

**THE RAIL VEHICLE ACCESSIBILITY (NON-INTEROPERABLE RAIL SYSTEM)  
(LONDON UNDERGROUND JUBILEE LINE 96TS VEHICLES) EXEMPTION  
ORDER 2018**

**Explanatory Note**

**What does the Order do?**

1. The Order exempts the vehicles operated by London Underground Limited (LUL) on the Jubilee Line known as '96TS' from the required standards set out in the Schedule to the Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010 (RVAR) for:
  - Announcements relating to the next station stop, made while the vehicle is stationary in a platform;
  - provision of manual boarding ramps at 12 stations;
  - the dimensions of the yellow external door sill strip, provided for contrast; and
  - the provision of handrails at single leaf doors.
2. The exemption from 'next station' announcements applies for the life of the 96TS fleet. 'Next station' information must still be provided between departure from a station and arrival at the next station.
3. The exemption from the provision of manual boarding ramps is time limited whilst platform re-alignment work is carried out at 7 stations and applies at the remaining 5 until there is step-free access to the station.
4. Exemptions for the dimensions of the yellow door sill strip and second handrail apply for the life of the 96TS fleet, as they reflect the technical limitations of the vehicle design.
5. Copies of the application form can be found at Annex A.

**Why has the Order been made?**

**Para 1(1) Provision of manual boarding ramps**

6. Paragraph 1(1) of Schedule 1 to RVAR states that:

“... when a wheelchair-compatible doorway in a rail vehicle is open at a platform at a station, or at a stop, a boarding device must be fitted by the operator between that doorway and the platform, or the stop, if a disabled person in a wheelchair wishes to use that doorway”
7. Paragraph 1(1) does not apply where the gap between the edge of the door sill of the wheelchair-compatible doorway and the platform, or stop, is not more than 75 millimetres measured horizontally and not more than 50 millimetres measured vertically.
8. LUL has identified that for 12 of the 27 stations on the Jubilee line network the gap is greater than 75mm horizontally and 50mm vertically. LUL has a programme of remedial works in place to rectify the greater gaps and bring them to within the 75mm/50mm range in order to provide the maximum amount of step-free boarding possible on the Jubilee line. However, the work to realign the track will take place until the end of 2018 and in the interim there are 7 stations (all located on the newer section of the Jubilee network) where the gaps vary depending on vehicle loading from between 76mm and 90mm horizontally and 51 and 58mm vertically. The variability of the gap and step measurements away

from the 75mm/50mm has been caused due to settlement of the platforms following their construction in the late 1990s. LUL has requested an exemption to the temporary deployment of a manual boarding ramp until the work is completed to raise the track and realign the Platform Edge Doors on the basis that the additional 1-15mm horizontal and 1-8mm vertical gap is still safely traversable by a wheelchair user, without the need for a ramp.

9. There are a further 5 stations where manual boarding ramps would be needed to bridge the gap between the train and the platform for a wheelchair user, but the station itself has no step free access or interchange between platforms. This means that, as it would not be possible to enter or exit the station by wheelchair, or change platforms at that station for a wheelchair user, there is no benefit in being able to use a manual boarding ramp to disembark the train.
10. These types of stations are known as 'Pimlico principle' stations – based on the original station where the test of beneficial use of a manual boarding ramp was first applied. A 'Pimlico' station is where there is no platform to street step-free access and no meaningful interchange between platforms and no manual boarding ramp for normal passenger service is provided at those stations. Exemptions are in force on the Victoria, Circle, District, Hammersmith and City and Metropolitan lines for these categories of station.
11. At these stations, the exemption will apply until such time as step free access is provided.

