



Department
for Transport

**Annual Report
Rail Vehicle Accessibility Regulations
Exemption Orders**

1 January 2019 – 31 December 2019

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Rail Vehicle Accessibility Regulations
Exemption Orders**

1 January 2019 – 31 December 2019

Presented to Parliament pursuant to
section 185 of the Equality Act 2010

July 2020



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978-1-5286-1981-3

CCS0620683148 06/20

Printed on paper containing 75% recycled fibre content minimum

Printed in the UK by Allied Publicity Services on behalf of the Controller of Her Majesty's Stationery Office

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1. Introduction

1.1 This report has been laid before both Houses of Parliament by the Secretary of State for Transport in fulfilment of obligations under section 185 of the Equality Act 2010 (“EA 2010”).

1.2 This report contains information about the exercise of the Secretary of State’s powers to exempt rail vehicles from the requirements of the Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010 (“RVAR”)¹ and the consultations that informed his decisions.

1.3 It also notes the progress in making rail vehicles in Great Britain more accessible and it contains information about dispensations granted under the Railways (Interoperability) Regulations 2011² (“RIR 2011”) against the European accessibility standard known as the Persons of Reduced Mobility Technical Specification for Interoperability (“PRM-TSI”).

1.4 The report covers the period **1st January to 31st December 2019** and has been published on the Department for Transport’s website at <https://www.gov.uk/government/organisations/department-for-transport/series/rail-vehicle-accessibility-regulations-rvar-exemption-orders>

2. Summary and statistics

2.1 This section outlines the headline figures for 2019, including the number of Exemption Orders brought into force, applications received and the number of exemptions which expired during the year.

- Applications carried forward from 2018: **7**
- Applications received: **5** (see **Section 4**)
- Applications withdrawn: **0** (see **Section 4**)
- Applications rejected by Ministers: **0**
- Applications accepted by Ministers: **5**
- Orders brought into force: **10** (see **Section 4**)
- Applications carried forward into 2020: **1** (see **Section 4**)
- Exemption Orders expiring: **2** (see **Section 5**)

¹ S.I. 2010/432.

² S.I. 2011/3066.

3. Background

3.1 Section 182 of the EA 2010 empowers the Secretary of State to make rail vehicle accessibility regulations to enable disabled people, including wheelchair users, to travel in safety and reasonable comfort in those vehicles to which the regulations apply. The original regulations were made in 1998 (under the Disability Discrimination Act (“DDA”) 1995) and were amended in 2000 and 2008 before RVAR was made in its current form in 2010.

3.2 Originally RVAR applied both to heavy and light rail vehicles but, in 2008, the former became subject to new European accessibility standards (the PRM TSI) instead. In order to avoid dual regulation of those vehicles under both domestic and European requirements, it became necessary to reduce the scope of RVAR to make it applicable only to light rail vehicles (metro, underground and tramways including prescribed guided transport systems) whilst heavy rail was dealt with in RIR 2011.

3.3 Furthermore, the EA 2010 required that regulations made by the Secretary of State under s182 of the Act must ensure that all passenger rail vehicles would meet accessibility standards by no later than 1st January 2020 (“the 2020 end date”). RVAR includes provisions to meet this requirement. RIR 2011 also includes the same deadline for compliance with the PRM TSI.

Progress ahead of 2020 deadline

New vehicles in service

3.4 RVAR originally imposed accessibility requirements only in relation to vehicles first brought into service after 31 December 1998 and the PRM-TSI requirements have applied to new heavy vehicles built since 2008. By December 2019, over 11,500 new rail vehicles had been built to the standards set by RVAR or PRM TSI and are now in service. This represents approximately 69% per cent of all rail vehicles in public transport use in Great Britain.

3.5 More specifically, the number of new rail vehicles comprises of almost 9,427 heavy rail vehicles (63 per cent of the national heavy rail fleet) and almost 2,110 non-heavy rail vehicles (just under 43 per cent of that fleet).

Existing Vehicles refurbishment ahead of 2020

3.6 In addition, all older rail vehicles undergoing relevant refurbishment have received accessibility improvements. This is required in respect of metros and light rail by RVAR, and in respect of heavy rail by RIR 2011 which mandate the European accessibility standard (PRM TSI).

3.7 The Department for Transport, in conjunction with the Disabled Persons Transport Advisory Committee³ ("DPTAC"), has been working with the rail industry to ensure that older rail vehicles comply with the required standards by the 2020 end date.

