

The Rail Vehicle Accessibility (Non-Interoperable Rail System) (Croydon Tramlink) Exemption Order 2020

The Secretary of State makes the following Order, in exercise of the powers conferred by sections 183(1), (2), (4)(b), (5), (7) and 207(1) and (4) of the Equality Act 2010(a).

In accordance with section 183(4) of the Equality Act 2010 the Secretary of State has consulted with the Disabled Persons Transport Advisory Committee(b) and such other persons as the Secretary of State considers appropriate.

Citation and Commencement

1. This Order may be cited as the Rail Vehicle Accessibility (Non-Interoperable Rail System) (Croydon Tramlink) Exemption Order 2020 and comes into force on 22 October 2020.

Interpretation

2.—(1) In this Order—

“exempt Bombardier CR4000 vehicle” means a rail vehicle of the type known as Bombardier CR4000 and with a number in the series 2530 to 2553;

“exempt Stadler Variobahn vehicle” means a rail vehicle of the type known as Stadler Variobahn and with a number in the series 2554 to 2565;

“exempt vehicle” means an exempt Bombardier CR4000 vehicle or an exempt Stadler Variobahn vehicle;

“Tramlink” has the meaning given by section 2(1) of the Croydon Tramlink Act 1994(c);

“the 2010 Regulations” means the Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010

(2) Unless otherwise stated, a reference to a numbered paragraph in this Order is a reference to that paragraph of Part 1 of Schedule 1 to the 2010(d).

Exemption for exempt Bombardier CR4000 vehicles, relating to an audible warning of doors unlocking

3. Subject to article 11, an exempt Bombardier CR4000 vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with paragraph 3(5)(a), provided that the audible warning device emits a distinct sound for a period of not less than 1 second commencing when the doors become openable by passengers.

Exemption for exempt Bombardier CR4000 vehicles, relating to an audible warning of doors activated for opening

4. Subject to article 11, an exempt Bombardier CR4000 vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with paragraph 1 of Part 2 of Schedule 1 to the 2010 Regulations, provided that the

(a) 2010 c. 15.

(b) The Disabled Persons Transport Advisory Committee was established under section 125 of the Transport Act 1985 (c. 67) and has a statutory duty to provide the Government with advice on the public passenger transport needs of disabled people.

(c) 1994 c. xi.

(d) S.I. 2010/432, to which there are amendments not relevant to this Order.

audible warning device emits a distinct sound for a period of not less than 1 second commencing when the doors begin to open.

Exemption for all exempt vehicles, relating to an audible warning of doors closing

5. Subject to article 11, an exempt vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with paragraph 3(5)(b), in relation to the period of time for which the distinct sound should be emitted before the door starts to close, provided that the audible warning device emits a distinct sound commencing for a period of not less than 2.20 seconds before the door starts to close;

Exemption for exempt Stadler Variobahn vehicles, in relation to clearance for a passenger's hand around a handrail

6. An exempt Stadler Variobahn vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with paragraph 10(4)(b), in relation to the clearance for a passenger's hand around a handrail, provided that there is a clearance of not less than 40 millimetres between the vertical handrail and the glass draught screen where a vertical handrail adjacent to a doorway is fitted parallel to a glass draft screen.

Exemption for exempt Bombardier CR4000 vehicles, in relation to clearance for a passenger's hand around a handrail

7. An exempt Bombardier CR4000 vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with the requirements of paragraph 10(4)(b)—

- (a) in relation to handrails located on either side of a single priority seat, provided that there must be not less than 40 millimetres clearance for a passenger's hand between the handrail and the priority seat;
- (b) in relation to the end of a horizontal handrail in a C module tramcar, provided that there must be not less than 13 millimetres clearance for a passenger's hand between the end of the handrail and the interior panel adjacent to it.

Exemption for all exempt vehicles, excluding the Bombardier CR4000 2540 series vehicle, in relation to the height of display inside a rail vehicle

8. Subject to article 11, an exempt vehicle, except the Bombardier CR4000 2540 series vehicle, is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with the requirements of paragraphs 11(12)(b) and 11(13)(b), provided that the minimum height for a reading distance of more than 6 metres, is 20 millimetres.

Exemption for exempt Bombardier CR4000 vehicles, in relation to obstruction-free movement of wheelchairs to or from a wheelchair space

9. An exempt Bombardier CR4000 vehicle is authorised to be used for carriage on the Tramlink even if it does not conform with, or is used in a manner that does not conform with the requirements of paragraph 19(b), in relation to the obstruction-free movement of wheelchairs to or from a wheelchair space, only insofar as a raised floor edge exists adjacent to an accessible door, located on the route between that door and a wheelchair space that is approximately 250 millimetres long and 18 millimetres high at one end, and falling to 0 millimetres high at the other end.

Exemption for exempt Bombardier CR4000 vehicles, in relation to the illumination of the edge of the passenger doorway floor

10. An exempt Bombardier CR4000 vehicle is authorised to be used for carriage on the Tralink even if it does not conform with, or is used in a manner that does not conform with the requirements of paragraph 3 of Part 2 of Schedule 1 to the Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010, in relation to the illumination of the edge of the passenger doorway floor, provided that—

- (a) the passenger doorway is fitted with ceiling mounted lights that illuminate the floor along the entrance; and
- (b) the edge of the floor along the entrance of the passenger doorway is fitted with a yellow strip.

Expiry

11. The exemptions set out in articles 3, 4, 5 and 8 of this Order expire at 2am on 31st December 2021.

Signed by authority of the Secretary of State for Transport

Peter Wilkinson
Managing Director,
Passenger Services
Department of
Transport

Date