

STANDARDS

AS 7632 Railway Infrastructure – Signage



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Development of this Standard was prepared by a Rail Industry Safety and Standards Board (RISSB) Development Group consisting of representatives from the following organisations:

ARTC, Queensland Rail, Transport for NSW, Arc Infrastructure, Downer Group, Fortescue Metals Group, Rail Tram and Bus Union, Yarra Trams, and Department of Transport Victoria.

The Infrastructure Standing Committee verified that RISSB's accredited process was followed in developing the product, before the RISSB Board approved the document for publication.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this Standard. Their efforts ranged from membership of the Development Group through to individuals providing comments on a draft of the Standard during the open review.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.

Damien White Chief Executive Officer Rail Industry Safety and Standards Board

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Approval		

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Preface

This standard was prepared by the Railway Infrastructure - Signage Development Group, overseen by the RISSB Infrastructure Standing Committee.

Objective

The objective of this Standard is to promote a consistent approach to be incorporated into the design, construction, inspection, monitoring, maintenance and decommissioning of railway signage across the Australian rail industry.

Compliance

There are four types of provisions contained within Australian Standards developed by RISSB:

- (a) Requirements.
- (b) Recommendations.
- (c) Permissions.
- (d) Constraints.

Requirements – it is mandatory to follow all requirements to claim full compliance with the Standard. Requirements are identified within the text by the term 'shall'.

Recommendations – do not mention or exclude other possibilities but do offer the one that is preferred. Recommendations are identified within the text by the term 'should'.

Recommendations recognize that there could be limitations to the universal application of the control, i.e. the identified control is not able to be applied or other controls are more appropriate or better.

Permissions – conveys consent by providing an allowable option. Permissions are identified within the text by the term 'may'.

Constraints – provided by an external source such as legislation. Constraints are identified within the text by the term 'must'.

For compliance purposes, where a recommended control is not applied as written in the standard it could be incumbent on the adopter of the standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the standard to demonstrate their method of controlling the risk to contracting entities or interfacing organisations where the risk may be shared.

RISSB Standards address known hazards within the railway industry. Hazards, and clauses within this Standard that address those hazards, are listed in Appendix A.

Appendices in RISSB Standards may be designated either "normative" or "informative". A "normative" appendix is an integral part of a Standard and compliance with it is a requirement, whereas an "informative" appendix is only for information and guidance.



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Section 1 Scope and general

1.1 Scope

This Standard describes requirements for the whole-of-life management of railway operational signage used on rail networks as classified in AS 7630.

This Standard applies to permanent and temporary railway infrastructure signs that provide information and directions for network users. This Standard is not specifically intended to cover light rail networks, cane railways, or heritage railways operating on private reservations, but items from this Standard may be applied to such systems as deemed appropriate by the relevant Rail Infrastructure Manager (RIM).

This Standard does not address the requirements for signs:

- (a) for road users (covered by AS 1742.7, AusRoads guides, and state legislation and supplements);
- (b) on trains;
- (c) in public areas outside the operational safety zone, except for those dealing with operational safety (refer AS 1428.1 for public signage); and/or
- (d) pertaining to the non-safeworking operation of a station, or customer wayfinding.

Signs used on railway signals are covered by AS 7721, however the design of those signs should follow the requirements of this Standard.

1.2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document:

- AS 1319, Safety signs for the occupational environment
- AS 1428.1, Design for access and mobility
- AS 1743, Road signs specifications
- AS 1744, Standard alphabets for road signs
- AS 2700, Colour standards for general purposes
- AS 7470, Human Factors Integration in Engineering Design
- AS 7507, Rolling stock outlines
- AS 7531, Lighting and rolling stock visibility
 - AS 7630, Railway infrastructure Track classification
- AS 7631, Railway infrastructure Sighting
- AS 7633, Railway infrastructure Clearances
- AS/NZS 1906.1, Retroreflective materials and devices for road traffic control purposes Part 1: Retro reflective sheeting
- AS IEC 62508:2011, Guidance on human aspects of dependability
- HB 59, Ergonomics The Human Factor, A practical approach to work systems design
- RISSB Reliability, Availability, Maintainability (RAM) Guideline