



Disability Standards for Accessible Public Transport Amendment 2004 (No. 1)

I, PHILIP MAXWELL RUDDOCK, Attorney-General, formulate these Standards under subsection 31 (1) of the *Disability Discrimination Act 1992*.

Dated 17 February 2004

PHILIP RUDDOCK
Attorney-General

1 Name of Standards

These Standards are the *Disability Standards for Accessible Public Transport Amendment 2004 (No. 1)*.

Note These Standards take effect as provided by subsections 31 (3) and (4) of the Act.

2 Amendment of *Disability Standards for Accessible Public Transport 2002*

Schedule 1 amends the *Disability Standards for Accessible Public Transport 2002*.

Schedule 1 Amendments

(section 2)

[1] Section 1.7

after

indicated

insert

in a table

[2] After section 2.5

insert

2.6 Access paths — conveyances

- (1) Subject to subsection (3) and section 2.7, an access path that allows continuous and unhindered passage must be provided with a minimum width of at least 850 mm.
- (2) Subsection (1) applies to doorways and stairs, and between entrances, exits, allocated spaces and other essential facilities for passengers using wheelchairs and other mobility aids.
- (3) If the conveyance exists or is ordered before the commencement of this section, the minimum width may be reduced to 800 mm at any doorway restriction.

Conveyances

- Buses
 - Ferries
 - Trains
 - Trams
 - Light rail
-

2.7 Minimum width between front wheel arches of bus

Between the front wheel arches of a bus, the minimum width of an access path may be reduced to 750 mm between floor level and a height of 300 mm.

Conveyances

- Buses
-

2.8 Extent of path

- (1) An access path must extend from the entrance of a conveyance to the facilities or designated spaces provided for passengers with disabilities.
- (2) Up to 50 mm of an adjacent allocated space may be used as part of the access path.
- (3) If an access path cannot be provided, the operator must provide equivalent access by direct assistance.

Conveyances

- Buses
 - Ferries
 - Trains
 - Trams
 - Light rail
-

2.9 When is an access path not required

- (1) An access path need not extend inside the entrance of a conveyance.
- (2) If there is no access path inside the entrance of a conveyance, the operator must provide on-board wheelchairs or direct assistance to passengers to use on-board facilities or services.

Conveyances

- Accessible taxis
 - Coaches
 - Aircraft
-

[3] After section 4.2

insert

4.3 Passing areas — conveyances

- (1) A ferry designed to carry more than 1 wheelchair must include at least 1 passing area for each accessible deck.
- (2) A train designed to carry more than 1 wheelchair must include at least 1 passing area for each accessible rail car.
- (3) The passing area must enable passengers travelling in mobility aids (conforming with the assumptions indicated in Part 40.1 of the Guidelines) to pass each other.

-
- (4) The passing area may comprise part of the allocated space or circulation space or both.

Conveyances

- Ferries
 - Trains
-

[4] Subsection 8.6 (1)

omit

200 kg.

insert

300 kg.

[5] Subsection 8.8 (1)

substitute

- (1) It must be possible for a passenger to notify the operator of a conveyance that he or she needs a boarding device to board or alight from a conveyance.

[6] Section 18.1, table

substitute

Premises

Infrastructure

[7] Section 18.2, table

substitute

Premises

Infrastructure

[8] Subsection 19.1 (2)

substitute

- (2) Provision must be made for people with vision impairment to locate the exit path in the event of an emergency.

[9] Section 20.1, heading

substitute

20.1 Illumination levels — premises and infrastructure

[10] After section 20.1

insert

20.2 Illumination levels — conveyances

- (1) Any lighting provided must comply with minimum levels of maintenance illumination for various situations shown in the notes to **AS1428.2 (1992) Clause 19.1, *Illumination levels***.
- (2) Lighting should be at least 150 lux at the entrance and at the point where a passenger pays his or her fare.

Conveyances

- Buses
 - Coaches
 - Ferries
 - Trains
 - Trams
 - Light rail
-

20.3 Dimming

Internal lighting may be dimmed as required to avoid reflection interfering with an operator's vision.

Conveyances

[11] Section 26.1, heading

substitute

26.1 Public address systems — premises and infrastructure

[12] After section 26.1

insert

26.2 Public address systems — conveyances

If a public address system is installed:

- (a) people who are deaf or have a hearing impairment must be able to receive a message equivalent to the message received by people without a hearing impairment; and
- (b) it must comply with **AS1428.2 (1992) Clause 21.1, *Hearing augmentation***.

Conveyances

- Buses
- Coaches
- Ferries
- Trains
- Trams
- Light rail

[13] Further amendments — references to Australian Standards

<i>Provision</i>	<i>omit</i>	<i>insert</i>
Paragraph 1.6 (a)	1993)	2001)
Paragraph 1.6 (c)	1993)	2001)
Paragraph 1.6 (e)	1994)	1999)
Paragraph 1.6 (f)	1989)	1993)
Paragraph 1.6 (h)	1991)	1998)
Section 6.2 and paragraph 6.4 (a)	(1991)	(1998)
Paragraph 6.4 (b)	(1993)	(2001)
Paragraphs 6.4 (c) and 8.2 (a) and (b)	(1991)	(1998)
Subsections 9.10 (2) and 10.1 (2), and section 11.4	(1993)	(2001)
Section 13.1	(1994)	(1999)
Paragraphs 14.2 (a) and (b) and 14.3 (1) (a), section 15.1 and subsections 15.4 (2), (3), (4), (5) and (6) and 16.1 (1) and (2)	(1993)	(2001)
Sections 21.1 and 21.3	(1993)	(2001)