



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



Infrastructure access paths: Doors on access paths

Manual doors on access paths can be challenging for people with disability and their companions to use, creating a barrier for independent access to public transport. There is an opportunity to ensure people with disability and their companions do not encounter doors on access paths that present a barrier to entry, which other passengers would not encounter.

Reform options

Maintain current requirements in the Transport Standards

Transport Standards Section 12.1, *Doors on access paths* and Section 12.6, *Automatic or power assisted doors*, would remain unchanged and no additional guidance would be issued.

Non-regulatory option

Guidance would be provided to provide advice on doors on access paths, so that doors on access paths do not present a barrier to people with disability, including:

- Any door along an access path should not present a barrier to independent passenger travel
- Where automatic or power assisted doors should be located, such as access paths
- Where automatic or power assisted doors should **not** be located
- Power assisted and automatic door design
- Power assisted doors should not require passengers to grip or twist controls or apply constant pressure in order to operate opening devices
- When doors and gates should be operated by staff
- Alternatives to power assisted doors for when it is not practical to install them
- Location of controls

This guidance would pertain to conveyances (except dedicated school buses, taxis and small aircraft), premises (except premises to which the Premises Standards apply), and, infrastructure (except airports that do not accept regular public transport services).

Regulatory option

Transport Standards Section 12.1 and 12.6 would be amended to include the following (including any requirements retained or amended from the status quo). These requirements would apply to conveyances (except dedicated school buses, taxis and wide bodied and small aircraft), premises (except premises to which

the Premises Standards apply), and infrastructure (except airports that do not accept regular public transport services).

Option 1

The Transport Standards would be amended to include requirements that all doors that are opened by passengers must be automatic or power assisted to ensure that doors on access paths do not present a barrier to people with disability.

The Transport Standards would be amended to include the following requirements:

- Any doors along an access path must not present a barrier to independent passenger travel.
- Doors may be fully automatic, passenger or staff operated.
- Direct assistance may be provided through security check points.
- Doors and gates on an access path that are to be opened by passengers must be automatic or power assisted rather than requiring passengers to push or pull the door or gate in order to open or close it.
- Power assisted doors must not require passengers to grip or twist controls or apply constant pressure in order to operate opening devices.

Option 2

The Transport Standards would be amended to include requirements for power assisted unisex accessible and ambulant toilet doors only to ensure that unisex accessible toilet and ambulant toilet doors do not present a barrier to people with disability. All other doors could be automatic, staff operated, power assisted by passengers or manual.

Transport Standards section 12.1 and 12.6 would be amended to include the following:

- Any doors along an access path must not present a barrier to independent passenger travel.
- Doors may be fully automatic, passenger or staff operated.
- Direct assistance may be provided through security check points.
- Unisex accessible toilet and ambulant toilet doors must be power assisted. Passengers or those assisting passengers must not be required to push or pull the door in order to open or close it.
- Power assisted doors must not require passengers to grip or twist controls or apply constant pressure in order to operate opening devices.

The Transport Standards Guidelines and /or The Whole Journey Guide would be updated to reflect the new requirements.

Case study

Hamish works as a carer for several people who have high support needs and rely on him to push their wheelchairs. Often on outings Hamish must assist the people with toileting and is pleased that some public transport infrastructure provides accessible toilets.

Hamish's experience today

Hamish reaches the accessible toilet to find that it is a manual open door and has a door closer. He struggles to hold the door open while trying to manoeuvre the wheelchair through the door. Hamish then asks a passer-by if she will hold the door for him. The person agrees allowing Hamish and his client to pass unencumbered through the open door.

Hamish's experience under the proposed reforms

Hamish reaches the accessible toilet to find that it is a power assisted door and activates the control. The door slides open allowing easy access. The door stays open long enough to entry, and can be locked using the internal door control.

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=28673&name=doors-on-access-paths>