 600mm from the kerb edge. b) A minimum of 1200mm clearance from the edge of the tree pit to the boundary of the building will be provided, as far possible. c) In circumstances where footpaths are less than 1800mm wide, or where the location or size of existing trees warrant, a minimum clearance of 900mm between the back of the tree pit and building/ boundary line will be accepted. In these circumstances, the following conditions must be met: i. that there are no obstructions overhanging the building line and encroaching onto the footpath from the front yard of the adjacent property (e.g. shrubs and vines) ii. that the lower branches of the tree can be pruned to a height of at least 2000mm, and iii. consideration will be given to the placement of other infrastructure on the street. A 900mm width clearance should be of no greater length than 1500mm. Beyond that, regular passing opportunities of 1800mm should be provided as far as possible to minimise pinch points.	Urban Forest Strategy (2013) and Street Tree Masterplan Part D (2011) Australian Human Rights Commission (2014) Frequently asked questions: Access to premises: What is an accessible footpath?
2. As far as is possible, the tree pit surface will be installed level with surrounding paving, leaving surface roots exposed where necessary.	
3. In high pedestrian areas, resin bond will be used on tree pits to minimise risk of trip hazards resulting from loose soil, gravel or bark.	
4. Permanent tree guards will have minimum 30% luminance contrast with surrounding paving materials.	
5. Where verge gardens or gardens in kerb extensions require mulch, the use of loose hard pebbles should be avoided.	Best Practice

1.15 Bus stops and bus stop infrastructure

A bus stop does not require a dedicated bus shelter to be considered an accessible bus stop. In some circumstances, where there are narrow footpaths in the City of Sydney local area, it is not always possible to provide dedicated bus stop infrastructure and shelter, while maintaining an accessible footpaths with an adequate clear path of travel around the bus stop infrastructure. These guidelines outline:

- standards by which bus stops will be designed
- criteria for when a dedicated bus shelter will be provided, and
- minimum clearances required around dedicated bus stop infrastructure.

Objectives

1. Bus stops will be designed and installed to be compliant with the Disability Standards for Accessible Public Transport 2002, and Guidelines 2004 and in accordance with the Australian Human Rights Commission (2010) Guideline for promoting compliance of bus stops with the Disability Standards for Accessible Public Transport 2002. They will:

a) be located on a firm, evenly graded boarding point, as level as possible

b) include an unobstructed space large enough to allow for the deployment of a ramp

c) provide a seamless transition between the bus stop and any connecting footpaths, or the bus stop and the road where there is no footpath

d) provide clear signage indicating the location of the bus stop

e) provide consistently-applied TGSIs to assist blind people or people with low vision to identify the presence of a bus stop and the location of the boarding point.

2. Where it is practicable, taking into account site considerations and passenger demand, the City will endeavour to provide dedicated bus stop infrastructure of a shelter and seating unit in addition to the basic requirements above. Where dedicated bus shelter is provided:

a) Equitable access to the shelter, seating and the boarding points will be provided for all people including older people, people who are blind and have low vision, people with mobility disabilities, wheelchair users and people with prams.

b) A continuous accessible path of travel (access path) and clear shoreline will be maintained. The minimum clearances required will take into account the level of pedestrian activity in the area.

c) The installation of dedicated bus stop infrastructure will be co-ordinated with other elements in the street scape to ensure pedestrian movement and safety is prioritised, and the streetscape remains uncluttered.

Performance Standards	Reference
1. Bus Stops will be designed and installed to be compliant with the Disability Standards for Accessible Public Transport 2002, and Guidelines 2004 and in accordance with the Australian Human Rights Commissions Accessible Bus Stops Guidelines. 2. This includes the provision of TGSIs at bus stops. Note: The Australian Human Rights Commission's interpretation of the *Disability Standards for Accessible Public Transport 2002* is that "a bus stop is not a resting point, and therefore there is no obligation to provide seating and a shelter at every bus stop in order for it to be accessible."	Disability Standards for Accessible Public Transport 2002, and Guidelines 2004 Australian Human Rights Commission (2010) Guideline for promoting compliance of bus stops with the *Disability Standards for Accessible Public Transport 2002*
3. Where dedicated bus shelters are provided, a continuous accessible path of travel with clear shoreline will be maintained, in particular: a) Where there is adequate width on the footpath, two access paths will be provided i. Desirable circulation: 1800mm between building boundary and bus shelter rear edge. 1500mm between front of shelter and kerb face. ii. Acceptable circulation: 1200mm between building boundary and bus shelter rear edge. 1200mm between front of shelter and kerb face. b) At minimum one access path of 1200mm minimum width will be provided in accordance with *Disability Standards for Accessible Public Transport 2002*, and c) Where more than one bus shelter is provided, regular passing points of minimum 1800mm will be provided at least every 20 metres. 4. The installation of dedicated bus infrastructure will be co-ordinated with other elements in the street scape. a) Placement of bus shelters will take into account the location of existing street furniture and other infrastructure to ensure the area around the bus stop infrastructure is free from obstructions, and the footpath is not overcrowded.	Disability Standards for Accessible Public Transport 2002, and Guidelines 2004 Australian Human Rights Commission (2010) Guideline for promoting compliance of bus stops with the *Disability Standards for Accessible Public Transport 2002* Australian Human Rights Commission (2014) Frequently asked questions: Access to premises: What is an accessible footpath?
5. The decision on whether or not to provide a bus shelter, should take into account bus service considerations: a) Patronage: patronage of the stop, and whether available shelter is adequate. b) Wait times: the amount of seating should also consider the usual wait times for services.	Additional guidance

Performance Standards	Reference
6. If the above space requirements, and need to avoid cluttering on the footpath cannot be met with the addition of a dedicated bus shelter, where there is another source of shelter, such as that from an awning, then the provision of a bus stop in accordance with AHRC Bus Stop Guidelines (point 1–5) together with seating compliant with AS1428.2 (1992) Clause 27 is considered acceptable.	Alternative solution: Australian Human Rights Commission (2010) Guideline for promoting compliance of bus stops with the *Disability Standards for Accessible Public Transport 2002*
7. Where seating and shelters are provided at bus stops, they will be designed to be accessible to a range of people, including older people and people with mobility disabilities, through the provision of arm rests in accordance with AS1428.2 (1992) Clause 27.	*Disability Standards for Accessible Public Transport 2002*, and Guidelines 2004 AS1428.2 (1992) Clause 27

1.16 Taxi ranks

Not everyone is able to use public transport. Some people with disability, including some people with mobility disabilities and people who are blind or have low vision, are reliant on taxis to get around.

Ensuring that taxi ranks are designed to be accessible and safe for wheelchair and mobility scooter users, and are detectable for people who are blind or have low vision will support people to participate in and enjoy public life.

Objectives

1. Super taxi ranks will be designed to be accessible and safe for wheelchair users.
2. All taxi ranks will be detectable for people who have low vision.
3. Taxi ranks on one way streets will be located to ensure safe access for all passengers to the front passenger seat.
4. Information will be provided about accessibility features of taxi ranks.

Performance Standards	Reference
1. As far as is practicable, super taxi ranks will include a kerb ramp compliant with AS1428.1 to facilitate safe access from the footpath to the vehicle. a) Where ramps are included in the kerb, they should be positioned at the rear of the taxi rank considering the extra length required for both the larger taxi vehicle and loading ramp, which will allow adequate access, clearance and circulation space. b) Kerb and channels adjacent to the taxi vehicle should be eliminated.	AS1428.1 (2009), Clause 10.7 Sydney Streets technical specifications NSW Taxi Council (2008) Taxi Zone Guidelines
2. The footpath area adjacent to the taxi rank should be sufficiently wide enough to provide for waiting taxi passengers and passing pedestrians. a) A minimum of 1800mm clear space should be provided for passing pedestrians, with a greater width in areas with high pedestrian volumes.	NSW Taxi Council (2008) Taxi Zone Guidelines
3. In the best possible circumstances and as far as is practicable all taxi ranks will: a) be located on streets with a gradient of less than 1:20, and b) be placed to take into consideration objects and infrastructure on the footpath adjacent to the taxi rank to ensure there are no obstructions to access between the taxi rank space and the kerb.	AS1428.1 (2009) Clause 10.7 Sydney Streets technical specifications
4. Where taxi ranks are located on one way streets – they will be located on the left side of the street in the direction of travel– to provide safe access for everyone- including people with assistance animals – to the front passenger seat.	Best practice
5. Taxi rank signage will incorporate: a) luminance contrast (minimum 30%) to be visible to people with low vision, and b) written information at the rank will use raised tactile lettering on signage with high colour contrast, and braille if possible.	City of Sydney Legible Sydney Strategy and Guidelines
6. Tactile Ground surface indicators will not be used in conjunction with taxi ranks.	Additional guidance
7. Information about the level of access at each taxi rank will be provided via online maps and listings.	Best practice

1.17 Pedestrian crossings

The design and orientation of pedestrian crossings, can assist people who are blind or have low vision, and people using mobility devices to safely cross the road.

Objectives

1. Pedestrian crossings will be designed to be detectable to people who are blind or have low vision to ensure they understand they have entered a different environment.
2. Pedestrian crossings will be accessible to wheelchair users, mobility scooters and people with prams.
3. Pedestrian crossings will be safe and free of slip and trip hazards.

Performance Standards	Reference
1. Pedestrian crossings will be designed to be detectable to people who are blind or have low vision to ensure they understand they have entered a different environment. They will feature: a) either kerb ramps compliant with AS1428.1 Clause 10.7 b) or where it is a level crossing, tactile ground surface indicators (hazard) along the boundary of the footway and roadway in accordance with AS1428.4.1 (2009) Clause 2.5 c) lighting installed to required lux levels in accordance with the range in Australian Standards d) minimum 30% luminance contrast between pedestrian crossing signage poles, vehicle and pedestrian separation installations, fittings and background and adjacent surfaces.	AS1428.1 (2009) Clause 10.7 AS1428.4.1 (2009) Clause 2.5 AS/NZS 1158 – 2010 Lighting for Roads and Public Spaces
2. As far as is practicable and in the best possible circumstances the gradient / cross slope on crossings shall not be steeper than 1:40.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions
3. Pedestrian crossings will incorporate non-slip paintwork at any pedestrian crossing point in accordance with AS4586 (2013).	AS 4586 (2013)

1.18 Pedestrian refuge islands

Pedestrian refuge islands offer pedestrians opportunities to cross roads in a staged manner. They are typically used when a street is very wide.

Objectives

1. Pedestrian refuge islands will be accessible and safe to wheelchair users and people with prams.
2. Cut-throughs will be aligned with corresponding kerb ramps on either side of the road.
3. Pedestrians who are blind or have low vision will be able to detect the boundary between the refuge island and the carriageway.

Performance Standards	Reference
1. Medians and pedestrian refuge islands should be designed in accordance with RMS Technical direction TDT2011/01A. In particular: a) Medians and pedestrian refuges will be a minimum of 2000mm wide at crossing and must have a kerb. b) Medians and pedestrian refuges in crossings should be cut through level with the street or have kerb ramps at both sides. c) Cut throughs will be aligned with corresponding kerb ramps on the footpath. d) Cut throughs will be a minimum of 3000mm.	RMS Technical direction TDT2011/01A

1.19 Signalised pedestrian crossings

Audio Tactile Push Buttons (ATPBs) alert pedestrians who are blind or have low vision and pedestrians who are Deaf or hard of hearing, that the traffic signal has changed and it is safe to cross the road.

Roads and Maritime Services (RMS) is the consent authority for the installation and operation of signalised pedestrian crossings (and audio tactile units).

The City is providing braille / tactille wayfinding signage at all signalised pedestrian intersections.

Objectives

1. Use of Audio Tactile Push buttons (ATPBs) will allow people with vision and or hearing impairment to know when it is safe to cross the road.
2. Controls at signal operated pedestrian crossings that can be easily reached by a person when standing or seated and operated with a closed fist or open palm.

