

RISSB Product Proposal (and Prioritisation)

Primary information			
Type of product being suggested:	<i>Guideline</i>		
Title of product being suggested:	<i>Guideline on the mechanical versus static vertical transportation</i>		
Date of suggestion:	<i>08/02/2018</i>		
Reason for suggestion:	<i>Clarification on best practice</i>		
Railway discipline area:	<i>Infrastructure</i>		
Scope:			
<p><i>The Access to Premises Standards stipulate in Section D3.11 that for general buildings “a series of connected ramps must not have a combined vertical rise of more than 3.6 m”.</i></p> <p><i>This requirement however is not applicable to public transport buildings in accordance to Section H2.3 “the requirements of paragraph D3.11 (a) do not apply to Class 9b or Class 10 public transport buildings.”</i></p> <p><i>The transport environment often has large vertical rises that require functional design to enable access for all users.</i></p> <p><i>Often these contradicting statements result in ambiguity for designers of public transport infrastructure in developing a functional solution for users.</i></p> <p><i>Guidance is required in developing best practice on what is an acceptable tolerance and distance for a person to traverse taking into consideration needs such as ergonomics, human factors and fatigue. This should inform the design solution that is most appropriate for vertical rises and takes into consideration whether a mechanical solution (ie lifts) or a static solution (ie ramped sections) would be most applicable.</i></p> <p><i>Part of this guidance should include investigation into alternative compliant vertical transport options that would meet the functional requirements under the Disability Standards for Public Transport 2002 (Transport Standards).</i></p>			
Objective:			
<p><i>The objective of this Guideline is to provide clarity around the most functional solution for users and to provide a threshold of where a static intervention is deemed most appropriate.</i></p>			
Hazard identification: (what safety hazards would the proposed document seek to address)			
1	Fatigue	6	
2	Slips, trips and falls	7	
3		8	
4		9	
5		10	
Benefits: (enter wherever applicable in below categories)			

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Safety

- *Enables safer access to transport services*
- *Reduces the likelihood of slips, trips and falls of pedestrians on long ramped sections*

Interoperabilityⁱ / harmonisationⁱⁱ

- *Provides guidance across jurisdictions on what design solutions are appropriate in traversing vertical rises.*
- *This work may assist or form part of future revisions of the Transport Standards.*

Financial

- *Cost effective solution where ramped sections may be more suitable compared to lift installations.*
- *Research into lift alternatives may result in cost saving for capital and operational expenditure.*
- *A suitable solution means that locations with lower patronage may find a cost-effective solutions in making them accessible without the need for large infrastructure insertions (eg lifts)*
- *Lower ongoing operational costs.*
- *This is also particularly important in rural and regional areas for economic development where the costs in prescriptive solutions such as lifts may cause perverse outcomes with operators no longer servicing these areas due to ongoing capital and operating costs in making locations accessible in accordance to the Transport Standards.*

Environmental

- *Potential for more sustainable solutions than lifts and other infrastructure.*

Impacts:

i **Interoperability** is the ability of a process, system or a product to work with other process, systems or products (aka compatible systems through managed interfaces).

ii **Harmonisation** - the act of bringing into agreement so as to work effectively together (aka uniformity of systems).

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Other items to aid RISSB project planning

Structure:		
Reference / source materials:		
#	Reference / source material	Available from
1	Australian Standards	Standards Australia
2	Disability Standards for Accessible Public Transport 2002	Legislation.gov.au
3	Access to Premises Standards 2010	Legislation.gov.au
4		
5		
6		
7		
8		
9		
10		
Assumptions:		
Any alternate solutions to mechanical vertical transport needs to be independently operated by users to meet the requirements under the Transport Standards.		
Constraints:		
Australian Standards considerations: (only applies if proposed product is to be a Standard)		
Does proposed Standard duplicate an existing Australian Standard <i>(Where such duplication occurs, justification or explanation shall be included in the standard)</i>		yes / no
(if yes – please list)		
Will proposed Standard be developed for conformance assessment purposes? <i>(relates only to inspection and testing activities subject external certification)</i>		yes / no
(if yes – please detail expected certification activities)		
Are there are any International Standards on the same subject		yes / no
(if yes – could Int.std.be adopted or used as a basis for this development		yes / no
(if no – please provide reasons)		
Expected effort required at key stages:		
Activity	# Days	
The Author's research into the reference / source materials.	2	
The Author's further (if required) development of draft headings for the document (including any work that may be required on the scope, purpose and hazard references).	5	
The Author's production of the draft content building on the above.	10	
The Author's production of a further draft based on Development Group comments on the above.	10	
The Author's development of the 'post public consultation' draft based on the guidance of the Development Group in addressing public comments. <i>(Try to imagine the subject of the product, how complex/political it is and therefore what the reaction might be at public consultation.)</i>	10	

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Independent validation ⁱⁱⁱ (applies only to standards).	
The Author's finalisation of the product incorporating Development Group's validation comments.	2

ⁱⁱⁱ Independent validation is to:

1. Check that clauses relate to the identified hazards
2. Check that the standard is of comparable quality to other similar domestic / international standards
3. Check that the standard is fit for the Australian railway (and is therefore nationally applicable)
4. Provide a recommendation for any deficiencies from the above