3.8 To December 2019, 5,374 older vehicles in use on both heavy and light rail networks had undergone upgrade work. When combined with the number of vehicles built to the standards, over 16,800 accessible rail vehicles are in service (up from 15,200 in 2018). This means 85 per cent of all passenger rail vehicles in Great Britain have been built, or fully refurbished, to modern accessibility standards.

3.9 Novel provisions for the granting of time-limited dispensations, valid during 2020 only, is covered in Section 6.

Exemptions

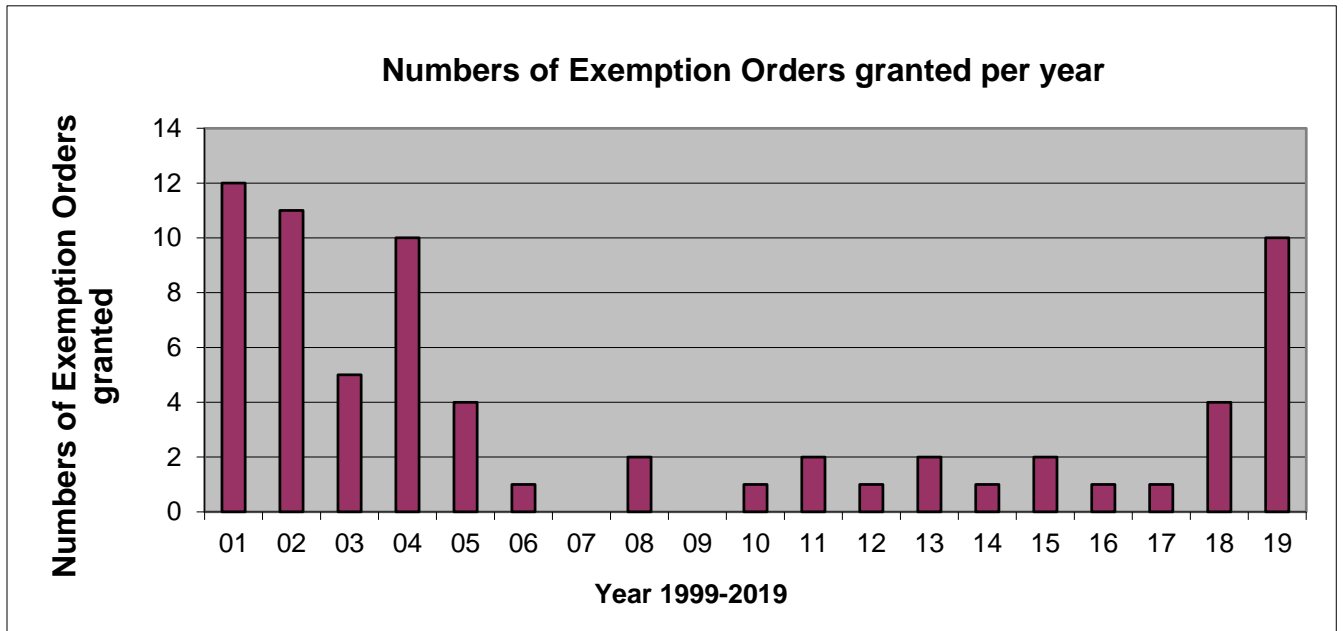
3.10 Section 183 of the EA 2010 enables the Secretary of State, on receipt of an application for exemptions from particular requirements of RVAR, to make an order (an "Exemption Order") authorising specified regulated rail vehicles to be used in passenger service even though they do not conform to some or all of the requirements of RVAR. Such Exemption Orders may contain conditions and may apply exemptions for a set time period.

3.11 A number of exemptions were granted to heavy rail vehicles which were previously regulated under RVAR. For some heavy rail vehicles, where minor non-compliances exist stemming from differences in domestic and European standards that do not materially affect accessibility, dispensations were granted in 2012.⁴

³ DPTAC is the Government's statutory advisor on the public passenger transport needs of disabled people.

⁴ <https://www.gov.uk/government/publications/heavy-rail-fleet-post-1998-fleets>

3.12 The DfT routinely publishes details of exemption applications on its website at <https://www.gov.uk/government/publications/list-of-rvar-exemption-orders>. Between 1999 and the end of 2019, 95 Exemption Orders had been made (including amendments but not corrections).



