

Darebin Disability Advisory Committee

Monday 5 February 2018
Meeting Minutes



Present

Community Representatives:

Vince Pirrottina, Ray Jordan, Edward Manuel, Helen Caligiuri

Carers:

Jo Banks, Judith McLean

Service Providers:

Gail Abbott, Encompass House

Council staff:

Shadi Hanna, Manager Aged and Disability

Gillian Damonze, Coordinator Community Participation and Development

Katherine Kiley, Senior Team Leader Access and Inclusion

Guest speaker:

Che Sutherland, Team Leader Transport Strategy

Kevin Hall, Disability Access and Business Development Lead

1 Present and Apologies

Chair welcomed everyone to the meeting and apologies were noted.

Apologies: Cr Julie Williams, Cr Suzanne Newton, Katrina Knox (Director Community Development), Matthew Zammit (community representative), George Jiang (carer), Kathy Kondekas (Melbourne Polytechnic Work Education), Luisa Salvo (Metro Access)

2 Matters arising from the previous minutes

Actions pending:

- Invite Building Services to future meeting to discuss their role in disability access after a planning permit is granted.
 - DDAC would also like to understand Council's role with private building surveyors, and in advocating for accessible/ liveable design, as well as universal design. Building services have been invited to present to DDAC on this topic, I am yet to hear back, and will continue to follow-up.
- Number of compliant & non-complaint accessible parking bays in Darebin
 - There are 171 accessible bays in Darebin, of these, 69 are compliant to the latest standards and 102 are not. Some of these can be upgraded to standard; however others cannot due to dimension constraints.
 - Transport team are planning to develop a new parking strategy this will also review how the accessible parking spaces are managed. DDAC will be involved in the consultation related to this strategy. Concerns include accessible bays in

locations where there are dimension constraints that will not allow bays to be installed to standard, and the relative cost of installing accessible bays to standard.

- Changes to the Disabled Parking Scheme permit form – still waiting on update from VicRoads.
 - VicRoads have advised that they are still in the discovery phase for the new scheme and are consulting with user groups. I have expressed interest on behalf of the committee to be involved in this consultation. Consultation is taking place through Municipal Association of Victoria (MAV), and I am waiting for a response from a contact about being included in the future consultations.
 - Thus far the content of the new parking scheme forms is unknown; they are still considering the impacts of the process and meeting with user groups. Content of those discussions have included a permanent permit for a person with a permanent disability, as well as discussions of a mobility permit as opposed to disability permit.
 - The plan is to have the product refined by mid-year, and finished by the end of the year.

3 Round table check-in (*This is an opportunity for members to add items to the agenda, prioritise agenda items, report back on events, updates or issues that may have come up since the last meeting and table any other issues*).

Following items added to General Business:

Vince added:

- Grange road level crossing removal
- High capacity Metro trains project

Ray added:

- Senate inquiry into the need for regulation of mobility scooters, also known as motorised wheelchairs

4 Master plan for the shared path corridor (Please see attached presentation)

Che Sutherland spoke on behalf of Jennifer Louie from Transport and Public Places. Che explained that they are consulting the community in relation to the Master plan for the shared path corridor between Merri Creek and Reservoir station. The masterplan will improve safety and landscaping along 7km of the trail.

Che asked the following questions of DDAC:

- *How do you use the trail?*
- *Where could the trail be safer?*
- *Where should we plant more trees and create new seating areas along the trail?*
- *Let us know what areas along the trail you like and what needs to be improved?*

DDAC provided the following feedback:

- Only one DDAC member used the corridor occasionally, so feedback was more general than specific
- Toilets should be available along the route
- Need to improve safety on the northern part of the trail near Reservoir Train station
- Provide bike parking/storage at tram stops
- Provide drinking fountains along the route, also water for dogs
- Noted that Mornington Council is now putting out sunscreen along trail routes
- Need to consider the relative speed difference for bike riders and pedestrians, as well as those who use mobility aids and how to manage safety
- Pedestrians could walk facing the opposite way to the direction of travel of bike riders, to improve safety – like you do if you have to walk on a road in order to see the oncoming traffic
- Need to keep in mind the unpredictability of pedestrians and dangerous speed of cyclists
- Frequent reminders along the route to remind users it is a shared path
- Need to have better maintenance of vegetation to keep sightlines and safety
- Other ways to slow down bike riders with examples given of the Yarra Trail
- The new concrete seating isn't aesthetic or comfortable
- Shading structures should be added to the new (and any planned) seating
- Shading structures could have solar roofs for lighting at night
- Provide water taps where there is seating

She provided the following feedback:

- The path varies in width and the new path on St Georges Road is 3.5 – 4.5m wide
- Given the number of cyclists north of Bell Street the path will remain 3 – 4m wide
- It was not possible to make the pedestrian and bike paths separate due to the location of the tram tracks / wires and the commitment to maintain the corridor of trees along the path, as there are designated offset spaces required between the tracks, trees and path
- She has been using the path and personally finding far less conflict, as cyclists have space to overtake
- Merri Creek is not part of this masterplan and it is not encouraged as a commuting route due to safety – slow down signs have been placed along this path
- It is hard to implement speed limits for bikes as they don't have odometers as standard
- Research suggests that it is best to keep the path shared
- They want to encourage more people to cycle and change the culture of cycling

ACTIONS:

Gillian to email images of things used on the Yarra Trail to slow bike riders

DDAC members to send any further feedback regarding the Masterplan for the Shared Corridor to: Jennifer Loulie, Project Manager

Email: Jennifer.loulie@darebin.vic.gov.au Phone: 8470-8381

5 “Building Better Business”

Kevin Hall spoke in relation to his role as Disability Access and Business Development Lead and a possible application for an *Information, Linkages and Capacity Building* (ILC) Grant, and project to engage with local business about accessibility.

