



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



Infrastructure access paths: Resting points

Currently, there are no requirements in the Transport Standards to provide an allocated space for a wheelchair or similar mobility aid at a resting point. This may inhibit the ability of people who use mobility aids to rest along access paths. There is an opportunity to ensure resting points are available for people who use mobility aids by providing an allocated space.

Reform options

Maintain current requirements in the Transport Standards

Transport Standards Part 5 *Resting points*, would remain unchanged and no additional guidance would be issued.

Non-regulatory option

Guidance would be updated to include guidance on the provision of allocated spaces at resting points, including:

- Resting point design and configuration
 - Ensuring the rest point accommodates for mobility aids
- Guidance on placement of resting point allocated space, specifically ensuring they do not overlap the access path
- Ensuring when there are multiple resting stops they are placed on alternate sides of the path
- When access paths may be located on local council footpaths, such as when these paths connect transport nodes
- Operators and providers can refer to AS1428.2 (1992) *Design for access and mobility*, Clause 27.1(a) *Street Furniture*

Regulatory option

Transport Standards Part 5 *Resting points*, would be amended to include the following (including any requirements retained or amended from the status quo), including:

- There must be resting points for passengers along an access path if the walking distance between facilities or services exceeds 60 metres.

- A resting point must provide a seat or seats placed as per AS1428.2 (1992) *Clause 27.1(a), Street Furniture*.
- A 1300 by 800 millimetre flat and stable space must be provided beside the seats suitable for a wheelchair or mobility aid. The mobility aid space must not overlap the access path.
- Allocated spaces at resting points do not require signage or ground marking.

These requirements would apply to public transport premises and infrastructure (except airports that do not accept regular public transport services).

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

Case study

Moshe often takes his elderly mother Rebecca, who uses a manual wheelchair, for rides on the ferry. The local ferry pontoon is reached via a long access path of 100 m from street to water level. The access path is 2 metres wide. Moshe must assist his Rebecca by pushing her up the walkway or slowing her as they descend. Moshe finds this tiring and is grateful for the rest point halfway.

Moshe's experience today

Moshe and Rebecca reach the rest point with Moshe feeling the need for a short break. The rest point has a seat; however, there is no space for the wheelchair off the access path. Moshe feels he is unable to leave Rebecca unattended and cannot sit down. Rebecca feels though she is blocking the access path as other people are walking up and down it. Moshe tells her not to worry as people will understand. Rebecca is unconvinced but says nothing, hoping that Moshe has his breath back soon.

Moshe's experience under the proposed reforms

Moshe and Rebecca reach the rest point with Moshe feeling the need for a short break. The rest point has a seat and a flat landing on the access path in front of the seat and a space for a wheelchair beside the seat. Moshe manoeuvres Rebecca's wheelchair into the space and sits beside her.

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>
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- **Email:** DisabilityTransport@infrastructure.gov.au
- **Survey:** <https://edm.infrastructure.gov.au/survey.php?sid=28716&name=resting-points>