

RVAR 2010 – Application for Accessibility Standards Exemption

This application form sets out the minimum required information in support of applications for exemption from the accessibility standards prescribed in the schedule to the **Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010** as prescribed by the **Rail Vehicle Accessibility (Applications for Exemption Orders) Regulations 2010 SI 427/2010: Schedule 1 - Particulars to be provided with applications for exemption orders for rail vehicles**

1	Full name of the applicant	Tyne and Wear Passenger Transport Executive (Trading as "Nexus")
2	The address of the applicant which, in the case of a company, must be the address of its registered or principal office	Nexus House St James Boulevard, Newcastle upon Tyne , NE1 4AX
3	A description of the rail vehicle to which the application relates, including the— (i)class number; (ii)unit number; (iii)vehicle number; (iv)name of the manufacturer; (v)place of manufacture; and (vi)date the vehicle first brought into use, (unless not yet brought into use);	Class 599 Metrocar Units 4003 – 4090 but excluding, 4040 and 4083 As above Metro Cammell Birmingham UK 11th August 1980
4	A general description of the services which the rail vehicle is likely to be used to provide and the routes on which it is likely to be operated;	The vehicles are currently used to carry passengers on the Nexus owned Tyne and Wear Metro network and on Network Rail owned infrastructure between Pelaw Station and South Hylton Station. No other routes are proposed.
5	The provisions of RVAR from which exemption is sought	<u>Section 11 -Handrails and Handholds.</u> <u>Item 11(1)(a) -</u> In every regulated rail vehicle as close as practicable on either side of the interior of an external doorway extending vertically from a point not more than 700mm above the floor to a point not less than 1200mm above floor level.

6	<p>The technical, economic and operational reasons for the application; (Please attach any relevant documentation)</p>	<p>The Metro car was built in the late 1970's and entered service on the 11th August 1980, and has continued to operate to this present time.</p> <p>The Metro car has received two refurbishments since being introduced, the latest in August 2010. Prior to this latest refurbishment Kraig McCarthy (DFT) visited the Tyne and Wear Metro to carry out a RVAR assessment on the 30th March 2009. (Email dated 13th May 2009 Kraig McCarthy to Tony Quinn Asset Management Director refers) – Copy attached.</p> <p>During this visit it was noted that the two internal passenger handrails adjacent to the saloon doors were 210mm too high. 'However, consideration must be given to the fact that the near level access of the Tyne and Wear Metro system, and the lack of a vertical step within the vehicle doorway, potentially negates the need to lower the handrail. Practical demonstrations showed that a reduced handrail height in these units could actually be awkward in use'.</p> <p>The recommendation from Kraig McCarthy to Nexus was to seek a exemption to this non- compliance against the regulations.</p> <p>Prior to the latest refurbishment of the Metro car by WABTEC Doncaster, it was estimated that to lower the handrails by 210mm at all door positions (x8 per car on 86 cars) would consume the majority of the available refurbishment budget. Also considered was the age and prospective replacement of the current fleet of Metro cars.</p>
7	<p>The effect which non-compliance with the provisions referred to in sub-paragraph (e) (box 5) would have on a disabled person's ability to use the rail vehicle;</p>	<p>The Metro is already a step free system and is used by passengers with a wide range of disabilities. Compliance with the provisions, given the very small differences in dimensions involved, is unlikely to have any significant effect on a disabled person's ability to use Metro.</p> <p>Metro is part of an international group of Metros which include London Underground and DLR. Details of performance and other measures are regularly shared between the members with the aim of continuous improvement. At a recent meeting it was shown that the Tyne and Wear Metro is 1st from 34 metros for the percentage of stations with step free access.</p>

8	<p>The measures proposed, if the application is granted, to enable a disabled person to use the rail vehicle;</p>	<p>Metro has published a Disabled Persons Protection Policy (DPPP) which details numerous features of both the infrastructure and the vehicles. This is a public document approved by ORR and the details will not be reproduced here.</p> <p>If specific assistance is required, this can be booked in advance and will be provided as necessary at any Metro station on the network.</p>
9	<p>The period for which the exemption order is requested to be in force;</p>	<p>It is anticipated (though not certain) that a new RVAR compliant fleet will be in place by 31st December 2025 therefore it is proposed that the exemption be in force until that date.</p>
10	<p>Unless an exemption order is sought for an indefinite period, the proposed timetable of action, before it would cease to be in force, to render the rail vehicle compliant with any RVAR provisions from which it had been exempt;</p>	<p>Nexus has secured funding from central government to replace the existing fleet of Metrocars which will be RVAR compliant in this respect. The specification for the new vehicles is complete and the current programme is:-</p> <p>June 2018 – Final approval of Specification January 2018 – Issue Pre –Information Notice June 2018 – OJEU Pre- qualification Notice issued September 2018 – Invitation to Negotiate issued January 2020 – Complete Full Business Case March 2020 – Contract award March 2020 – Contract start date December 2025 – New fleet fully operational</p> <p>All the above currently on programme.</p>
11	<p>Where prior consultation with the operator of the rail vehicle is required by regulation 3(2) of the Rail Vehicle Accessibility (Applications for Exemption Orders) Regulations 2010, please set out the response of the operator to the consultation</p>	<p>Nexus is the owner and operator of the Rail Vehicles therefore there are no consultation responses to report.</p>