Performance Standards	Reference
1. Where pedestrian push button assemblies are installed, auditory signals and tactile directional indicator buttons should be included, to provide pedestrians with audio cue of when it is safe to cross the road. They will incorporate incorporating audible, visible and tactile signal notification elements	Best practice
2. Where they are provided, pedestrian push button assemblies should be located within the zone of common reach as per AS1428.2 (1992) Clause 22.4	AS 1428.5: 2010 AS1428.2, 1992 Clause 22.4
3. Braille/Tactile wayfinding signage will be located at all signalised pedestrian crossings	Legible Sydney Signage Manual

1.20 Bridges with pedestrian facilities

Bridges with pedestrian facilities can serve numerous purposes.

– They may be dedicated pedestrian bridges that provide safe access for pedestrians and people who cycle to cross major roads with several lanes of traffic, or bodies of water.
– Bridges may be built for traffic, rail or light rail purposes, but include pedestrian facilities.
– In other circumstances bridges with pedestrian facilities are featured within parks or other open spaces in the public domain to enhance access on critical walking routes.

Note: many bridges with pedestrian facilities are constructed by other agencies, such as Roads and Maritime Services.

Objectives

1. Bridges with pedestrian facilities should incorporate a continuous accessible path of travel. They will provide step free access.
2. Circulation space at the entrance to bridges with pedestrian facilities will consider nearby hazards.
3. Bridges with pedestrian facilities should be designed to provide a safe shoreline for pedestrians who are blind or have low vision
4. Bridges with pedestrian facilities will provide resting points where appropriate and such resting points will not obstruct the continuous accessible path of travel
5. People who are blind or have low vision should be able to detect hazards such as stairs and bollards that may obstruct or be connected to the path of travel.
6. Bridges will be designed to provide sufficient passing space for all pedestrians.

Performance Standards	Reference
1. Bridges with pedestrian facilities should be designed to be connected to and incorporate a continuous accessible path of travel. a) In most circumstances, bridges with pedestrian facilities should have a minimum clear width of 2000mm at the narrowest point and a minimum clear height of 2000mm with nothing encroaching into that envelope. b) Where a bridge with pedestrian facilities is less than 20 metres in length, the path of travel may have a minimum width of 1200mm, but 2000mm is preferred.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.10
2. The surface of the pedestrian facilities on bridges will: a) Have a slip resistant surface during dry and wet conditions. Specifically, footpath materials will have a minimum slip resistance rating: i. P5 for ramps and footpath steeper than 1:14 ii. P4 for ramps and footpaths under 1:14. 3. Where permeable surfaces for pedestrian facilities are required, they will be designed to be heel proof, in consideration of AS1428.1 Clause 7.5.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions AS1428.1 Clause 7.5 Sydney Streets Technical Specifications
4. Where a bridge with pedestrian facilities is greater than 60 metres in length, consideration should be given to the provision of resting points with appropriate seating where the seating does not obstruct the continuous accessible path of travel. 5. Where seating is provided on a bridge with pedestrian facilities, it will be designed to be compliant with AS1428.2 Clause 27.2 *Seating in pedestrian areas*, so that a minimum of 500mm away from the path of travel, so as to create an obstruction on the continuous accessible path of travel.	AS1428.2 (1992) Clause 7(e) – see note AS1428.2 (2009) Clause 27

Performance Standards	Reference
6. Bridges with pedestrian facilities should provide step free access. a) Where access is provided via a ramp, it will be compliant AS1428.1 and AS1428.4.1, specifically: i. Where a ramp is provided it will be designed in accordance with AS1428.1 Clause 10.3 and AS1428.4.1 Clause 2.4 to ensure the appropriate gradients, width, cross fall, use of TGSIs, handrails and landing platforms. ii. Ramps will be set back from the site boundary by 900mm so that the handrail and TGSIs do not protrude into the continuous path of travel. AS1428.1 Clause 10.3 part (f). b) Where access is provided via a lift, it will be designed to be compliant with AS1735.12. 7. Appropriate and safe circulation space at the entrance of lifts shall be provided in accordance with AS1428.1 (2009) clause 13: a) As far as is practicable, where the circulation space is adjacent to descending stairs, additional circulation space should be provided to ensure safe circulation space for wheelchair users and minimise conflict with the landing area for people climbing the stairs. 8. If a bridge can only be accessed via stairs, signage indicating the alternative accessible route and distance shall be provided	AS1428.1 (2009) AS1428.4.1 (2009) AS1735.12 (1999) Australian Human Rights Commission: Access to Premises – Frequently Asked Questions Alternative solution
9. Bridges with pedestrian facilities will provide a shoreline. This should be provided either through either: a) an adjacent wall or fence that is continuous to the path so it is detectable by a person using a cane b) an adjacent raised kerb edge with a minimum height of 150mm as per AS1428.1 (2009) Clause 10.2.	Sports and Recreation Victoria (2015) Design for Everyone AS1428.1 (2009) Clause 10.2
10. People who are blind or have low vision should be able to detect hazards such as stairs and bollards in the path of travel. a) Where pedestrian bridges feature stairs, hazard TGSIs will be provided in accordance with AS1428.1. b) The use of bollards across a continuous accessible path of travel should be avoided as far as possible. Please refer to 1.7 for further guidance information.	AS1428.1 (2009)

1.21 Shared zones

A shared zone is a road or network of roads where the road space is shared by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement.

These guidelines are to be read in conjunction with guidance from the RMS. All shared zones are approved by the Roads and Maritime Service (RMS).

For people who are blind or have low vision, shared zones can be unpredictable and potentially disorienting environments. While all pedestrians have priority over vehicles in shared zones, design elements can communicate this new environment.

Objectives

1. Shared zones will be designed to prioritise pedestrian movement and include continuous footpath treatments, where applicable.
2. The design for shared zones must safely accommodate the needs of people with mobility disabilities and people who are blind or have low vision. Features such as tactile paving, hand rails and the careful placement of landscaping and street furniture must be considered during the design process.
3. In shared zones, access to cross the existing road must be provided for people with mobility disabilities and people who are blind or have low vision, and the ability to negotiate traffic calming must also be accommodated.

Performance Standards	Reference
1. Shared zones will be designed in accordance with the Sydney Streets Code, Sydney Streets Technical Specifications and the Roads and Maritime Services TTD 2016/001. In particular: a) The footpath treatment across the entrance to the shared zone should be continuous with surrounding footpaths to prioritise pedestrian movement, where it meets requirements of RMS TDT 2013/05. b) The remaining pavement surface of the shared zone shall be changed to highlight the difference in the street environment from the surrounding road network. It must be clearly distinguishable by colour, texture and materials.	RMS TTD 2016/001 RMS TDT 2013/05 Sydney Streets Technical Specifications
2. Tactile ground surface indicators will be included at the boundary of the footpaths and shared zone where they are at the same grade in accordance with AS1428.4.1 clause 2.5.	RMS TTD 2016/001 RMS TDT 2013/05 AS1428.4.1 Clause 2.5 Sydney Streets Technical Specifications

1.22 Design cues for navigating hard paved open spaces

For people who are blind or have low vision, large paved open spaces like plazas and malls can be unpredictable and potentially disorienting environments, especially if key infrastructure or destinations are located away from the building line at the perimeter.

Carefully considered placement of elements and other design responses can communicate a path of travel to these harder to locate destinations and assist people to navigate large open spaces to facilitate with greater independence, confidence and dignity.

Objectives

1. Where the continuous accessible path of travel within large hard paved open spaces is not predictable, environmental cues and/or technological aids may be employed. These should support people who are blind or have low vision to identify the accessible path of travel and key destination points within the zone.

Performance Standards	Reference
1. Within large open hard paved spaces (e.g. shopping malls and plazas) where the continuous accessible path of travel is not predictable or easily detectable, environmental cues may be used to assist with navigation. These may include but are not limited to: a) the strategic placement of furniture and other elements such as bollards, handrails, kerbs and furniture to provide additional guidance to allow people to navigate safely though spaces and to their destination b) the use of textural and/or luminance contrasting paving materials (minimum 30%) to continue the shoreline where there are breaks in the shoreline at the building edge c) the use of technology to support navigation.	Best practice

1.23 Shared pathways

Shared paths are footpaths used by pedestrians and people riding bicycles. Shared paths are created in streets primarily in situations where there is not adequate space to accommodate a separated cycleway. Park paths are permitted to be used by bicycles, except where prohibited under ordinance.

Shared paths can be unpredictable environments for people who are blind or have low vision, people who are deaf or hard of hearing and cannot hear bicycle bells, and people with mobility restrictions, who may not be able to move quickly off a shared path.

The following design guidelines aim to ensure that the path itself is accessible. The City of Sydney's StreetShare Strategy identifies programs and initiatives to create a more harmonious relationship between all users of shared space, both off-road and on-road.

Shared paths on the streetscape shall be designed in accordance with the City of Sydney Standard Cycleways Treatments Overview and Shared Path Pavement Marking Guide, the Roads and Maritime Services (2005) NSW Bicycle Guidelines and Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths, and Sydney Street Technical Specifications.

Objectives

1. Shared paths will be designed to provide a continuous accessible path of travel and consider the volume of pedestrian and cyclist activity.
2. Shared paths on the streetscape will be clearly marked to notify pedestrians and cyclists they are on a shared path.
3. The design of bollards at the terminal points of shared paths will be detectable to people with low vision.
4. The placement of bollards and chicanes at the terminal points of shared paths will provide adequate clearance to maintain the continuous accessible path of travel.

Performance Standards	Reference
1. Shared paths will be designed in accordance with the City of Sydney Standard Cycleways Treatments Overview. Specifically, shared paths will meet design criteria of a continuous accessible path of travel. Key considerations include: a) width of path desirable 2.0m, minimum 1.2m for pinch points for a length of no more than 20m b) height clearance minimum 2.4m c) crossfall 2% minimum, 5% maximum d) clear width from doorways minimum 1600mm e) setbacks varies – from 400mm f) lighting Australian Standard P2 g) surface tolerances (adjacent and perpendicular to path of travel) 5mm.	City of Sydney Cycle Strategy and Action Plan 2007 – 2017 City of Sydney Standard Cycleways Treatments Overview Sydney Streets Technical Specifications Roads and Maritime Service (2005) NSW Bicycle Guidelines Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.

