



Stage 2 Reforms of the Disability Standards for Accessible Public Transport 2002



Toilets, taxi ranks, loading zones and parking spaces: Accessible parking spaces in infrastructure off-street carparks

Currently, there are no requirements in the Transport Standards for off-street parking areas associated with public transport infrastructure, specifications for accessible parking spaces or the access paths connecting them to accessible entrances. As a result, people that require these parking spaces may not have access to the public transport site. There is an opportunity to set requirements for off-street parking areas to provide accessible parking spaces with room to manoeuvre, load and unload, and are clearly identified as accessible.

Reform options

Maintain current requirements in the Transport Standards

The Transport Standards would remain unchanged and no new guidance would be issued.

Non-regulatory option

Guidance would be provided to include advice for off-street parking areas, including:

- Off-street public parking areas that form part of, or are directly associated with, public transport services should provide accessible parking spaces in the proportions noted in the Premises Standards.
- While the intention for accessible parking spaces would be to match the 1:50 ratio or part thereof found in the Premises Standards, the demography of the precinct in which the carpark is located should be considered.
- Accessible parking spaces should be located as close as practicable to accessible entrances of premises or infrastructure and connected to them via accessways.
- Accessible parking spaces should be located as close as practicable to the access paths leading from the car park to the transport node.

Regulatory option

The Transport Standards would be amended to include new requirements for off-street parking areas associated with public transport infrastructure, including:

- Off-street public parking areas that form part of, or are directly associated with, public transport services must provide one accessible parking space for every 50 parking spaces (or part thereof) where there are more than five parking spaces and:

Sub-option 1

Are not required to have designated accessible parking spaces where there is a total of not more than five car parking spaces in the parking area.

Sub-option 2

Must designate all parking spaces as accessible parking spaces where there is a total of not more than five car parking spaces in the parking area.

- Accessible parking spaces must be located as close as practicable to accessible entrances of the premises or infrastructure and connected to them via accessways.
- Accessible parking spaces must conform to the layouts and dimensions of AS/NZS2890.6 (2009) *Design for access and mobility*.

These requirements would apply to premises, except premises to which the Premises Standards apply and infrastructure.

Guidance would be updated to reflect new requirements and include specific guidance for premises, except premises to which the Premises Standards apply and infrastructure.

Case study

Kristen and her husband Dave drive to their train station each morning to catch the train to work. Kristen uses a manual chair and becomes fatigued when she needs to travel long distances without a break. Their train station is a popular park and ride stop and the car park can get extremely busy.

Kristen's experience today

Kristen and Dave arrive at the train station one morning. Their station has one accessible car parking space, which is already occupied. Kristen and Dave search for another space, however it's a busy morning and the car park is nearly full. The only available space is 80 meters from the entrance and very narrow and it takes Kristen longer than usual to transfer to her wheelchair. Halfway to the station, Kristen is out of breath and needs to stop and rest. Kristen tells Dave to go ahead and that she'll catch the next one. Kristen, upset and exhausted, continues to the station as her train pulls away. She knows the next service will be in 30 minutes so she sends an email to her office to let them know she'll be late.

Kristen's experience under the proposed reforms

Kristen and Dave arrive at the train station one morning. Their station has four accessible car parking spaces and two are available. Dave reverses into the closer one and Kristen confidently exits the car. Kristen uses the kerb ramp next to the accessible space to access the access path leading to the nearby station entrance. Kristen checks her watch and sees they have 10 minutes until the train, so they can take their time.

Have your say

Public consultation on the Stage 2 reform of the Transport Standards will open from 15 March to 9 August 2022.

For further information:

- **Website:** <https://www.infrastructure.gov.au>
- **Call:** 1800 621 372
- **Email:** DisabilityTransport@infrastructure.gov.au

- **Survey:** <https://edm.infrastructure.gov.au/survey.php?sid=28651&name=accessible-parking-spaces-in-infrastructure-offstreet-carparks>