Reducing Regulatory Burdens

3.13 In 2014, the Department consulted on a proposal to make RVAR Exemption Orders administratively, rather than by statutory instrument. This consultation took place as part of a wider government initiative to reduce unnecessary regulatory burdens under the Deregulation Bill. Responses to that consultation were overwhelmingly positive.

3.14 The Deregulation Act 2015⁵ was made in March 2015 and provisions set out in Part 7 of Schedule 10 to that Act remove the requirement for the Secretary of State to make an Exemption Order under RVAR by statutory instrument. The result of this is that since 1 October 2015 all such Exemption Orders are made using an administrative process. Applicants are required to submit appropriate evidence in support of the exemptions that they are seeking and the Secretary of State requests the views of DPTAC, ORR and other

⁵ <http://www.legislation.gov.uk/ukpga/2015/20/contents/enacted>

representative bodies before granting or rejecting an exemption request. The Secretary of State can impose conditions and time limits as appropriate, and is required to lay before Parliament details of all exemptions granted in an Annual Report.

4 Exemption applications considered during 2019

DLR

4.1 Docklands Light Railway Limited (DLRL) applied for two RVAR exemptions during 2019 relating to both B92 and B2007 stock operated on the Docklands Light Railway network. The applications, although submitted separately, resulted in one combined exemption Order, granted on 11 December 2019.

4.2 The Order permits the operation of vehicles of both types within the DLR fleet that do not comply with audio-visual door closure warning standards, clearance to and diameter of handrails and illumination of the edge of the passenger doorway floor

4.3 The Order further exempts B92 vehicles from the requirements of RVAR 2010 for the width of route between wheelchair-compatible doorway and wheelchair space and the dimensions of priority seat and space available to its user.

4.4 The existing fleet of DLR vehicles has been in service for over a decade, with some having been in service for over 25 years. As a consequence they predate the current RVAR 2010 standards. They will be fully replaced by new trains, which are expected to be in service by the end of 2024. The cost and intrusive nature of the work that would be required to upgrade the vehicles would not deliver either value for money, nor a significant uplift in the passenger experience. DLRL reported that passenger complaints relating to the design of the vehicles and the impact on accessibility is very low.

4.5 DLRL also carried out a period of testing with audio-visual door warning signals to ascertain the impact on safety, accessibility and network reliability if the existing sequence was brought in line with the 3 second standard set by RVAR 2010.

4.6 In line with the findings of the LUL testing on the Victoria line, DLRL found that door trap incidents increased and the resulting delays had a significant impact on service reliability. Findings of these reports can be found on the DfT website¹

¹ Upload DLR research again

4.7 The exemptions expire at 23:59 hours on 31 December 2024

Glasgow Subway

4.8 Glasgow Subway is the 3rd oldest metro system in the world. It opened in December 1896 and was last modernised in the 1970s and 1980s. It is currently undergoing an extensive upgrade programme. This will replace all existing trains (built in 1980) with newly built, accessible vehicles. The new trains will start to be introduced from 2021 and will displace all existing non-compliant trains by June 2022. In the interim period the existing trains will be required to continue in operation. Numbers of non-compliant vehicles in use will diminish over the two-year period as new trains are brought in to service.

4.9 Since it would not be possible to temporarily replace the vehicles with other compliant vehicles owing to the specialist nature of the gauge of the trains, Glasgow Subway operators Strathclyde Passenger Transport Executive requested exemptions to retain the existing vehicles in service until bespoke new trains can replace them.

4.10 On a general note, the accessibility of the whole Glasgow Subway network is poor. There are no step-free stations and existing vehicles pre-date modern accessibility standards. The exemption application listed the following non-compliances for the vehicles: doorway exterior contrast; doorway audible warning devices; requirements relating to the provision and characteristics of a wheelchair space; contrast flooring; doorway handrails; audio visual passenger announcements; priority seat dimensions; and door edge illumination.

4.11 However, as noted these vehicles will be entirely replaced by mid-2022, with new vehicles coming into service from 2021. The lack of a viable alternative stock to replace these vehicles in the period following the 2020 deadline means that to keep the network in service, time-limited exemptions would be required.