Performance Standards	Reference
2. Shared paths on the streetscape will incorporate a series of pavement markings in accordance with the City of Sydney Shared Pathways Pavement Markings Guide. The guide provides a tiered approach to signage that recognises different levels of risk in different contexts, and requires signage responses to address those risks. a) All shared paths to have mandatory shared path markings, line markings, symbols and text elements. b) Common zones of higher risk to be managed by an incremental system. c) Driveways: i. Type 1 - Commercial – low use ii. Type 2 - Industrial / commercial – frequent use iii. Type 3 - Parking on/adjacent path. d) Bus shelters: i. Type 1 - All bus stops on the shared pathways ii. Type 2 - Limited width for travel behind the shelter iii. Type 3 - Limited width for travel in front of the shelter only. e) Occasional points of increased risk where regulatory messages may be necessary. Note: All paths within parks are designated as shared paths. Only where the shared path within a park intersects with a shared path on the street will be pavement markings be incorporated.	City of Sydney Shared Pathways Pavement Markings Guide
3. The use of bollards and chicanes across shared path must comply with Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017 Edition). They will provide minimum clearance of 1400mm between bollards.	Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017 Edition)

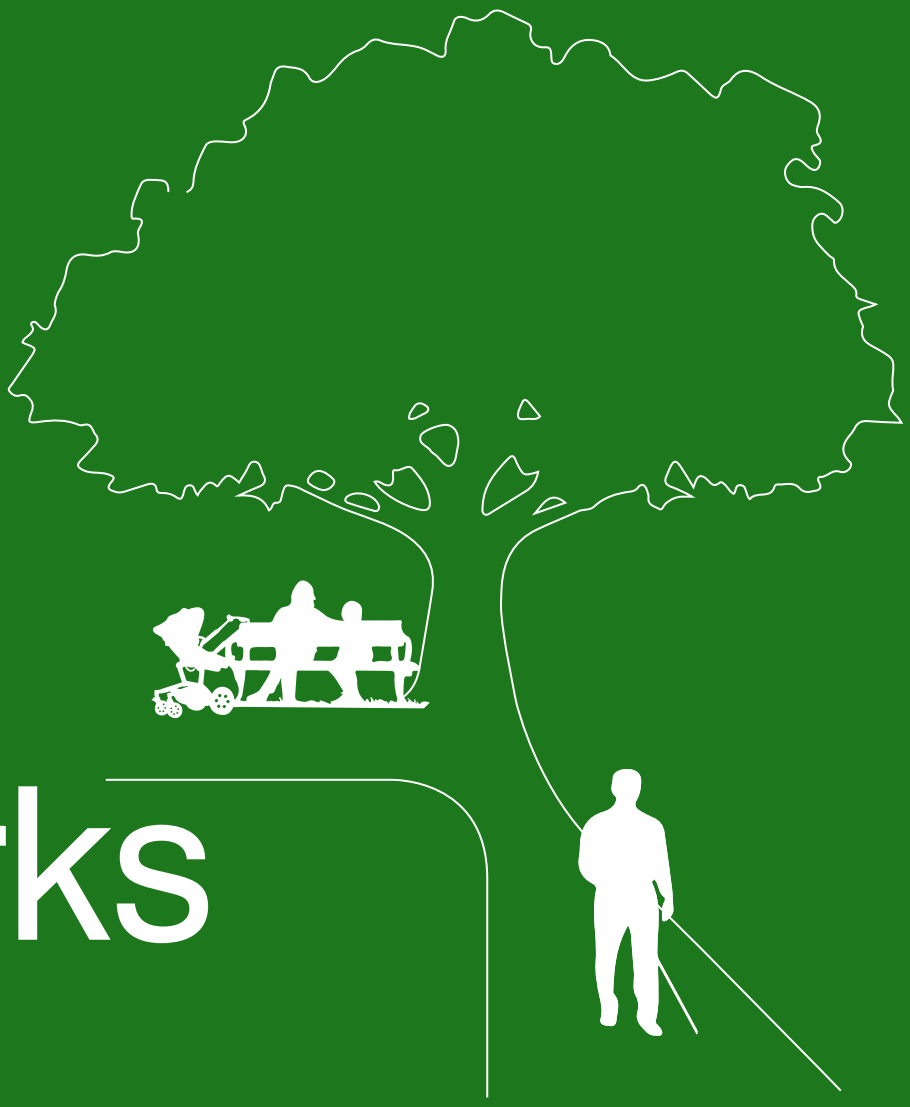
1.24 Public domain lifts

From time to time lifts in the public domain provide access in areas with challenging topography, making areas accessible to wheelchair users, people with prams and people with limited mobility.

Objectives

1. New public domain lifts, escalators and moving walkways will be designed to be accessible in accordance with current Australian standards.
2. Circulation space at the entrance of public domain lifts will consider nearby hazards.
3. Lifts and moving walkways will be connected to a continuous accessible path of travel.
4. Public domain lifts, escalators and moving walkways will be easily located.

Performance Standards	Reference
1. Public domain lifts will be designed to be compliant with AS1735.12 (1999).	AS1735.12 (1999)
2. Walkways and escalators will be designed in accordance with AS1428.1 (2009) clause 2.4.	AS1428.4.1 (2009) Clause 2.4
3. Public domain lifts, walkways and escalators will be connected to a continuous accessible path of travel.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2
4. Appropriate and safe circulation space at the entrance of lifts shall be provided in accordance with AS1428.1 (2009) clause 13. 5. As far as is practicable, where the circulation space is adjacent to descending stairs, additional circulation space should be provided to ensure safe circulation space for to minimise conflict with the landing area for people climbing the stairs.	AS1428.1 (2009) Clause 13



Parks

PART 02

Designing inclusive and

People socialise, exercise, play and relax in green open spaces. These spaces support people in living active and healthy lives and provide numerous opportunities for social connection. The City is committed to delivering inclusive, dignified and equitable access to parks and playgrounds and to the experiences they offer to everyone.

There are more than 400 parks and open spaces in the local area. The City of Sydney's parks cover an area of more than 188 hectares. There are a variety of parks in the City of Sydney, of varying size and functions:

- Iconic parks – Parks of significance in size, botanical features, heritage, or containing significant facilities attracting high visitation
- Neighbourhood parks – typically parks above 1500m2 that contain a range of recreational facilities such as playground and/or courts and/or toilets and/or off-leash areas and/or sports fields and/or BBQ picnic shelters
- Pocket parks – typically less than 1500m2. Some may include recreational facilities such as small playgrounds and/or off-leash area
- Sportsfields – Sportsfields and facilities that provide opportunities for active recreation and ball games typically less than 1500m2. Some may include recreational facilities such as small playgrounds and/or off-leash area.

Not all parks are large enough to accommodate amenities and infrastructure to meet all needs. When planning parks and playgrounds, the City adopts a network approach to ensure that within a network of parks within each neighbourhood, on balance a variety of experiences and amenities are provided.

These guidelines require that the City's pocket parks and playgrounds be designed to be as accessible as possible, by ensuring the provision of a continuous accessible path of travel and accessible furniture where provided and inclusive play spaces and play elements, where they are provided.

Neighbourhood and district parks and playgrounds will typically provide the opportunity for best practice inclusive park design and amenity, toilets, shade, seating and parking and or drop off points.

The guidance in this chapter will be reflected in future revisions of the Sydney Parks Design code.

For design guidance on the following elements within parks please refer to part 1 and the Sydney Streets Code:

- Stairs and ramps
- Kerb ramps
- Tactile ground surface indicators
- Bollards and crowded place management
- Drainage grates and pits
- Public art and other design features
- Lighting
- Public toilets
- Shared paths
- Shared zones
- Bridges with pedestrian facilities.

2.1 The continuous accessible path of travel in parks

Within the context of a park, the continuous accessible path of travel is the critical piece of infrastructure that connects all the different opportunities for recreation, exercise, relaxation and enjoyment of nature available. It benefits not only wheelchair users, but also people with mobility disabilities and parents with prams, through step free access. The path also enables people who are blind or have low vision to navigate the space with greater confidence by providing a texturally contrasting element to surrounding materials such as grass and softfall, which can be used as a shoreline to navigate the space.

Objectives

1. As far as possible, a continuous accessible path of travel will provide equitable access to all elements within a park.
2. The continuous accessible path of travel will be made of materials that are stable, durable and slip resistant.
3. Pavement edging will provide shorelines to assist people who are blind or have low vision to navigate the path with confidence.
4. Where a hazard exists or protrudes within the continuous accessible path of travel, additional hazard warnings will be included to alert people who are blind or have low vision.

Performance Standards	Reference
1. As far as possible, a continuous accessible path of travel will provide equitable and dignified access to all elements (where provided) in the park, including: a) playgrounds and play experiences b) playing fields and sporting facilities including sports fields, ovals, courts and other sport infrastructure such as ping-pong tables, rebound walls, practice courts/keys, cricket nets c) fitness equipment and fitness areas d) public art, memorials and other design elements e) seating f) picnic areas and BBQ facilities g) community gardens h) nature experiences i) accessible toilets and change facilities, and j) parking, drop off points and nearby public transport connections.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2
2. The preferred minimum width clearance for a continuous accessible path of travel in parks and playgrounds is: a) 2000mm b) Where this is not feasible, 1800mm is acceptable c) In circumstances where the path of travel is less than 20m in length, a minimum of 1200mm is acceptable 4. A minimum of 2000mm height clearance should be provided and maintained on all continuous accessible paths of travel. 5. Where the path is a shared path, a minimum height clearance of 2400mm should be provided.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture City of Sydney Standard Cycleways Treatments Overview

Performance Standards	Reference
3. While a path necessarily follows the natural topography of the area, in the best possible circumstances a continuous accessible path of travel along within a park will: a) have a gradient of no steeper than 1 in 20 b) have a cross fall of no steeper than 1 in 40 (or no steeper than 1 in 33 for bitumen surfaces) c) be as smooth as possible without raised or cracked paving or tree root damage, and d) have a slip resistant surface during dry and wet conditions. Specifically, footpath materials will have a minimum slip resistance rating: i. P 5 for ramps and footpaths steeper than 1:14. ii. P 4 for ramps and footpaths under 1:14.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions AS 4586 (2013)
4. Paving materials will be made of materials that are stable and durable. Irregular paving materials with varied textures and heights will be avoided for the continuous accessible path of travel. Examples can include some cobblestones, stepping stones, loose pebbles or gravel, large pebblecretes and decking.	AS 4586 (2013)
5. The continuous accessible path of travel will incorporate defined pathway edgings that include a continuous physical element which provides a detectable horizontal or vertical outline or edge for navigation. Examples of shorelines provided by landscaping include: a) An adjacent building walls b) An adjacent raised landscape fixture or planting that incorporates either kerb, low height wall, raised planting area c) An adjacent flush landscape fixture or planting (e.g. mulch or lawn). d) Pavement edging shall: i) have minimum 30% luminance contrast with main paving material ii) consider textural contrast, and iii) incorporate 500mm clearance in front of seating.	Draft Australian Standard AS1428. 4.2 (2015) AS 1428.2. Clause 27

Performance Standards	Reference
6. Suspended pathways will be made of long lasting materials to take the weight and usage of all users with wheeled chairs, prams or barrows. 7. Where suspended walkways are provided they shall: a) have a minimum width of 2000mm b) have a minimum height of 2000mm c) have minimum slip resistance of P4 d) be no steeper than in 1 in 33, and e) include an adjacent raised kerb edge with a minimum height of 150mm as per AS1428.1 (2009) Clause 10.2.	Australian Human Rights Commission: Access to Premises – Frequently Asked Questions AS1428.1 (2009) Clause 10.2

2.2 Planting

The choice and placement of plantings can enhance access by creating shorelines with adjacent pathways that assist with navigation for people who are blind or have low vision. Planting choices should be carefully considered to ensure they do not create trip and slip hazards or obstruct sight lines.

Objectives

1. Planting will be considered to ensure that it does not drop excessive debris along the continuous accessible path of travel and over areas where plants are intended to provide shade elements.
2. Consideration will be given to ensure planting does not encroach the continuous accessible path of travel or obstruct sight lines.
3. Landscape elements used for planting should incorporate effective contrast between those elements and adjacent surfaces.
4. Pavement edging or landscaping elements will provide effective shorelines for wayfinding for people who are blind or have low vision.

Performance Standards	Reference
1. In areas adjacent to the continuous accessible path of travel, and places where landscape elements are used to provide shade, such as play spaces and seating, the use of landscaping elements that drop excessive debris will be avoided.	Sports and Recreation Victoria (2015) Design for Everyone Guide
2. Planting shall not encroach into lines of sight for users of the area. a) Planting shall be setback a minimum of 500mm from any pathway. b) Maximum height at top of hedges or similar fences shall be 1050mm above ground level.	Sports and Recreation Victoria (2015) Design for Everyone Guide
3. Landscape elements used for planting – such as raised planter beds, integrated planter boxes, and kerb rails for garden beds – should incorporate a minimum 30 % luminance contrast between landscape installations and background and adjacent surfaces.	Sports and Recreation Victoria (2015) Design for Everyone Guide
4. Landscape design should consider the needs of people with disability and consider incorporating design cues. These may include: a) colour and scent cues, and b) structures at entry and exit points.	Sports and Recreation Victoria (2015) Design for Everyone Guide

2.3 Park furniture including picnic settings

Seating and furniture in parks provides everyone with the opportunity for rest and respite, and places to socialise and share a meal. This furniture includes permanent fixed park furniture, or moveable and temporary furniture.

Objectives

1. Park furniture will not obstruct the continuous accessible path of travel, but will be connected to a continuous accessible path of travel to ensure everyone can easily find use the amenities without a barrier.
2. Furniture will be accessible and visually detectable to users with a range of ability and vision.
3. Within iconic and neighbourhood parks, seating will be provided at key locations and at regular intervals to provide predictable rest opportunities.
4. Where numerous seating opportunities are available within a park, a diversity of seating options may be provided.
5. Sufficient spaces will be provided to ensure people who use wheelchairs, mobility scooters and people with prams will be able to be seated with family and friends in parks and picnic areas.

Performance Standards	Reference
1. As far as possible: a) Furniture will be connected to a continuous accessible path of travel. b) Seats shall be set back by a minimum of 500mm away from the continuous accessible path of travel, and c) Furniture will located on an accessible surface. 2. Seating placement should ensure equitable access to seating opportunities in different locations within the park.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2 AS1428.2 (1992) Clause 27.1
3. If furniture does protrude onto the path of travel, appropriate hazard warnings will be incorporated into the design. These may include but are not limited to: a) higher luminance contrast (45–60%) of furniture materials with surrounding paving materials, and b) appropriate use of hazard TGSIs to warn of obstacle.	Alternative solution
4. Permanent furniture, including seating, tables, water fountains, planter boxes, and bins will be designed to be compliant with AS1428.2 Clause 27. a) In particular, permanent furniture will be made of materials that have a minimum luminance contrast of 30% as per AS1428.2 Clause 27.1 (b). The contrast will be assessed with surrounding paving materials.	AS1428.2 (1992) Clause 27

Performance Standards	Reference
5. Where only one style of permanent seating is provided, it will be designed to be compliant with AS1428.2 Clause 27. In particular: a) Compliant seating will generally be a consistent height of 450mm as per AS1428.2 Clause 27.2. b) Compliant seating will include arm rests and backs to support people who have difficulty being seated or getting up from a seated position. 6. Within larger parks that provide numerous different seating opportunities, in addition to compliant seating (minimum 25%), a range of different seating types may be provided. These may include integrated seating and bespoke items. Where possible: a) A range of different seating heights (350mm, 450mm and 520mm) consistent with guidelines in AS1428.2 Clause 27 will be provided. b) Integrated seating will provide backrests and arm rests for approx. 25% of available seats.	AS1428.2 (1992) Clause 27 Australian Network on Disability (2016) Design for Dignity Guidelines
7. Consideration of the needs of wheelchair and mobility scooter users and people with prams will be made as far as possible throughout the site. This includes: a) A minimum of 1200mm circulation space around picnic furniture will be provided and maintained. b) Where a row of continuous seating is provided (either as singular unit or several units side by side), spaces for wheelchairs and prams will be provided at regular intervals so that people can sit with their family and friends.	AS1428.2 (1992) Clause 24.1

2.4 Barbeques and cooking facilities

The design and placement of outdoor cooking facilities should allow everyone to cook and share a meal together.

Objectives

Barbeques and cooking facilities should include:

1. controls that are easy to see and use at the front of the hot plate
2. controls that can be used with a closed fist or open palm
3. controls that incorporate raised tactile and braille elements
4. hot plates that can be reached by a person when standing or seated, and
5. some low height benches with adequate leg clearance underneath, adjacent to the barbecue hot plate.

Performance Standards	Reference

2.5 Outdoor fitness equipment

Everyone should be able to use fitness equipment. Its location and the availability of apparatus that can be used by wheelchair users are key considerations.

Objectives

1. Fitness equipment will be connected to a continuous accessible path of travel.
2. A variety of activities and heights of equipment, including fixtures for wheelchair transfer will be provided to enable people of varied abilities to use the equipment.

Performance Standards	Reference
1. As far as possible, the fitness equipment will be accessed by continuous accessible path of travel. See 3.1 for further detail. 2. Fitness equipment will be installed on a wheelchair accessible surface.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2
3. Where fitness equipment is provided, a diversity of apparatus to meet the exercise needs of all people including people using mobility aids will be provided, including provisions for wheelchair transfer where appropriate. 4. Appropriate wheelchair transfer fixtures will be provided. 5. Instructions will include tactile elements and consideration of audible and mobile technology.	

2.6 Playspaces and recreation spaces for young people

The City provides a variety of playspaces and play apparatus for the recreational and developmental needs of children and young people of all ages.

– Playgrounds and play apparatus typically include traditional, adventure water-play equipment and natural play experiences depending on the available space and park demographic.
– Recreation spaces for young people include skate facilities and rebound walls for ball practice and games.

Where possible, given constraints of topography and size of parks, the City will provide a diverse, inclusive and accessible range of playspaces and youth recreation spaces for all children and young people at strategic locations across the City's park network.

Neighbourhood and district parks and playgrounds will typically provide the opportunity for best practice amenity, including toilets, shade, seating and parking and or drop off points.

Objectives

1. All playspaces will be designed to consider layout, signage, wayfinding and access to ensure everyone can find their way to, in and around the playspace.
2. Inclusive playspaces/play equipment and recreation spaces for young people, should be located in an accessible area of the park. Ideally, they will be located near to an accessible drop off point, parking (where provided) or/and public transport link.
3. All playspaces, should be designed to ensure the play experience as a whole, including equipment and surfacing, enables everyone to experience a variety of challenging and engaging play opportunities in a way that suits them.
4. Where possible, inclusive play spaces will be located near amenities such as shade

Performance Standards	Reference
Can I get there? 1. All playgrounds and recreation spaces for young people will be connected to a continuous accessible path of travel. See 2.1 for further detail. 2. Play spaces/play equipment and recreation spaces for young people should be located in an accessible area of the park. They will be ideally located near to accessible drop of points and parking (where provided). 3. Entry points will be positioned in reasonable locations that can be easily identified. 4. Where playspaces are fenced, accessible entry points will be provided. a) Where a child-proof gate is employed, alternative opening mechanisms will be provided for people who cannot reach the lift and pull mechanism. b) Gates, doors and other entrances will be designed and oriented to be accessible to all users. i. Gates and doors should be a minimum of 850mm wide. ii. Appropriate and safe circulation space at the entrance of all fenced areas, (including courts, stadia and ovals), and in conjunction with chicanes shall be provided in accordance with clause 13 of AS1428.1 (2009). iii. Gates and doors in outdoor courts, ovals and stadia, in particular the reach ranges and controls will be designed in accordance with AS1428.2 Clauses 22, 23 and 28. iv. The use of turnstiles should be avoided. v. If fenced, the gate will have accessible entry mechanisms for people who use wheelchairs or have limited manual dexterity. This may include foot pedal operated gates and sensor operated controls that activate by sensing movement.	Everyone Can Play Design Guidelines Sports and Recreation Victoria – Design for Everyone Guide AS1428.2 (1992) Clause 7(e) AS1428.2 (1992) Clauses 22, 23 and 28 AS1428.1 (2009), Clause 13

Performance Standards	Reference
Can I play? 5. Where playspaces are provided, consideration will be given to the Everyone Can Play in NSW Design Guidelines. In particular, the design will consider the principles of Choose, Fit, Find, Thrive, Join In and Belong, and address the Best Practice Design Recommendations, as far as is feasible. 6. All playspaces should provide multiple play opportunities (sensory, manipulative, imaginary) for people of all ages and abilities and a variety of multi user equipment pieces. 7. At district and neighbourhood parks, more than half of the play equipment pieces within the playspace should be accessible. Consideration will be given to the *USA Access Board: A Summary of Accessibility Guidelines for Play Areas*. In particular: a) The design will consider *U.S. Access Board (2005) Summary of Accessibility Guidelines* in determining the appropriate variety and balance play components. The intent of this requirement is to provide a variety of experiences for individuals who choose to remain with their mobility devices, or choose not to transfer to elevated play components. b) At least one of each type of ground-level play component (for example rocking, swinging, climbing, spinning, and sliding) that is present in the play area must be linked by a continuous accessible path of travel. c) Where elevated play equipment is provided, as far as is practicable a minimum of 50% of the components will be accessible via a ramp.	Everyone Can Play Design Guidelines U.S. Access Board (2005) Summary of Accessibility Guidelines for Play Areas
Can I stay? 8. Where playspaces are provided, consideration will be given to the Everyone Can Play in NSW Design Guidelines. As far as is possible, they will: a) be located near to accessible toilets (where provided), and b) incorporate shade/shelter or be located with the vicinity of shade/ shelter	Everyone Can Play Design Guidelines

and toilets.

2.7 Playing fields – including outdoor courts, ovals and sports fields

Ensuring fields of play – outdoor courts, ovals and sports fields – meet the needs of as many people as possible is a key way to ensure everyone has the opportunity to benefit from the physical, social and emotional wellbeing that sports and recreation activity offers.

Objectives

1. All playing fields will be connected by a continuous accessible path of travel to other key elements within the park.
2. Equitable access for all users will be provided to all playing fields.
3. Surfaces of courts will be accessible and slip resistant.

Performance Standards	Reference
1. All courts, ovals, and fields of play will be accessible via a continuous accessible path of travel. See 2.1 for more detail.	Sports and Recreation Victoria (2015) *Design for Everyone Guide*
2. Accessible entry points will be provided to all fields of play, including sports fields and ovals. 3. Gates, doors and other entrances on outdoor ovals, courts and fields of play will be designed and oriented to be accessible to all users. a) Gates, doors and turnstiles should be a minimum of 850mm wide. b) Appropriate and safe circulation space at the entrance of courts, stadia and ovals shall be provided in accordance with clause 13 of AS1428.1 (2009). c) Gates and doors in outdoor courts, ovals and stadia, in particular the reach ranges and controls will be designed in accordance with AS1428.2 Clauses 22, 23 and 28. d) The use of turnstiles should be avoided. e) Where a child proof gate is employed, alternative opening mechanisms will be provided for people who cannot reach the lift and pull mechanism.	AS1428.2 (1992) Clauses 22, 23 and 28 AS1428.1 (2009), Clause 13
4. Surfaces of courts will be accessible and slip resistant. 5. Consideration will be given to the use of synthetic materials to enhance accessibility of sports fields in strategic locations.	Sports and Recreation Victoria (2015) *Design for Everyone Guide*

Performance Standards	Reference
6. Consideration will be given to enclosure of ball game areas, particularly at key locations such as behind scoring points. This reduces the need to chase balls outside the play area into what could be difficult or inaccessible terrain, and assists in protecting spectators from injury. 7. Where practicable, such as at staffed facilities, adjustable nets and hoops will be provided. For example, basketball and netball goal posts that can be adjusted to various heights are important for children and wheelchair athletes. 8. Space may be required for officials of some sports to operate from the 'boundary' of the playing field or court, for example, football, soccer, rugby, netball, basketball and hockey.	Sports and Recreation Victoria (2015) *Design for Everyone Guide*
9. Wider areas should be provided at these locations to ensure there is sufficient space for activities to be undertaken by a number of people including those who may be using mobility aids or sporting equipment or providing first aid.	

4. Adjustable nets and hoops on courts should be provided to facilitate the participation of everyone, including people with disability.
5. Consideration will be given to mitigating the risk of the balls entering inaccessible areas which cannot be retrieved by people with disability.

2.8 Spectator and viewing areas

Spectator and viewing areas can include:

– **Formal spectator areas** that are designed for the primary purpose of spectating and are defined as spectator spaces. These include platforms without seating or stadia style seating.
– **Informal viewing areas** that provide opportunity for spectating, but have other uses. Examples include integrated amphitheatres or bleacher style seating.

Objectives

All formal spectator areas and informal viewing areas:

1. will be connected to a continuous accessible path of travel from the site entry
2. will be located off the continuous accessible path of travel, so they don't create an obstruction to path users
3. will be on an accessible surface
4. will provide clear lines of sight to activities, events or a scene being viewed, and
5. should incorporate shade and shelter over at least part of permanent viewing and spectator areas that are located outdoors.

Performance Standards	Reference
Formal spectator areas and informal viewing areas 1. A continuous accessible path of travel will be provided from the site entry to and through any formal spectator areas and informal viewing areas. a) See 2.1 for detailed criteria of a continuous accessible path of travel. b) If a ramp is required, appropriate turning points and handrails will be provided in accordance with AS1428.1 Clause 10 and 11.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2 AS1428.1 Sports and Recreation Victoria (2015) Design for Everyone Guide
2. All formal spectator areas and informal viewing areas should include a hardstand area to allow people who use wheelchairs to spectate. 3. All formal spectator areas and informal viewing areas should be set back by a minimum of 500mm from the continuous accessible path of travel.	
4. All formal spectator areas and informal viewing areas should provide clear lines of sight to activities, events or a scene being viewed, including for people who need to remain seated, in areas where viewing is predominantly undertaken by people who are standing.	Sports and Recreation Victoria (2015) Design for Everyone Guide

Performance Standards	Reference
5. Where formal spectator areas with seating are provided, seating will not obstruct the continuous accessible path of travel. a) Seating shall be set back by a minimum of 500mm away from the path of travel.	AS1428.2 (1992) Clause 27
6. Consideration should be given to the provision of shade and shelter over parts of the formal spectator areas and informal viewing areas that are located outdoors.	Sports and Recreation Victoria (2015) Design for Everyone Guide
Formal Spectator Areas 7. Seating in formal spectator areas, will, as far as possible, include back rests and arm supports in a minimum of 25% of spaces should provide: a) arm rests at a height between 220mm and 300mm above seat b) a minimum of 1000mm space between rows of seating in viewing areas as far as possible. Where this is not feasible, a minimum of 1000mm in areas that provide access to allocated wheelchair seating spaces must be provided c) additional space available next to seating for assistance animals, prams, or other items. 8. Wheelchair spaces will be a minimum of 850mm wide (800mm acceptable if located at the end of a row) and a minimum of 1250mm deep. 9. Formal spectator areas will include appropriate number and distribution of spaces to accommodate wheelchair users as defined by the *Disability (Access to Premises - Building) Standards (2010)* for class 9b Buildings.	Disability (Access to premises – Building) Standards 2010

Number of fixed seats in a room or space	Number of wheelchair seating spaces	Grouping and location
Up to 150	3 spaces	1 single space; and 1 group of 2 spaces
151 to 800	3 Spaces plus 1 additional space for each additional 50 seats or part thereof in excess of 150 seats	Not less than 1 single space; and not less than 1 group of 2 spaces; and not more than 5 spaces in any other group
801 to 10,000	16 spaces plus 1 additional space for each additional 100 seats or part thereof in excess of 800 seats	Not less than 2 single spaces; and not less than 2 group of 2 spaces; and not more than 5 spaces in any other group; and the location of the spaces is to be representative of the range of seating provided
More than 10,000	108 spaces plus 1 additional space for each additional 200 seats or part thereof in excess of 10,000 seats	Not less than 5 single spaces; and not less than 5 group of 2 spaces; and not more than 10 spaces in any other group; and the location of the spaces is to be representative of the range of seating provided

Performance Standards	Reference
10. An appropriate kerb and handrail should be provided on any raised viewing platform to prevent people from falling or rolling over an edge. a) A minimum 150mm kerb on raised viewing platforms where required for safety. b) Appropriate handrails will be provided in accordance with as AS1428.1 Clause 10.3 and 12. Care will be taken to ensure rails do not obstruct sight lines, including for people who are not able to stand.	AS1428.2 (1992) Clause 27
11. Where a public-address system is installed, a hearing augmentation system should be provided. 12. The system should cover 80% of the floor area served by inbuilt amplification or 95% of the space if a system using receivers or the like is in use.	Sports and Recreation Victoria (2015) Design for Everyone Guide
Informal viewing areas 13. Where stairs are incorporated within integrated seating for example bleacher seating: a) TGSIs shall only be included at the top and bottom of the stair component – not at the top and bottom of the any other integrated elements, such as seating – so that people who are blind or have low vision do not confuse the bleacher for stairs and can easily identify a safe place to descend/ascend stairs. b) Stairs shall be easily discernible from surrounding bleacher seating and have defined and consistent edging. This can be achieved through: i. the use of contrasting materials for the stairs and seating (minimum 30% luminance contrast), and ii. defined edges, and/or iii. luminance contrasting strips on the nose of the bleacher seating, in addition to those required on the nose of the stair riser. Both minimum 30% luminance contrast. c) As far as possible additional elements will be put in place to prevent people who are blind or have low vision from stepping off the top bleacher. These can include, but are not limited to: i. barriers ii. seating iii. planting. 14. Integrated seating such as bleacher style seating should consider the provision of the following where possible: a) backrests and arms rests for some of the seating element b) additional space available next to seating for assistance animals, prams, or other items.	Additional Guidance AS1428.2 Clause 27.1 (b)

Where formal spectator areas include seating:

1. Seating will not obstruct the continuous accessible path of travel.
2. Where there is seating in rows, adequate space between the rows will be provided to allow people to easily move through.
3. Accessible seating spaces will be available in a variety of equitable locations throughout the formal spectator area. These will allow wheelchair users, people with prams or a person using an assistance animal to sit together with friends and family.
4. An appropriate kerb and handrails will be provided on any raised viewing platform to prevent people from falling or rolling over an edge.
5. A hearing augmentation system is provided where an inbuilt amplification system is used.

Where informal viewing areas are provided:

1. Bleacher style seating will be designed to be distinguishable from [illegible] and incorporate appropriate design features to minimise risk to people who are blind or have low vision.

Performance Standards	Reference
1. As far as possible, the nature experience will be accessed by continuous accessible path of travel. See 2.1 for further detail.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2
2. If the natural element cannot be accessed via a continuous accessible path of travel, then the natural element can be experienced in an alternative manner. For example, by provision of an accessible viewing platform (connected to a continuous accessible path of travel), or nearby accessible seating, that allows an alternative sensory enjoyment of the element though sound, smell or other sensory opportunities.	Alternative solution
3. Nature elements will provide a range of sensory experiences, sound, touch, smell and sight.	Best practice

2.9 Nature experiences

Parks provide opportunity to experience a variety of natural environments. Where possible parks should be accessible and provide a range of experiences that are inclusive of everyone, regardless of their ability. However, some parks feature natural environments like wetlands that are by their very nature, inaccessible to some people, because of the gradient, surface materials and other aspects.

Objectives

1. Where nature experiences are available in parks, people with disability will be provided with a safe and equitable experience of nature.
2. Wherever possible, parks will be designed so that people can experience nature elements in a variety of different ways and through a variety of senses.

Performance Standards	Reference
1. Wayfinding signage in parks will be designed to be legible to people who are blind or have low vision. They will: a) incorporate tactile and braille elements, with appropriate sizing and viewing distances consistent with current access and legibility standards AS1428.2 (1992) Clauses 16 and 17.1, 17.2 and 17.3 b) use appropriate logos and international symbols for access, and c) use legible typeface with a minimum of 30% luminance contrast to base colour of the sign.	AS1428.2 (1992) Clauses 16 and 17.1, 17.2 and 17.3
2. Wayfinding signage will be located: a) in accordance with parts (a), (b) and (c) of clause 17.4 of AS1428.2 b) in prominent positions, such as the entry point to parks, and c) adjacent to the continuous accessible path of travel and as far as possible on an accessible surface, so as to not obstruct the continuous accessible path of travel.	AS1428.2 (1992) Clause 17.4 parts a b and ac Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture
3. As far as possible, wayfinding signage in larger parks will identify the following information: a) the accessible entry points to the park and key recreational facilities b) the accessible path of travel within/through a park c) the location of key destinations and amenities within the park, including public toilets, drop off points and mobility parking if provided, and d) the location of any stairs.	Best practice
4. Where wayfinding signage provides direction to a destination that involves an access barrier such as stairs on the route, the signage will indicate: a) the kind of barrier in the route, and b) the alternative accessible route and the distance to that route.	Best practice

2.10 Wayfinding within parks and civic spaces

A successful wayfinding system should minimise anxiety and confusion, should be easy to understand and allow for everyone to equitably access all information provided. Wayfinding relies on a succession of communication clues provided throughout an environment. Clues may be visual, audible or tactile.

Objectives

Wayfinding signage systems in parks will assist everyone, including people with disability to locate key amenities and destinations within the park with ease and confidence. As far as possible, wayfinding signs in parks will:

1. be legible to people who are blind or have low vision
2. be located in prominent positions adjacent to the continuous accessible path of travel so people can easily find and access information, particularly information in braille and tactile formats
3. clearly identify the location of key destinations and amenities within the park or civic space
4. indicate the accessible path of travel within

Performance Standards	Reference
1. Where on-site mobility parking is provided, a minimum of one dedicated accessible parking space for every 50 car parking spaces or part thereof, shall be provided and reserved for mobility permit. 2. Where only on-street parking is available, a designated on street mobility parking space should be provided near the park main entrance and/or at the entrance closest to recreational facilities.	Building Code of Australia - table D3.5 Car parking numbers for people with a disability Alternative solution
3. Where provided, on site mobility parking spaces will be designed to be compliant with AS2890.6 – 2009 Off-street parking for people with disabilities. Spaces should be, as far as is possible, 7.8m long and 3.2m wide as required by AS2690.	AS2890.6 (2009)
4. Where a fully compliant space cannot be delivered, the most accessible designated on street mobility parking space within the each vicinity should be delivered. It should comply with AS2890.5 (1993) Parking facilities Part 5: On Street Parking as far as possible, and the following considerations will be made to maximise access outcomes for each space: a) Mobility parking spaces should be placed at the end bay in the block to provide close proximity to the entrance/exit of car park. b) The placement of new mobility parking spaces will take into consideration objects and infrastructure surrounding the car park to ensure there are no obstructions to access between the parking space and the kerb. c) As far as is feasible, future mobility parking spaces will not be placed on uphill gradients, to avoid the risk of wheelchair users rolling back as they enter and exit the vehicle. d) As far as is feasible, future mobility parking spaces will not be placed on areas with low visibility to other motorists.	Alternative solution AS2890.5 (1993)
5. Where space and topography permits, an accessible entry point and accessible set down area for park visitors using vans and small buses will be provided to allow set down and pick-up of people with disability at sport and recreation centres/venues.	Best practice

Management

PART 03

Managing the use of the

The way public domain spaces are used can introduce new access barriers in an otherwise accessible public domain environment.

As the consent authority for a range of activities and uses in the public domain, the City can set minimum requirements and provide guidance for those seeking to use public spaces so that they do not create barriers. Further, where possible, the City aims to encourage activities to be as inclusive as possible.

The Guidelines inform those seeking to use public space of relevant access and inclusion requirements and considerations for the following activities:

– markets
– community gardens
– footpath garden
– construction activity
– filming activity
– the operation of certain street vending kiosks on footpaths.

Where relevant, the guidelines will also inform how the City assesses and manages these requests.

The content of these guidelines will be incorporated into other relevant policies and guidelines including, but not limited to, those listed below:

– Markets Policy and Guidelines
– Community Gardens Guidelines
– Footpath Gardening Policy and Guidelines
– Hoardings and Scaffolding Policy and Guidelines.

For outdoor dining, please refer to the City's Outdoor Dining Policy and Guidelines.

For outdoor events, please refer to the Events Guidelines and the appended Disability Inclusive Events Guidelines.

the park or civic space, and

5. indicate the presence of any stairs.

Performance Standards	Reference
1. All markets should provide an accessible entrance that is: a) step free and flat, or b) accessible via a ramp that is no steeper than 1 in 14 incline. 2. As far as possible, a continuous accessible path of travel should be available within the markets. A continuous accessible path of travel is a route within an outdoor venue that is: a) free of steps, turnstiles, and obstructions such as signs and stalls, furniture or temporary infrastructure such as power cabling or art installations b) provides minimum of 1200mm in width, with 1800mm pass spaces every 20 metres c) provides a minimum of 2000mm height clearance, and d) avoids surfaces such as grass and rough gravel as they can be a risk and trip hazard for people who are blind or have low vision, older people, and people using wheelchairs or who have spinal sensitivity. 3. All outdoor market layouts, in particular the location of stalls and amenities will be designed to maximise access and circulation for people with disability. In particular: a) Market layouts will maximise the use of existing accessible paths and kerb ramps by locating key infrastructure near to them. b) The location of stalls and other infrastructure (such as traffic control barriers during street closures) will not block existing kerb ramps. c) As far as possible, stairs must not form part of the continuous accessible path of travel. Where stairs are provided, an accessible ramped entry will be provided within 50m, and signage indicating its location will be provided. d) Where market infrastructure is not accessible from existing access paths, the market producer shall provide temporary access matting to ensure access to amenities, food service areas, ticketing and information areas and designated accessible seating or viewing areas. i. The path they create must be continuous and not have gaps that break the access path.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Disability (Access to premises – Building) Standards 2010 AS1428.1 (2009)
4. Where temporary ramps, stairs, cable trays and matting are used they should comply with AS1428.1.	AS1428.1 (2009)
5. Where temporary stairs are provided, consideration should be given to the provision of an alternative accessible entry point to the same part of the market. The accessible entrance should be clearly signposted.	Disability (Access to premises – Building) Standards 2010

Performance Standards	Reference
6. Vehicles, equipment and materials setting up during bump in and out must not block the continuous accessible path of travel. 7. Temporary art installations and signage will not obstruct the continuous accessible path of travel. 8. Where these elements encroach on the continuous accessible path of travel, temporary installations will have: a) a minimum 2000mm height clearance b) be detectable at ground level, or c) incorporate the use of tactile hazard warnings or barricades.	Best practice

2.11 On-site mobility parking in conjunction with parks

Not everyone is able to use public transport, or walk long distances. The availability of onsite mobility parking spaces can greatly support people with limited mobility to enjoy parks and open spaces.

Objectives

In association with neighbourhood and iconic parks:

1. Where on-site parking is provided at parks, dedicated mobility parking spaces will be provided. They will be designed to comply with Australian Standards.

Performance Standards	Reference
1. All accessible portable toilets will be compliant with AS1428.1 as far as possible. Key considerations for the choice of accessible portable toilets include: a) avoid a foot pump operated sinks, and b) provide maximum circulation space. 2. Accessible toilets should not be locked, or used as a storage area.	AS1428.1 (2009)
3. The provision of temporary toilet facilities for persons with a disability at outdoor markets will ensure a ratio of 1 inclusive access toilet per 10 standard units, with 1 inclusive toilet as a minimum.	Best practice NZS 4241 (1999) Public Toilets City of Sydney (2014) Public Toilet Strategy

2. Where only on-street parking is available, as far as is feasible, a designated on street mobility parking space should be provided in close proximity to the park.

Performance Standards	Reference
1. Temporary structures will be designed and installed in accordance with Australian Building Codes Board Temporary Structures Standards 2015.	Australian Building Codes Board (2015) Temporary Structures Standards
2. Temporary structures will be accessible to wheelchair users via the provision of an access ramp. In particular: a) Access to the structure will be provided by a ramp compliant with AS1428.1. b) As far as possible, the ramped entry to the temporary structure will be the primary entrance. c) Where the accessible entrance is not the primary entrance, the accessible entrance will be no further than 50m away from the primary entrance. d) Where the accessible entrance is not the primary entrance, the location of the accessible entrance will be clearly signposted at the main entrance. e) Where the accessible entrance is separate to the primary entrance, it will be clearly sign posted as an accessible entrance.	Additional requirements
3. Where it is not feasible to provide ramped access, an alternative means of access, such as a platform lift, should be provided.	Alternative solution

3. Where space and topography permits, an accessible parking bay will be provided at each sport and recreational facility.
4. Where space and topography permits, an entry point and accessible set-down area for park visitors using vans or small buses will be provided to allow set down and

Performance Standards	Reference
1. Where temporary wayfinding signage is provided at markets, temporary wayfinding systems at markets should: – have a consistent colour palette with a minimum of 30% luminance contrast – use large sans-serif font – avoid using all capital text (capitalise the first letter) – use directional arrows – have signage located at key decision points such as entrances – provide direction to key market destinations such as performance areas and – food service areas – provide direction to accessible infrastructure such as accessible toilets, and – accessible seating and viewing areas, and – have signage at the destination points to confirm location. 2. Placement of the signage should not obstruct the continuous accessible path of travel and not be placed on the continuous accessible path of travel. In particular signage should: – not obstruct kerb ramps, and – provide minimum 2000mm height clearance.	Best practice

3.2 Community Gardens

Community gardens are typically located on public land within parks and other green spaces, such as footpath verges. They are self-managed by the community primarily for production of food and provide a demonstration site for learning and sharing knowledge about sustainable living practices. They also contribute to the health and wellbeing of residents by connecting people.

The provision of well designed and maintained community gardens will support access to the garden and inclusive participation of people with disability.

The following guidelines will be provided to community garden groups to inform the design, maintenance and management of community gardens.

Objectives

1. Where community gardens are established in parks and open spaces:

a) A continuous accessible path of travel should provide equitable access to and within the community garden

b) some garden beds should be designed to be accessible to existing and potential gardeners who use wheelchairs or those that are less mobile.

2. Where community gardens are established in footpath verges, garden beds will:

a) not obstruct the continuous accessible path of travel, and

b) be visually detectable by people with low vision.

3. All community gardens will be managed and maintained to ensure:

a) plantings don't encroach on the continuous accessible path of travel, and

b) paths are free from trip hazards.

Performance Standards	Reference

1. As far as possible, a continuous accessible path of travel should provide equitable and dignified access to the community garden area. a) A continuous accessible path of travel should be the most commonly used and direct path of travel. If for any reason this is not possible, clear signage of the alternative accessible route should be provided. b) Features such as stairways, furniture, landscaping, art and design features, where they exist, should not obstruct the continuous accessible path of travel. c) The preferred minimum width clearance for a continuous accessible path of travel in the City of Sydney is: i. 2000mm ii. Where this is not feasible, 1800mm is acceptable, as it allows two wheelchair users to pass each other comfortably iii. In circumstances where the path of travel is less than 5000mm in length, a minimum of 1200mm is acceptable. d) A minimum of 2000mm height clearance should be provided and maintained on all continuous accessible paths of travel.	Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture Clause 8.2.2
Performance Standards	**Reference**
2. While a path necessarily follows the natural topography of the area, in the best possible circumstances a continuous accessible path of travel along a path will: a) have a gradient of no steeper than 1 in 20 b) have a cross fall of no steeper than 1 in 40 (or no steeper than 1 in 33 for bitumen surfaces) c) be as smooth as possible without raised or cracked paving or tree root damage, and d) have a slip resistant surface during dry and wet conditions	AS 4586 (2013)
3. The main paths in the community gardens will be made of long lasting materials to take the weight and usage of all users with wheeled chairs, prams or barrows. a) It is recommended that stable and durable materials are chosen and that paving materials with varied textures and heights should be avoided. (Examples can include some cobblestones, stepping stones, loose pebbles and gravel, large pebblecretes and decking).	
4. Paths between garden beds should offer appropriate clearance to accommodate people using wheelbarrows, wheelchairs, prams, strollers and mobility scooters comfortably and safely. In particular, they will: a) provide a minimum clearance of 1200mm between garden beds to allow wheelchair users to circulate safely b) be free of obstructions which can prevent access for wheelchair users and create hazards for people with low vision.	

5. All paths, including the materials they are made of will be regularly maintained to ensure that they are free of weeds and depressions where water can collect, are clear of overhanging vegetation and that trip hazards are removed.	
6. The City will encourage community garden groups to provide a minimum of one raised garden bed in each new community garden that is accessible to existing and potential gardeners who use wheelchairs and those that are less mobile. As far as possible: a) Accessible garden beds will be at an accessible height in accordance with the 'zone of common reach' as defined by AS1428.2 1992 Clause 22.4. This will enable both wheelchair users and those with ambulant disabilities who may have trouble bending their knees to reach the garden bed. b) The path to the garden bed shall be made of an accessible surface and provide adequate clearance (minimum 1200mm wide) and a turning space for wheelchair users and people using other mobility aids.	AS1428.2 1992 Clause 22.4

Performance Standards	Reference
7. Where community gardens are established in footpath verges: a) Garden beds will be placed kerbside on the street to maintain the continuous accessible path of travel. b) Garden beds should be made of materials that provide colour and luminance contrast with surrounding paving materials so they are visually detectable for people with low vision. c) Plantings should be maintained to ensure they don't encroach on the continuous accessible path of travel.	Community Gardens Policy and Guidelines Footpath Gardening Policy

3.3 Footpath Gardens

Careful consideration must be given to the placement of footpath plant and flower boxes used for footpath gardening to ensure the continuous accessible path of travel is maintained, and that no further hazards and barriers to access are created.

Performance Standards	Reference
8. Community gardens should be maintained to ensure plantings don't encroach on the continuous accessible path of travel. It is recommended that: b) Where trees and other plants hang over the path of travel, a minimum of 2500mm clearance will be maintained to avoid obstructions for people who are blind or have low vision.	

Performance Standards	Reference
General requirements applying to all works and activities undertaken on City-controlled roads 1. Kerb ramps must not be obstructed. 2. The footway adjoining the work area, roadway, vehicular crossing and kerb gutter must be kept safe, accessible, clean and free of debris at all times. 3. Building material, spoil and/or skip bins must not be placed on the public way. 4. Temporary vehicular crossings and pedestrian crossings must be kept open to the public and remain safe and accessible at all times.	Local Approvals Policy and Code of Practice for Construction Activities in Public Places
Hoarding and Scaffolding (including temporary fencing) 5. Where a hoarding is installed, full compliance with the City's Guidelines for Hoardings and Scaffolding must be achieved. 6. Where temporary fencing is used it must comply with AS4687 (2007) 'Temporary fencing and hoardings'. 7. Temporary fencing must not be placed on City land.	City of Sydney Hoardings and Scaffolding Policy and Guidelines AS4687 (2007)
Temporary structures and works on footways 8. Pedestrian movement through and around worksites must provide and maintain accessible pathways. a) As guidance, for temporary structures and works on footways in low pedestrian density areas, at least half of the existing clear footway width or 1200mm (whichever is the larger) must be provided and maintained through the works. b) In exceptional circumstances 1000mm may be allowed subject to acceptable site conditions and as determined by City officers. c) Where cables are placed over a footway, accessible cover plates must be provided to provide safe pedestrian movement past the worksite	Local Approvals Policy and Code of Practice for Construction Activities in Public Places
9. Where accessways are obstructed alternative access ways and traffic control mechanisms must be in place. a) Where an alternative accessway is provided on the road, pedestrians must be protected by either a concrete or water-filled Armor style traffic barrier that complies with AS1742.3. b) Alternative accessways must be clearly signposted in accordance with AS1742.3 Manual of Uniform Traffic Control Devices c) Where alternative temporary accessways is provided on the road, a temporary ramp must be provided to facilitate access from the kerb to the roadway.	City of Sydney Hoardings and Scaffolding Policy and Guidelines – section 3.10.1

Performance Standards	Reference
Design criteria for temporary pedestrian ramps over pump-lines 10. Where approval is granted for at-grade concrete pump-lines due to site-specific needs as determined by the City, pump-lines must be bridged by a durable aluminium or galvanised steel ramp having a slip-resistant (chequer-plate or similar finish) walkway surface and comply with the principal design provisions of AS1428.1 'Design for access and mobility – General requirements for access' and specifically as follows a) maximum ramp gradient shall be 1:14 b) have a non-slip surface c) have a minimum landing length of 1200mm d) the height of the landing above a pump-line must be minimised e) handrails (865mm to 1000mm high) and kerbs (65mm to 150mm high) in accordance with AS1428.1 f) the ramp surface/footway interface must not exceed 5mm g) the ramp width must be maximised. In areas of high pedestrian density as determined by the City, ramps must match the clear existing pedestrian width of the footway. Where a ramp is used in conjunction with a hoarding placed on the footway, the width of the ramp must also be maximised i.e. between the hoarding site fence and the support columns and/or street furniture/infrastructure (poles, trees, parking control stems etc.).	Local Approvals Policy and Code of Practice for Construction Activities in Public Places

3.4 Construction activity

The installation of hoardings and scaffolding, and general construction activity can potentially temporarily restrict or limit access in the public domain, particularly around construction site entrances and on the footway.

Performance Standards	Reference
1. A minimum of 1200mm access will provided on existing public footpaths. 2. Kerb ramps must not be obstructed. 3. The public way is to be maintained in a clean and tidy state at all times. 4. Accessible cable trays must be used when cables are run over the footpaths. 5. Where footpaths are obstructed alternative access ways and traffic control mechanisms must be in place. 6. Alternative accessways must be clearly signposted in accordance with AS1742.3 Manual of Uniform Traffic Control Devices traffic control for works on roads. AS 1742.3–2009, Manual of uniform traffic control devices: traffic control for works on roads.	AS14 AS1428.2 (1992) Clause 6.4 28.2 (1992) Clause 6.4 Department of Local Government (2009) Local Government Filming Protocol

3.5 Filming activity

Filming in the public domain requires a permit from the appropriate consent authority. Filming activities can potentially temporarily restrict or limit access in the public domain. The following will be included as conditions of consent for filming activity.

Performance Standards

1. Clear path of travel for pedestrians

a) Any display will be located to allow for a consistent and predictable clear path of travel along the whole of the street block.

b) The clear path of travel will be at least 2 metres wide, except in a signposted 'shared zone' where the clear path of travel should be at least 4 metres wide.

2. Clearances around the display

a) The display will be placed to leave the following clearances around it, when measured from the nearest point of the display to the nearest point of the identified item:

- 1 metre from any service object including fire hydrant, utility pit, grate, vents, drains, public seat, bike rack or ring, pay phones, parking meters, rubbish bins and the like
- 1 metre from any landscaped area
- 0.8 metres from any street tree pit or grate – measured from the outside of the pit or grate, and
- 2 metres from the corner alignment of the building at street intersections. This is to allow for a clear line of sight to the intersection.

b) The display will be located to allow:

i. unobstructed access to public transport stops, public transport access points, and taxi stands, and

ii. for passengers to have unobstructed access to the kerb when disembarking from public transport.

Performance Standards
3. Location of the Display The display will be located within the agreed lettable area associated with the street vending kiosk.
4. Display structure – dimensions The goods will be displayed on a structure or stand: a) no more than 600mm deep, when measured perpendicular to the street vending kiosk b) with the lowest 60mm being solid and of a contrasting colour to the pavement (allowing it to be detected by pedestrians with low vision or using a cane), and c) no more than 1200mm high (including the goods) to allow views between the road, the footway and the building.
5. Display structure – design The display structure will be designed: a) to keep the street tidy and free of clutter b) to be durable and weather resistant c) to prevent goods being blown about by wind d) so as not to comprise trolleys, shopping baskets, crates or packing boxes e) without electrical power, lighting, heating or refrigeration, and f) without mirrored or reflective surfaces.

Appendices

Related legislation, standards, polices and guidelines

Laws

- Disability (Access to Premises Standards – Buildings) Standards 2010
- Disability Discrimination Act 1992
- Disability Inclusion Act 2014 and the Disability Inclusion Regulation 2014
- Disability Standards for Accessible Public Transport 2002
- Environmental Planning and Assessment Act 1979 and Regulations
- Local Government Act 1993
- New South Wales Anti-Discrimination Act 1977
- Roads Act 1993

Standards

- 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 1428.4.1 (2009) Design for access and mobility: means to assist the orientation of people with vision impairment: tactile ground surface indicators.
- AS 1428.5: (2010) Communication for People who are Deaf or Hearing Impaired
- AS 1735.12 (1999) Lifts, escalators and moving walks - facilities
- AS 1742.3 (2009) Manual of uniform traffic control devices: traffic control for works on
- AS2890.5 (1993) Parking facilities Part 5: On Street Parking
- AS 2890.6 (2009) Parking facilities Part 6 Off-street parking for people with disabilities.
- AS 4586 (2013) Slip Resistance Classification of New Pedestrian Surface Materials
- AS 4687 (2007) Temporary fencing and hoardings
- Australian Building Codes Board (2015) Temporary Structures Standards
- HB197 (1999) An Introductory Guide to the Slip Resistance of pedestrian Surface Materials)
- NZS 4241 (1999) Public Toilets

City of Sydney Design Codes and Technical Specifications

- Legible Sydney Design Manual (2014)
- Sydney Parks design Code
- Sydney Lights Code 2015
- Sydney Signage Code
- Sydney Streets Code
- Sydney Streets Technical Specifications

All available at: http://www.cityofsydney.nsw.gov.au/development/planning-controls/development-policies/public-domain-design-codes

City of Sydney Policies and Guidelines

- A City for All: Social Sustainability Policy and Action Plan 2018–2028
- Asset Management Policy and Strategies
- Central Sydney Parking Policy
- Community Gardens Policy and Guidelines
- Connecting Our City (2012)
- Events Guidelines (and appended Disability Inclusive Event Guidelines)
- Footpath Gardening Policy and Guidelines
- Greening Sydney Plan
- Hoardings and Scaffolding Policy and Guidelines
- Inclusion (Disability) Action Plan 2017–2021
- Legible Sydney Design Manual
- Legible Sydney Wayfinding Strategy
- Local Approvals Policy and Code of Practice for Construction Activities in Public Places
- Markets Policy and Guidelines

- Neighbourhood Parking Policy
- Open Space and Recreational Needs Study (2016)
- Outdoor Dining Policy and Guidelines
- Public Art Policy
- Public Art Strategy
- Public Toilet Strategy
- Sydney Lights Code
- Urban Forest Strategy and Street Tree Masterplan Part D

Australian Human Rights Commission

- Australian Human Rights Commission (2010) Guideline for promoting compliance of bus stops with the *Disability Standards for Accessible Public Transport 2002*. Available at https://www.humanrights.gov.au/australian-human-rights-commission-accessible-bus-stops-guidelines
- Australian Human Rights Commission (2013) Advisory Note on Streetscapes, public outdoor areas, fixtures, fittings and furniture. Available at https://www.humanrights.gov.au/sites/default/files/2013_AdvisoryNoteStreetscape.pdf
- Australian Human Rights Commission: Access to Premises – Frequently Asked Questions, Available at https://www.humanrights.gov.au/frequently-asked-questions-access-premises

Austroads /Roads and Maritime Services

- Austroads (2017) Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.
- RMS (2012) Shared Zone Policy
- RMS (2005) NSW Bicycle Guidelines
- RMS Technical Direction TDT2010/07 Use of Variable Message Signs – RTA Policy
- RMS Technical direction TDT2011/01A – Pedestrian Refuges
- RMS Technical Direction TDT 2013/05 - Continuous footpath treatments
- RMS Technical Direction TTD 2016/001 – Design and implementation of shared zones including for parking
- TfNSW (2017) Customer Services Division Wayfinding Program Draft Wayfinding Planning Guide: Bus stops and Interchanges

Other

- Australian Network on Disability - Design for Dignity Guidelines available at https://www.and.org.au/DFD/index.html
- Australian network on disability – Event Accessibility Checklist – available at https://www.and.org.au/pages/event-checklist.html
- Australian New Zealand Counter Terrorism committee (2017) Hostile vehicle guidelines for crowded places available at International Standards Organisation (ISO), International Workshop Agreement (IWA) 14-1 & 14-2. 2013
- Department of Finance and Deregulation (2010) Web Accessibility National Transition Strategy (NTS)
- GAATES (Global Alliance on Accessible Technologies and Environments) 2014 The Illustrated Technical Guide to the Accessibility Standard for the Design of Public Spaces available at http://gaates.org/resources-build-environment/
- Guide Dogs NSW/ACT - Pathways to Inclusion – available at https://www.guidedogs.com.au/sites/default/files/pathways_to_inclusion.pdf
- International Standards Organisation (ISO), International Workshop Agreement (IWA) 14-1 & 14-2. 2013
- Meetings and Events Australia (2012) Accessible Events: A Guide for Meeting and Event Organizers, available at http://www.meetingsevents.com.au/downloads/Accessible_Events_Guide.pdf
- NSW Department of Local Government (2009) Local Government Filming Protocol
- NSW Department of Planning (2018) Everyone Can Play Design Guidelines – available at https://www.planning.nsw.gov.au/~/media/Files/DPE/Guidelines/everyone-can-play-draft-for-exhibition-guideline-2018-08.ashx
- NSW Taxi Council (2008) Taxi Zone Guidelines, available at https://www.nswtaxi.org.au/sites/default/files/Taxi-Rank-Guidelines-1a.pdf
- Sports and Recreation Victoria (2015) *Design for Everyone Guide*, available at http://sport.vic.gov.au/publications-and-resources/design-everyone-guide

Term	Meaning
Accessible	Commonly associated with access and mobility standards and safety compliance, accessibility refers to the physical ability of people to access a place or thing. Source: NSW Department of Planning – Everyone Can Play Design Guidelines.
Audio Tactile Push Button (ATPB)	Audio Tactile Push Buttons (ATPBs) are mechanical or electronic devices connected to the pedestrian 'call button' box on crossing poles that pulse (which can be detected by someone's hand) and emit a ticking or beeping sound. Audio tactiles are designed to synchronise with the slow clicking phase (when the red man is illuminated) and fast clicking phase (when the green man is illuminated) of traffic signals. Source: Burtt, D (2014). Road Safety Audit Tool for Pedestrians who are Vision Impaired, Vision Australia (Victoria), Melbourne, page 6
Accessible Bus Stop	The Australian Human Rights Commission defines an accessible bus stop as one that has an even boarding point and a sign indicating the bus stop and the provision of Tactile Ground Surface Indicators. The provision of seating, shelter (such as an awning), or purpose built bus stop infrastructure that incorporates seating and shelter is not a requirement of an accessible bus stop. Source: Australian Human Rights Commission (2010) Accessible Bus Stops Guidelines available at their website
Bus Stop Infrastructure	Bus stop infrastructure is purpose built infrastructure that provides seating and shelter from sun, rain and wind in one unit. This infrastructure can also include space for bus service information such as timetables, and dedicated advertising space, although these components are not mandatory.
Civic Spaces	Civic spaces are open public squares and malls in urban areas that have high visitation with formal and informal use. They are typically hard-paved areas like plazas and malls. Examples include Martin Place, Union Square, and Green Square Plaza.
Colour contrast	When the difference between colours enables elements to be distinguished. Source: AS1428.4.2 (2018) Design for access and mobility part 4.2: means to assist the orientation of people with vision impairment – wayfinding sign
Community gardens	Community gardens are typically located on public land. They are self-managed by the community primarily growing food and provide a demonstration site for learning and sharing knowledge about sustainable living practices. They also contribute to the health and wellbeing of residents by connecting people and encouraging inclusion in the local community.
Continuous accessible path of travel	Continuous accessible path of travel (CAPT) is 'an uninterrupted route to and within an area providing access to all features, services and facilities. It should not incorporate any step, stairway, turnstile, revolving door, escalator, hazard or other impediment which would prevent it from being safely negotiated by people with disability' (Australian Human Rights Commission (2013) Advisory Notes on Streetscapes). The continuous accessible path of travel is sometimes also known as a clear path of travel or an accessway.