#### **Width of contrast strip on external door steps**

12. Paragraph 8(6)(a) of Schedule 1 to RVAR states that at a passenger doorway in the side of a rail vehicle the floor must have a band of single colour running parallel with the full width of the entrance that is not less than 50 millimetres and not more than 100 millimetres wide.
13. Tunnels which carry the Jubilee line network are curved in many places, including along platforms, to negotiate a safe tunnelling path, when constructed. As a result Jubilee line trains need to be able to flex to give safe clearance away from the tunnel walls and platform edges when in service. To achieve this, vehicles need to taper at the ends. This means that it is not possible to fit a yellow warning strip on the external door edges which is consistently 50 mm wide along its length, as achieving this would either risk the step edge striking the walls of the tunnel or platform. Positioning a compliant 50mm yellow strip closer in to the vehicle body would mean the edge of the step would not be marked in compliance with RVAR para 8(6)(b). This requires that the edge of a yellow strip at the furthest from the entrance must not be more than 100 millimetres from the edge of the floor at the entrance. The yellow strip fitted to the Jubilee line trains meets this requirement but measures 33mm at its widest, reducing to 22mm at its narrowest.
14. The exemption is granted for the life of the vehicle on the basis that there is a technical and operational reason for non-compliance. – complying would risk the step edge striking platforms or tunnel walls.

#### **Handrails at single leaf doors:**

15. RVAR standards require that a handrail for personal stability must be provided at either side of a passenger door (paragraph 10(1)(a) of Schedule 1 to RVAR).

16. 96TS have a single leaf door at either end of the carriage and two sets of double leaf door in the centre. At the single leaf door there is only one handrail fitted on the saloon draught screen side of the door. On the vehicle end side there is no handrail fitted and there is limited space available in the 'standback' area. A rail would restrict access to the perch seat and LUL has concerns that fitting a second handrail could slow passenger flow when boarding/alighting the vehicle by narrowing the usable door width. LUL contend that using the single leaf door with one rail provides the same range of support as the double door, where a passenger would only be able to use one rail at a time, as the doors are too wide to reach both simultaneously.
17. The exemption is granted for the life of the vehicle on the basis that there is a technical and safe operational reason for non-compliance.

### **Passenger Information when stationary in a platform**

18. Para 11(5) of Schedule 1 to RVAR requires that whilst a rail vehicle is stationary at a station or stop any public address systems required to be fitted inside the vehicle, and on its exterior, must be used to announce the destination of the vehicle or, if it is following a circular route, the name or number of the route and, in the case of systems inside the vehicle only, to announce the next stop.
19. The existing passenger information system announces the next stop between stations. Stations on the Jubilee line are located closely together often with no more than a few minutes of travelling time between stations. This type of metro service offers limited time in which to make necessary passenger information available and provide other useful information such as available interchanges, safety information (such as 'mind the gap') or information on key local destinations e.g. the O2 Arena. LUL asserts that providing an additional announcement of 'next station' information could diminish the amount of other interchange and safety information able to be reasonably be provided and could also increase dwell times.
20. The Order has been granted to allow LUL to streamline the information provided to passengers whilst stationary in a platform and focus on the name of the current station, the end destination and any interchange or safety information. The next station information is then provided between stations and not repeated when the train is stationary in the platform.
21. As well as the audio announcement between stations, information is provided visually on customer information screens and printed network maps and the Jubilee line has no branch lines, fast or semi-fast services.
22. An exemption is granted for the life of the vehicle, on the basis of operational constraints.

### **Are there any conditions for the operator to meet during the period that the exemptions are in force?**

23. The exemption in relation to paragraph 1(1) of Schedule 1 to RVAR only applies to the station platform(s) listed in Schedule 1, and only until the dates given for each station platform listed in Table 1 which are the dates when compliance work

is schedule to be completed, or step free access is provided for the stations listed in Table 2.

24. LUL included Canons Park, Canning Town, West Ham and Stratford in to its application, but work at these stations has now been completed and they do not need to be included in the Exemption Order.

### **Why has the exemption been made without being laid before Parliament?**

25. Following amendment of section 183 of the Equality Act 2010 by the Deregulation Act 2015, exemptions can now be made by administrative orders, rather than by statutory instruments. The Order will, however, be notified to Parliament in the Annual Report which the Secretary of State is required to lay before Parliament by section 185 of the Equality Act.

### **Who has been consulted and what did they say?**

22. We consulted the Disabled Persons Transport Advisory Committee (DPTAC), the Office of Rail and Road and London Travelwatch on the exemption request, as well as carrying out a period of public consultation via our website.

23. DPTAC requested that 18 month monitoring conditions were included in any exemption granted, that placed a requirement on LUL to review complaints about the non-compliant features which the train would offer (the non-provision of manual boarding ramps, the non-compliant door strip and second door handle and the non-repetition of 'next stop' announcements). As a passenger and station licence holder LUL is required to establish a Complaints Handling Procedure, which is approved by ORR. Under its approach to monitoring complaints, ORR requires LUL to report data on complaints which is published annually, along with all other licence holders' complaints data.

24. We considered that it was not necessary to include further data gathering and reporting conditions in to this exemption as this would overlap the existing regulatory requirements to report to the regulator on passenger complaints, including those on accessibility.

25. The DPTAC consultation response also asked that LUL consider 'ways and means of publishing and promoting information (electronic and printed) to enable disabled Jubilee Line LUL customers to make an informed choice of using this route to make a journey'.

26. LUL provide a step-free tube map available online and on request at stations. This shows all locations where step free access is available from street to platform and street to train. The map categorises platform steps and gaps for step and gap heights. The step free tube map and general information regarding step free and wheelchair access is also available online at <https://tfl.gov.uk/transport-accessibility/wheelchair-access-and-avoiding-stairs> . Wider information on the accessibility of the network and trains is also available via the Transport for London website <https://tfl.gov.uk/transport-accessibility/>

23. Full consultation responses can be found at Annex B.

**Is there an impact assessment?**

24. London Underground Limited is a subsidiary of Transport for London. For Orders affecting public bodies, no impact assessment is required. .

**Contact**

25. Julia Christie at the Department of Transport: Tel: 07920 504300 or e-mail: [julia.christie@dft.gsi.gov.uk](mailto:julia.christie@dft.gsi.gov.uk) can answer any queries regarding the order.

## Annex A – Application form

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**Full name of applicant and address**

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London Underground Limited  
Windsor House  
42-50 Victoria Street  
London  
SW1H 0TL

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**Description of Rail Vehicles**

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Jubilee line 1996 Tube Stock - Vehicle numbers:

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Train Formation: 63 x 7 Car permanent formations

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Train Numbers:

Driving Motor Cars: 96001 – 96126

Trailer Car: 96201 – 96326

Special Trailer Car: 96601 – 96725 (odd)

Uncoupling Non Driving Motor Car: 96401 – 96526

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**Circumstances in which exemptions are to apply**

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At all times while the train is in passenger service

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**Relevant requirements from which exemption is sought**

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Schedule 1, Part 1 (General Requirements) of the Rail Vehicles Accessibility Regulations (RVAR) 2010, paragraph 11 (5):

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11(5) 'Whilst a rail vehicle is stationary at a station or stop any public address systems required to be fitted inside the vehicle, and on its exterior, must be used to announce the destination of the vehicle or, if it is following a circular route, the name or number of the route and, in the case of systems inside the vehicle only, to announce the next stop.'

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**Technical, economic and operational reasons why exemption is sought**

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London Underground (LU) is seeking an exemption that would allow the "next station" information inside the saloon to be given after the doors have closed at platforms on the Jubilee line. This is to allow for the provision of other important safety and customer station information during the short dwell times at platforms.

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LU is committed to providing sufficient, accurate, accessible and timely information to enable our customers to be confident during their journey, make informed decisions and minimise the

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impact of disruption. The Jubilee line provides a fast, frequent service with short station stops which limits the amount of information we are able to provide during dwell time.

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During the dwell, LU currently provides “destination” information. We also provide current station information, including the name of the current station, safety and security information. There is not sufficient time to provide both the current information and the name of the next stop within the dwell time at all the platforms on the Jubilee line as required by RVAR and run the intensive service which the Jubilee line Upgrade has enabled.

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Giving all of this information would increase the dwell time at a large number of platforms, which would have a cumulative effect along the entire journey. This would increase journey times for customers across the whole fleet, greatly reducing the line capacity and benefit gained from line upgrade improvements.

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LU understands the main intention behind requiring next stop and destination information while stationary at a platform, is to help customers differentiate between fast and stopping services to the same destination. This type of operation does not occur on the Jubilee line which operates a linear service with no branches or different stopping patterns.

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Therefore, LU believes that the ‘next station’ and ‘destination’ announcements serve the same purpose in providing reassurance to customers that they are in a train heading in the right direction.

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We believe that this purpose can be served equally well by making ