



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



Safety on board conveyances: Mobility aid movement in allocated spaces – Passive restraints

Currently, the requirements included in the Transport Standards to contain the movement of mobility devices in allocated spaces are currently inadequate. This presents a risk to the safety of people travelling with mobility aids as these can topple or slide due to displacement forces that occur during transit. There is an opportunity to provide more defined requirements for the containment of mobility aids in allocated spaces on conveyances.

Reform options

Maintain current requirements in the Transport Standards

Transport Standards Section 9.11 *Movement of mobility aid in allocated space*, would remain unchanged and no additional guidance would be issued.

Non-regulatory option

Guidance would be updated to include more refined advice for containment of mobility aids in allocated spaces and provide a definition for passive restraint systems.

Specific guidance for **buses** may include:

- Different forces experienced in buses and the restraints needed to address these forces
- Passengers can choose to travel without containment and can orient themselves to feel comfortable.

Specific guidance for **trams and light rail** may include:

- Different forces experienced in trams and light rail, and the restraints needed to address these forces
- How to address the limited space inside conveyances
- Passengers can choose to travel without containment and can orient themselves to feel comfortable.

Specific guidance for **ferries** may include:

- Acknowledging the difference in forces marine and riverine ferries experience, and the different restraints needed to address these forces.
- Passengers can choose to travel without containment and can orient themselves to feel comfortable.

Regulatory option

The Transport Standards would be amended to include more defined requirements for containment of mobility aids in allocated spaces and define passive restraint systems. The Transport Standards would also include new requirements for buses, trams and light rail for mobility aids in allocated spaces.

- Transport Standards Section 9.11 Movement of a mobility aid in an allocated space, would be amended to include the following:
 - Each allocated space to contain movement of a mobility aid towards the front, rear and sides of a bus.
 - These requirements would pertain to buses (except dedicated school buses).
- The Transport Standards would include the following new requirements:
 - Each allocated space must contain movement of a mobility aid towards the front, rear and wall side of a tram or light rail car.
 - These requirements would pertain to trams and light rail.

The Transport Standards Guidelines and / or The Whole Journey Guide would be updated to reflect the new requirements and include specific guidance for buses, trams and light rail and ferries.

Case study

Tilly catches the bus and uses a powered wheelchair. She has reduced strength and dexterity in her right arm. Tilly prefers to face forward on the bus, so she usually use the allocated space on the door-side of the bus, so she can hold onto the grab rail with her left hand.

Tilly's experience today

Tilly's bus arrives late one morning and is quite busy. She boards the bus and notices the door-side allocated space is occupied. Tilly doesn't want to ask the person to move, so she positions herself in the driver-side allocated space. Tilly chooses to face backwards so she can hold onto the grabrail with her left hand. After a few stops, Tilly starts to feel nauseous from facing backwards. After a few more stops, Tilly decides to turn around and face forward, holding onto the grabrail with her left hand stretching across her body. A few stops before Tilly usually gets off, Tilly's arm is in so much pain, she decided to get off a stop early. As a result, Tilly arrives at the cafe 10 minutes late, nauseous and in a lot of pain.

Tilly's experience under the proposed reforms

Tilly's bus arrives late one morning and is quite busy. Tilly boards the bus and notices the door-side allocated space is occupied. Tilly normally prefers that allocated space, however there are new lateral excursion barriers fitted to the allocated spaces that prevent sideways movement into the aisle. Tilly reverses into the driver-side allocated space so she is facing forward. A few stops before Tilly usually gets off, she notice she might be a few minutes late for work. Tilly confidently lets go of the grabrail to text her manager to let them know she might be late.

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=28702&name=mobility-aid-movement-in-allocated-spaces-passive-restraints>