Term	Meaning
Clear path of Travel	The area of the footway maintained for safe and equitable pedestrian circulation. A clear path of travel is free from obstructions and assists in wayfinding and navigation. Also sometimes referred to as the continuous accessible path of travel.
Continuous Footpath Treatments	Pedestrian movement at intersections can be prioritised through the provision of continuous footpath treatments. Continuous footpath treatments must be approved by the Traffic Committee and should be designed in accordance with RMS Technical direction Continuous footpath treatments TDT 2013/05.
Construction Activity	Construction activity is approved work and/or the installation of temporary structures or operation of plant and equipment within a public place and includes excavation works. Activities that can impact accessibility in public spaces include: – Temporary works refers to when a footpath or roadway needs to be temporarily closed or partially obstructed during development or works activity. A temporary works approval is required. – Road openings include any type of intrusive digging into a road or footpath. – Works zones allow for access to construction sites from the street. They are provided to aid the efficient and safe operation of construction activity at development sites. – Hoarding and scaffolding – where erected on a public road and/or footpath.
Crowded place protection	Current public security threats worldwide may require responses in the public domain to ensure protection of crowded places. Protection measures are include various design elements which are strategically placed to prevent vehicle access to crowded places and slow down hostile vehicles. Source: Australia New Zealand Counter Terrorism Committee– (2017) Hostile Vehicle Guidelines For Crowded Places
Dedicated off street accessible parking space	An off-street dedicated accessible parking space is a parking space set aside exclusively for the parking of vehicles used by people with disability. They are commonly designed with additional access features such as extra width, and more recent spaces should be compliant with the requirements of AS2890.6. They are commonly located within a car parking structure.
Disability	The *Disability Inclusion Act 2014* defines disability in relation to a person, as including a long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others. While the *Disability Discrimination Act 1992* uses a 'medical model' to define disability, it is important to distinguish between a person's impairment and the social context in which it occurs. A 'social model' of disability suggests that disability is a product of the barriers that communities allow to remain in place. Such barriers may be physical, such as inaccessible streetscapes; or social, such as a lack of information in accessible formats and attitudes of people. When a community removes those barriers, the majority of people with disability can function at much higher levels.

Term	Meaning
Display of goods	The display of goods for sale, associated with a lawfully operating retail outlet which does not involve spruiking or sales activity.
Exempt development	Development which does not need development consent under the Environmental Planning and Assessment Act 1979, but which may still need some other approval.
Footpath (or footway)	A footway is the part of a road that is set aside or formed as a path or way for pedestrian traffic (whether or not it may also be used by bicycle traffic). May also be referred to as a footpath. Commonly referred to as a footpath. Source: Roads Act 1993.
Hazard	Any area or object in or immediately adjacent to a direction of travel, which may place people at risk of injury. These may include: – trip hazards such as unstable paving or tree roots, damaged TGSIs – protrusions and obstructions into the path of travel, such as vegetation or objects placed in the path of travel, and – objects adjacent to the path of travel with insufficient warning from TGSIs or luminance contrast. Source: Draft Australian Standard AS1428.4.2 (2015)
Inclusion	The *NSW Disability Inclusion Act 2014* describes inclusion as when "people with disability can access general supports and services available in the community, and can participate fully in the community".
Inclusive	As well as providing access, inclusive spaces, infrastructure and activities strive to remove obstacles and barriers that prevent people of all ages and cultural backgrounds, people with disability and people with a lived experience of mental health issues from being able to participate.
Inclusive Playspace	A playspace is the area within a park with playground equipment and any immediately adjacent supporting amenities, such as toilets, car parking, bike paths, picnic facilities, and open space or landscape areas. Inclusive playspaces are easy to access, easy to move around in, provide a range of play types and challenges, and are equipped with appropriate amenities, in a comfortable environment. Inclusive playspaces allow everyone to stay as long as they choose. Source: NSW Department of Planning – Everyone Can Play Design Guidelines
Luminance Contrast	The light reflected from one surface or component when compared to the light reflected from another surface or component. Source: AS1428.4.2 (2018) Design for access and mobility part 4.2: means to assist the orientation of people with vision impairment – wayfinding signs

Term	Meaning
Mobility Parking	The Mobility Parking Scheme provides parking concessions for holders of a Roads and Maritime Services (RMS) issued Mobility Permit. The scheme does not include provisions for the design of the parking spaces to be accessible, but instead aims to provide concessions for permit holders on cost and time conditions for on street parking, and allow provisions for authorities to ensure the provision of dedicated spaces for the exclusive use of permit holders. In general, there are two kinds of Mobility Parking: **Designated Mobility Parking Spaces** can be used only by motorists holding or transporting a Roads and Maritime Services (RMS) issued Mobility Permit. Some designated mobility parking spaces are designed to include additional space and access features such as kerb ramps to make them accessible and safe for people with mobility disabilities to get in and out of their vehicle, and may be designed to comply with AS2890.5 or AS2890.6. However a designated mobility parking space does not require these features to be designated as such. **General Parking** – A vehicle displaying a valid Roads and Maritime Services (RMS) issued Mobility Permit: – **can park in metered, coupon or ticketed parking areas at no charge, and** – **can park in time limited parking areas for longer time periods.** Source: Roads and Maritime Service (2016) Parking Concessions – available at RMS website
Pedestrian Refuge Island	Pedestrian refuge islands are waiting spaces. They are installed on busy or wide roads to help pedestrians cross in two stages. Sometimes they are used with a pedestrian crossing when a staged crossing is required.
Pinch Point	A pinch point is a narrow part of a footway, path or shared path where the width of the path is 1200mm for a length of no more than 20 metres without an 1800mm wide passing zone.
Primary path of travel	The primary path of travel is the most direct pedestrian route between places. As far as possible the continuous accessible path of travel should also be the primary path of travel.
Park and outdoor spaces furniture	Includes seating (including fixed benches, moveable seating and informal spectator seating such as bleachers), picnic tables, cooking equipment such as BBQs, water fountains, bicycle parking infrastructure, bins, bollards and signage.
Renewal and upgrade	**New** public domain infrastructure includes public domain infrastructure that is provided in circumstances where similar infrastructure did not exist before. New public domain infrastructure is designed to comply with contemporary access and performance standards, where applicable. **Renewal:** Work to redesign and build public domain infrastructure to comply with current standards and policies is called renewal. The level of service provided by that infrastructure however remains similar to what was provided previously. **Upgrade:** Upgraded infrastructure replaces similar public domain infrastructure and assets that existed before, but in doing so provides an improved level of service, for example, replacing asphalt with a granite surface. Upgraded infrastructure is designed to comply with contemporary access and performance standards, where applicable.

Term	Meaning
Separated Cycleway	A length of path where a separate and exclusive bicycle path is laid adjoining a footway. Separated cycleways are designed primarily for cyclists but they also provide additional accessible pathways that can be used wheelchair users and motorised scooter users. They are located on the roadway, with separation from vehicular traffic. Source: RMS (2005) NSW Bicycle Guidelines
Shared Path	Area open to the public that is designed to support multiple recreation and transportation opportunities, including walking, cycling and skateboarding for example. Shared paths are typically located on footways and paths within parks and are used by pedestrians and bicycle riders. Source: RMS (2005) NSW Bicycle Guidelines
Shared Zone	A shared zone is a road where the road space is shared by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement. The shared zone is a dedicated shared traffic environment for pedestrian, cyclist and vehicle movement. All shared zones are approved by the Roads and Maritime Service (RMS). Local councils, in partnership with RMS, design and install shared zones in accordance with the Transport for NSW Shared Zone Policy and technical directions. Shared zones can vary in size, from small laneways to large shared environments such as the shared zone in Pitt Street Mall. Adapted from RMS technical Direction TTD 2016/001 – Design and implementation of shared zones including for parking and RMS 2012 Shared Zone Policy
Shoreline	A continuous physical element which provides a detectable horizontal or vertical outline or edge for navigation. Shorelines provide a detectable, functional and preferably continuous element permitting a person who is blind or has low vision to travel through open areas or between key destinations, where a person who is sighted would use visual information for navigation or directionality. A shoreline is part of a wayfinding path and consists of the continuous accessible path of travel in conjunction with one or more of the following: 1. an adjacent building wall 2. an adjacent raised landscape fixture or planting that incorporates either kerb, low height wall, raised planting area 3. an adjacent flush landscape fixture or planting (such as mulch or lawn) 4. directional Tactile Ground Surface Indicators 5. textural surface contrast. Source Draft Australian Standard AS1428.4.2 (2015)

Term	Meaning
Street Furniture	Street furniture includes public seating, garbage bins, water fountains, bicycle parking infrastructure, tree guards and bollards. This infrastructure provides safety and amenity and supports people to enjoy their outing or journey in the public domain.
Street Vending Kiosk	Street Vending Kiosks are located on the footway or in hard paved civic spaces, and are used to sell fruit, flowers and newspapers. They are public domain infrastructure that is owned or managed by the City of Sydney.
Tactile Ground Surface Indicators	Tactile Ground Surface Indicators (TGSIs) help people who are blind or have low vision navigate in the public domain. TGSIs are discerned underfoot, by cane tip or by their contrasting colour. There are two types of TGSIs: 1. Raised dots are hazard or warning TGSIs which indicate a nearby hazard. A grid of hazard bumps indicates the ground surface will be changing – a ramp, stairs or train platform or light rail corridor edge may be imminent. 2. Parallel raised lines are directional TGSIs, which indicate the direction of travel.
Temporary Structures	Temporary structures are used for a variety of functions at public and private events. They may provide viewing facilities such as temporary tiered seating; shelter, such as tents and marquees; and platforms and supports for performers, such as stages, and portable toilets. These types of temporary structures are commonly found at sporting events, such as racing events, circuses, concerts and festivals and social occasions, such as weddings. Source: ACBC (2015) Temporary Structures Guidelines
Wayfinding	**Wayfinding system** A series of wayfinding information and wayfinding decision points connected by wayfinding paths enabling a person to travel independently. A good wayfinding system will allow people to reach their destination easily and quickly by providing the cues and information to: know where you are, where you are headed, and how best to get there; and recognise when you have reached your destination. – **Wayfinding decision points:** A place or location where clear and legible information is provided to enable a pedestrian to make informed choices about their location and intended destination(s). – **Wayfinding destinations:** Places or areas that are the intended end points of a wayfinding journey. – **Wayfinding information points:** A place or location which enables a building user to identify the building and the wayfinding destinations at the initial pedestrian arrival points, via the provision of information that is legible to the user and which connects them to wayfinding decision points via wayfinding paths. – **Wayfinding path:** An enhanced continuous accessible path of travel which includes features and finishes which enables the path and associated elements to be detectable, and visually distinguishable from the surrounding surfaces. Note: For people who are blind or have low vision and other persons with non-mobility related disabilities, a wayfinding path may include steps and stairs. Some people who are blind or have low vision do not use lifts, preferring to use stairs, travelators or escalators. Source: Draft Australian Standard AS1428.4.2 (2015)

Disability peak bodies

The following peak bodies could be consulted during design of public domain spaces.

Australian Federation of Disability Organisations

Australian Network on Disability

Autism Aspergers Advocacy Australia

BEING – Mental Health and Wellbeing Consumer Advisory Group

Brain Injury Association NSW

Cerebral Palsy Alliance

Children and Young People with Disability Australia

Council of the Ageing NSW

Deaf Australia

Deaf Society of NSW

Deaf Sports Australia

Deafness Forum of Australia

Dementia Australia

Disability Advocacy Network Australia

Down Syndrome Australia

First Peoples Disability Network Australia

Guide Dogs NSW

Mental Health Australia

Multicultural Disability Advocacy Association

National Ethnic Disability Alliance

NSW Council for Intellectual Disability

Paraquad NSW

People with Disability Australia

Physical Disability Australia

Royal Society for the Blind

Spinal Cord Injuries Australia

Vision Australia

Wheelchair Sports NSW

Women with Disabilities Australia