# **Transport for London**



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Dear Punt

I am writing in response to the enclosed letter dated 23 July from your predecessor Andrew Jones MP about compliance standards for accessible rail vehicles.

In response to Andrew's letter, I can assure you we are fully committed to improving London Underground's fleet accessibility, alongside a much broader commitment to improving accessibility across London. This includes, for example, adding to the growing list of step free stations; rolling out disability awareness training to frontline staff and managers; and introducing better tools to help staff deliver world-class customer service including the 'turn up and go' app.

Despite our best efforts we will regrettably be unable to meet all of the requirements of the Rail Vehicle Accessibility Regulations (RVAR) by 1 January 2020 for a number of our trains. This is due to a number of factors, most notably the collapse of the LU Public Private Partnership which led to the fleets on four lines – Bakerloo, Central, Piccadilly and Waterloo & City – not being replaced or refurbished.

Subsequently, we had planned to replace these trains under our upgrade programme but financial constraints mean we have had to re-sequence this programme. This means we are currently only in contract for new trains on the Piccadilly line. This contract was signed in November 2018 and will see the first trains enter service in 2024 and the old fleet fully decommissioned by the end of 2026. This is a year later than I set out in my letter to Lord Ahmad in early 2017, however with a contract now in place with Siemens we are confident the new date will be achieved.

Train design work for the Piccadilly line fleet is in its early stages and concepts have been discussed with in your team. We will keep in close touch with her and user groups throughout the design process. We will also provide a 'mock up' of the train.

We have been making good progress on improving accessibility on our older trains, with the Jubilee and Northern line refurbishments bringing the trains into compliance. In areas where it is not technically feasible to modify trains we are working closely with to progress derogations under 'targeted compliance'. It should be noted that 'minded to exempt' letters have been issued for all technical non-compliances and derogation requests were submitted to the agreed timescales.

In order to achieve compliance on the other lines and ensure the current rolling stock continues to provide reliable and safe service, a number of overhaul projects are taking place. The table below shows the current commitment for delivering train compliance against RVAR. I believe this reflects a realistic schedule which takes into account the current issues which are being managed and the complexity of the projects. Further detail on each line is set out below.

Calendar	Fleet	Number of trains				
year	Size	2020	2021	2022	2023	2024
Central	85	1	6	20	58	85
W&C	5					5
Bakerloo	36	8	36			

#### Central line

On the Central line, a number of maintenance and overhaul activities have been brought within an existing fleet key maintenance programme. This is a heavy overhaul of the train and incorporates the introduction of compliant wheelchair spaces on the train.

To do this work, a new purpose built facility is being constructed at our Acton Railway Engineering Workshop site. This is now progressing well and will be used for future overhaul and programmed heavy maintenance activities on fleets across the network.

The work has to be phased so we can continue to provide enough trains for service and the schedule runs to the end of 2024.

### Waterloo & City line

The Waterloo & City line trains are the same as on the Central line and will also see the inclusion of wheelchair bays. At present this work is scheduled to be completed by the end of 2024, however we are looking at using the line to trial processes and installation for the Central line fleet overall. If this trial is successful we expect that the line will become compliant significantly earlier.

#### Bakerloo line

The Bakerloo line fleet is undergoing a programme of repair which is a prerequisite to the RVAR works. The current fleet was commissioned in 1972 and has not undergone any major overhaul since its introduction. This has led to challenges in the retrofit of compliance measures. Importantly, the trains will have fully compliant wheelchair bays which will be completed by the end of 2021 and will provide accessible service until the fleet is retired. Similarly to the Central line we are phasing the works to ensure service provision is maintained.

## Piccadilly line

There are only a few areas of non-compliance on the Piccadilly line trains as they were refurbished in 1994. Despite the short remaining life of the fleet, minor works are taking place to improve compliance in the outstanding areas where possible.

I remain fully committed to accessibility and to delivering compliance through our fleet improvement programmes. I would be happy to meet to discuss this in more detail. In the meantime we continue to work tirelessly to make London Underground more accessible in every respect.

Yours sincerely

Mike Brown MVO

cc: Vernon Everitt, Interim Managing Director of London Underground