Kevin explained that funding is available from the NDIS through ILC grants. The focus of ILC is community inclusion – making sure people with disability are connected into their communities. ILC is all about making sure our community becomes more accessible and inclusive of people with disability. This will be done in two ways:

- *Personal capacity building* – this is about making sure people with disability and their families have the skills, resources and confidence they need to participate in the community or access the same kind of opportunities or services as other people.
- *Community capacity building* – this is about making sure mainstream services or community organisations become more inclusive of people with disability.

Kevin proposed a project to engage with local business in relation to accessibility and employment opportunities.

DDAC provided the following feedback:

- Need to emphasise to employers / businesses the financial advantage of access
- Educate businesses that they would be increasing their customer base
- Access will get people in the shop, but being friendly will create loyalty and your customers will promote your business
- Accessible and friendly businesses mean that people will also stay longer and spend more
- A survey could be conducted of the customer base in relation to where they want to go and what they regularly want to purchase, to identify key business to target
- Collect data in relation to spending to promote to businesses the financial advantage
- Find out trends, through the NDIS, to identify target businesses, such as education institutions
- People with high needs shop with two or three others and therefore bring more customers and money to a business
- There could also be a focus on carers who are another loyal customer base
- Offer business a support worker when employing someone with a disability to provide ongoing support
- Consider the number of people employed at the one business
- Must ensure that the person works with the whole team and there is a culture of access
- Discount shops are too difficult, with over stocking and limited access, though some felt these businesses should be challenged in terms of access and inclusion
- Identify business that are interested in access and already have positive attitude to get the best results
- Develop a template to give to businesses to show them what it takes to succeed

- When seeking employment, focus on a person's ability and target business where they would succeed
- Need to educate people with disability and employers about their ability to find and succeed in employment
- Identify people who have succeeded in employment to promote project/s and mentor those seeking or commencing employment
- Have people who are successfully employed speak with business about employment opportunities
- Important to find the right people to get the best outcomes
- Employment outcomes are measured once support is removed, and employment is sustained or people move on to other work etc.

ACTION:

Katherine to arrange a special DDAC meeting to discuss possible ILC application/s and engagement with local business in relation to access

6 General Business

Items raised in Round table check-in:

Grange Road level crossing removal

- Grange road will be closed from 16 March to 6 June 2018.
- There will be heavy truck movement during this time while a bridge is constructed and landscaping completed.
- The footpaths will be 2 – 3m wide and a shared path.
- During this time there will be extra buses, including priority and express buses, and taxi services for those who cannot use buses.
- More information about the Grange Road level crossing removal available [here](#).

High capacity Metro trains project

- Signage on the new trains is good, and there are separate spaces for wheelchairs, prams and bikes
- Strap systems are available on the side of seats to allow people to hold on at different heights
- Didn't like poles in the middle of train which require you to manoeuvre around, as people will go to them and not down the train carriage
- Space allows wheelchair to go down carriage without interruption
- Issues with the ramps which are too long due to the required gradients, as well as concern in relation to their width
- Intention to bring some platforms up to meet trains in order to address gaps between train and platform
- Second access door to be provided at the forth door, as well as first
- Yellow contrast has been provided around the doors, seats and poles to ensure visible
- Space to put bags under seats, other seats fold up and provide space for dog guides etc.

- Manufacturer congratulated in relation to their consultations as all reasonable suggestions have been incorporated
- More information about the High Capacity Metro Train Project, and opportunity to view a model of the train available [here](#).

Senate inquiry into the need for regulation of mobility scooters, also known as motorised wheelchairs

- Regulation of Mobility Scooters has been raised as a Senate inquiry following the wife of a senator being injured by a Mobility Scooter
- Title of the inquiry identifies lack of understanding of the difference between mobility scooters and motorised wheelchairs
- Submissions can be made to the inquiry via the [website](#), email, phone or post – Submissions close on 13 March, and the inquiry is due to report back 20 September
- Regulation overall a good thing, as currently anyone can purchase a scooter without any regulation as to safety and need
- Focus is on regulating the speed that mobility scooters can travel, and their weight, however a lack of speed can also be a safety factor, especially when crossing roads
- Australian Standard AS3596.3 sets the maximum speed of mobility scooters and power wheelchairs at 10km/h. This is advisory unless called in a Regulation or a Standard made under a Law.
- The Victoria Road Safety Act and the Victorian Road Safety Road Rules say that the maximum speed of a mobility scooter or wheelchair is 10km/h (<https://www.racv.com.au/on-the-road/driving-maintenance/road-safety/road-rules/motorised-mobility-devices.html>). Some people want to limit the speed to 6km/h or less, but there is no legal basis for that at this time.
- Safety concerns when limited speed and removing ability to “run”
- Also consider that cyclist reach speeds of 30 – 40 km per hour
- Should be regulated when selling / purchasing to ensure there is a need and that people are educated in relation to safety
- Possibility to require licence to have / use mobility scooters
- Current submissions available to review [here](#).

ACTION:

Katherine to draft submission on behalf of DDAC to inquiry regarding the regulation of mobility scooters

Katherine to send draft to DDAC members for feedback prior to submission

7 Meeting feedback – everyone

Feedback that the meeting was “good” and “productive”.

Next meeting: Monday 9th April, 11:00am – 1:00pm

Function Room, Preston