4.12 Exemption was granted 11 Dec 2019 and expires on 1 July 2022.

London Underground Limited (LUL) – Network Exemption

4.13 These were LUL sought permanent exemptions to permit the ongoing operation of existing non-compliant audio and visual door closure warning sequences across the whole LUL network. RVAR 2010 standards require an audible signal to be given which starts at least 3 seconds before a vehicle's doors begin to close. It also requires that, where available, the passenger control device (which at times enables

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passengers to open and/or close train doors) ceases to be illuminated at least 3 seconds before the doors are closed by a member of the operator's staff.

4.14 Trains built and operated by LUL before RVAR standards first came into effect in 1999 were fitted with remotely operated powered doors that gave an audible warning for at least 1.75 seconds (with a tolerance of +/- 0.25 of a second) immediately before the doors started to close.

4.15 In 2018 LUL carried out a period of testing to establish the impact of changing these sequences to align them to a 3 second warning period. Door closure sequences were modified to a 3 second warning on the Victoria line for 6 months. The findings were assessed against a criteria of changes to accessibility, safety and service reliability.

4.16 The findings of the research showed that a longer period of warning indication increased the likelihood of passengers attempting to board as the doors were closing². This increased the risk of passengers or their belongings becoming trapped in the doors. LUL's research also noted that for services operating off-peak where platforms were less crowded, there was an increased likelihood for passengers to run along platforms or through access passages to attempt to board a train in the duration of the longer door closure warning signals.

4.17 The research noted that when a passenger or object becomes trapped in the doors, the train's departure is delayed whilst the doors are released and safely reclosed. This affects the punctuality of the train service, which can lead to station and platform crowding.

4.18 On 14 July 2019 LUL were granted a permanent, network-wide exemption to retain the existing 1.75 seconds minimum of audio-visual warning provided before a remotely operated door begins to close. The exemption makes provision for a minimum time period of 1.5 seconds of audio-visual warning to be given. This reflects a fraction of a second variability in the door operation mechanism on older vehicles, where the duration of the warning can range 0.25 of a second above or below 1.75 seconds.

Tyne and Wear Metro: Manual Boarding Ramps (carried forward from 2017)

4.19 In December 2017, Tyne and Wear Passenger Transport Executive (trading as 'Nexus') applied for an exemption from the

² Upload of research needed

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requirement to provide a manual boarding ramp at a wheelchair accessible doorway at all times and without pre-booking if a wheelchair user wishes to board or alight a train and the gap between the train and the platform is greater than 75mm horizontally and 50mm vertically.

4.20 The Tyne and Wear Metro network was designed to provide step-free access from street to train, but was built before RVAR standards came in to force. The gap/step between the train and the platform, whilst useable, exceeds the RVAR maximum of 75mm horizontally and 50mm vertically. Manual boarding ramps are available, if assistance is pre-booked.

4.21 Nexus are currently procuring new trains which will be designed provide step-free access to RVAR standards. The exemption is requested to be in force post 2020 and until the new train fleet can be brought into service in 2025.

4.22 Following lengthy consideration of this application, Tyne and Wear Metro were granted an exemption on 14 January 2019. In review of this application, the Department requested that the operator provided improved passenger assistance for any wheelchair passenger who wished to use the ramp to board or alight a train. Nexus responded by reducing the amount of notice which they required to provide assistance at unstaffed stations and by lengthening the hours of operation of the assistance helpline.

4.23 The exemption granted is time-limited and will expire on 1 July 2026, which is the date by which all new trains should be in service.

Tyne and Wear Metro: 4 Specialist Metro Cars (carried forward from 2018)

4.24 In October 2018 Tyne and Wear Metro applied for an exemption in relation to four original 'specialist' Metrocars in their fleet. These were the first four prototype cars to be built in the fleet and have minor design differences to all other cars.

4.25 Current rolling stock entered into service in 1980. The fleet received an overhaul between 2010 and 2015 to refurbish the trains to meet RVAR 2010 standards and to prolong their operational life to the mid-2020s. The 4 prototype Metrocars (4001, 4002, 4040 and 4083) did not undergo this upgrade programme. This decision was based on the ability to meet passenger demand without the need to operate the older prototype vehicles. They were retained as spare vehicles, to support day to day running of the network when other vehicles were out of service.

4.26 However, passenger numbers have grown and the usage of the vehicles has remained constant in the morning and evening peak times to relieve crowding. Until new rolling stock replaces the whole fleet in the mid-2020s, Nexus have requested exemptions from some RVAR standards to continue to operate the 4 vehicles after 1 January 2020 to meet passenger demand.

4.27 Exemption was granted for the 4 vehicles on 11 December 2019. It expires on 1 July 2026, in line with the previous exemption granted to Tyne and Wear Passenger Transport Executive. This date aligns with the full entry in to service of the new fleet of vehicles.

4.28 Non-compliances where exemption is granted relate to provision of boarding devices at some platforms, audible door closure warning properties, properties of door control buttons, location of door handrails, wheelchair space specifications and illumination of vehicle entrance/exit step.

London Underground Limited – Bakerloo Line (carried forward from 2018)

4.29 In December 2018 LUL applied for exemptions from RVAR standards relating to some aspects of the vehicles operated on the Bakerloo line, which were built in 1972. These exemptions would be applicable from 1 January 2020 during a period of upgrade, due to be completed by the end of 2021.

4.30 Upgrade work on existing trains will install wheelchair spaces, visual passenger information and manual boarding ramps at stations where they are suitable for use. Some non-compliances will remain after the upgrade work is completed. LUL has requested permanent exemption from these standards on technical and financial grounds.

4.31 In consideration of these requests, the Department did not consider that it was suitable to offer permanent exemption at this stage, ahead of the completion of the upgrade work. LUL will need to re-apply when it reaches then end of the refurbishment programme.

4.32 Until upgrade work is completed in 2021, non-compliances which will remain are as follows: the provision of boarding devices at stations that are inaccessible to wheelchair users due to the lack of any step free access from the street or from other lines; contrast flooring in vestibules; yellow strip markings on external door thresholds; the provision of a vertical handrail on either side of a doorway; diameter of handrails; announcement of next stop whilst stationary in a platform as

Rail Vehicle Accessibility Regulations: Exemptions Report 2019 well as between stations; visual passenger information displays; and provision of two wheelchair spaces.

4.33 Exemptions were granted for these non-compliances on 11 December 2019 and specific expiry dates were levied as conditions for exemption from some standards. Those standards relating to floor contrast, door edge strips, passenger information screens and wheelchair spaces will expire on 1 January 2022 and those relating to door handrails and next station announcements will expire in 1 January 2024. All other exemptions will remain in force for the life of the vehicle, except in the case of the provision of boarding devices at certain stations, which expire when step-free access is provided.

London Underground Central Line (carried forward from 2018)

4.34 In December 2018 LUL applied for exemptions from RVAR standards relating to some aspects of the vehicles operated on the Central line, which were built in 1992. These exemptions would be applicable during a period of upgrade, due to be completed by the end of 2024.

4.35 Upgrade work will install wheelchair spaces, visual passenger information and manual boarding ramps and platform humps at stations where they are suitable for use. Some non-compliances will remain after the upgrade work is completed. LUL has requested permanent exemption from these standards on technical and financial grounds.

4.36 In consideration of these requests, the Department did not consider that it was suitable to offer permanent exemption at this stage, ahead of the completion of the upgrade work. LUL will need to re-apply when it reaches the end of the refurbishment programme.

4.37 Non-compliances which will remain until upgrade is completed are as follows: provision of boarding devices at all certain stations that are inaccessible to wheelchair users due to the lack of any step free access from the street or from other lines; contrast flooring in doorways; a yellow strip to mark the door threshold between the train and the platform; the design and properties of the handrails; passenger information screens; announcing the name of the next stop whilst the train is stationary at the platform with the doors open as well as announcing it between stops; visual displays in capital letters only; height of priority seat; and two wheelchair spaces that meet the various requirements for size, location, provision of call-for-aid etc.

4.38 Exemptions were granted for these non-compliances on 11 December 2019 and they will expire on 1 January 2025.

London Underground Piccadilly Line (carried forward from 2018)

4.39 In December 2018 LUL applied for exemptions from RVAR standards relating to some aspects of the vehicles operated on the Piccadilly line, which were built in 1973. These exemptions would be applicable until the trains are withdrawn from service and fully replaced with compliant vehicles by December 2026.

4.40 Upgrade work will improve spaces for carrying wheelchairs and provide manual boarding ramps and platform humps at stations where they are suitable for use. To note - whilst these trains were recently modified to make them more accessible and to create a large area that could be used by wheelchair users, it was not possible to create a fully compliant wheelchair space without significant cost and time out of service to modify the train.

4.41 The exemptions applied for are as follows; provision of two fully compliant wheelchair spaces; provision of boarding devices at certain stations that are inaccessible to wheelchair users due to the lack of step-free access from the street or from other lines; a compliant vertical handrail on both sides of a single doorway; next stop announcements whilst the vehicle is stationary with the doors open at a platform as well as between stations.

4.42 To note - the exemption for next stop announcements was not requested for stations which are before a branch in the line, where the next stop could differ depending on the route of the vehicle – e.g. westbound from Acton Town.

4.43 Exemptions were granted for these non-compliances on 11 December 2019 and they will expire on 1st January 2027 in line with the completion of their removal from service.

London Underground Waterloo and City Line (carried forward from 2018)

4.44 In December 2018 LUL applied for exemptions from RVAR standards relating to some aspects of the vehicles operated on the Waterloo and City line, which were built in 1992. These exemptions would be applicable during a period of upgrade, due to be completed by the end of 2024.

4.45 Upgrade work will install wheelchair spaces. Some non-compliances will remain after the upgrade work is completed. LUL has requested permanent exemption from these standards on technical and

4.46 In consideration of these requests, the Department did not consider that it was suitable to offer permanent exemption at this stage, ahead of the completion of the upgrade work. LUL will need to re-apply when it reaches then end of the refurbishment programme.

4.47 The time-limited exemptions applied for are as follows: contrast flooring at the doorways; single band of colour on the door edge, properties for handrails inside the vehicle; the requirement for destination indicators not to display words in uppercase only, the requirement to make 'next stop' audible announcements when the train is stationary at a platform, the priority seat minimum height; and the provision of two compliant wheelchair spaces.

4.48 Exemptions were granted for these non-compliances on 11 December 2019 and they will expire on 1 January 2025.

London Trams

4.49 London Trams operate two fleets of vehicles on the Croydon Tramlink network. The vehicles were built between 1998 and 2000 (Bombardier CR400) and those built between 2012 and 2015 (Stadler Variobahn).

4.50 These vehicles were built to RVAR standards. However, a review of compliance ahead of the 1 January 2020 deadline carried out by London Trams has identified that there are some areas where the standards have not been fully met.

4.51 These are; door closure audio/visual warning times; letter height on internal passenger information screens; handrail radius; door vestibule lighting; and floor height changes.

4.52 A time limited dispensation is sought while work is carried out to rectify the non-compliances over door closure and letter height. The other non-compliance relate to features that are integral to the vehicle structure and will remain for the operational life of the vehicle.

4.53 Following receipt of the request in October 2019, the consideration of the application was carried forward into 2020 to permit proper scrutiny of the proposal.

5. Exemptions expiring during 2019

5.1 There are 2 exemption Orders which expired during 2019. These

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were exemptions granted to London Underground Limited and Docklands Light Railway Limited in 2018 to undertake periods of testing on audio-visual door closure warnings. Following the expiry of both Orders, further exemptions were requested in 2019 for both networks to retain existing door closure warning practices across their fleets.

6. Heavy Rail Accessibility

6.1 As explained in 3.2, heavy rail vehicles (trains) must comply with the pan-European rail accessibility regime which uses standards set in the PRM-TSI. For completeness of this report on rail vehicle accessibility, we have set out below those derogations and dispensations that have been granted for heavy rail trains in 2019.

6.2 In 2019, in addition to ‘targeted compliance’ dispensations granted in previous years which recognise the limitations for upgrading older vehicles to modern accessibility standards, the Secretary of State has granted ‘time-limited’ dispensations to 10 operators. These dispensations permit the operation of vehicles built before 1999 in an unrefurbished state during 2020. The dispensations are subject to conditions which limit the operation of the vehicles to one franchisee only and require that that franchise reports to the Secretary of State on progress to remove the vehicles from service within a fixed timeframe. Some include additional conditions which permit the use of vehicles on set routes only, or when coupled to compliant units only.

6.3 The use of time-limited dispensations was restricted to fleets where no other viable option was deliverable to ensure continuity of service during 2020. This included exhausting all other options for deploying other fleets, increasing the rate of upgrade work or introduction of new vehicles into service.

6.4 Operators were also required to demonstrate operational commitments to ensuring that the quality of disabled passengers journeys would not be diminished by the late delivery of the passenger benefits that improved rolling stock would deliver. This included requiring operators to provide clear information to passengers on non-compliant vehicles and alternative options for making accessible journeys.

Derogations

6.5 No derogations from the standards in the PRM TSI were granted in 2019.

Dispensations

6.6 Regulation 46(4) of the Railways (Interoperability) Regulations 2011 allows the Secretary of State to grant dispensations from the requirement for trains to comply with the PRM TSI by 1 January 2020.

During 2019 22 targeted dispensations and 33 time-limited dispensations were granted for the fleets in Table 1 and Table 2 below. Letters are available on the Department's website:

Targeted compliance dispensations		
Operator and vehicle class	Owner	Granted
150-2 (TfW, Northern and GWR recast)	Porterbrook	Signed 7 th May 2019
156s – EMT	Porterbrook	Signed 5 th Feb 2019
156s – Arriva Rail North	Porterbrook	Signed 5 th Feb 2019
TfW RS Class 230	Viva Rail	Signed of 30 th July 2019
GTR 455-8s correction	Eversholt	Signed 29 th August 2019
EMR 156s	Angel	Signed 29 th August 2019
Scotrail 156s	Brodies	Signed 29 th August 2019
144E	Porterbrook	Signed 10 th October 2019
Heathrow Express Class 332s	Heathrow Airport Holdings Limited	Signed 10 October 2019
Class 507s and 508s	Angel	Signed 10 th October 2019
150-2 (TfW, Northern and GWR recast)	Porterbrook	Signed 7 th May 2019
Class 153 TfW RS	Porterbrook	Signed 4 December 2019
Class 323 (ARN & WMT)	Porterbrook	Signed 14 November 2019
Class 442 (SWR)	Angel	Signed 18 December 2019
GWR HST	Angel	Signed 14 November 2019
Scotrail HST	Angel	Signed 14 November 2019

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Greater Anglia 321 Renatus	Eversholt	Signed 14 November 2019
Cross-Country Mark 3	Angel and Porterbrook	Signed 14 November 2019
Chiltern Mark 3	DB Regio	Signed 4 December 2019
Eurostar Class 373	Eurostar	Signed 14 November 2019
SouthEastern Class 466	Angel	Signed 20 November 2019
Northern Class 156	Porterbrook	Signed 14 November 2019

Table 2: Time-Limited Dispensations

Operator	Class of vehicle	Number of vehicles	Dispensation expiry
Greater Anglia	317	112	1-Oct-20
	321	288	1-Dec-20
	Mark 3	104	1-Apr-20
	317 upgrade overrun	72	15-Apr-20
Northern	142	48	31-May-20
	144	56	31-Aug-20
	150 upgrade overrun	14	30-Sep-20
	153 (Angel)	12	31-Dec-20
	153 (PB)	8	31-Dec-20
	156 upgrade overrun (Angel)	10	31-Dec-20
	156 upgrade overrun (PB)	12	31-Dec-20
	323 upgrade overrun	36	31-Oct-20
	Transport for Wales Rail Services	142	30
143		30	31-Jul-20
153		12	31-Jul-20
153 Angel		5	31-Dec-20
150 upgrade overrun		22	31-Aug-20
Mark 2		10	30-Jun-20
East Midlands Railway	Mark 3	12	30-Jun-20
	153 PB	9	31-Dec-20

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	153 Angel	10	31-Dec-20
	HST PB	77	28-Jul-20
	HST Angel	18	31-Dec-20
	HST ex LNER - Angel	53	31-Dec-20
	HST ex LNER - PB	25	31-Dec-20
Scotrail	HSTs upgrade overrun	37	31-Dec-20
	Mark 2	20	31-May-20
Arriva Rail London	317	56	30-Jun-20
West Midlands Trains	153	8	31-Dec-20
	323 upgrade overrun	42	30-Sep-20
Eurostar	Class 373	40	31-Dec-20
GWR	143	16	31-Dec-20
Chiltern	Mark 3	8	30-Jun-20
	TOTAL	1312	

7. Other statistics

7.1 The Department for Transport publishes other documents and statistics relating to the rail vehicle accessibility regime including:

- a list of all Exemption Orders made to date;
- a list of all rail vehicles built or fully refurbished to RVAR or the PRM TSI; and
- most recent Annual Exemption reports.

7.2 All lists are available from <https://www.gov.uk/government/collections/rail-vehicle-accessibility-regulations-rvar-exemption-orders>

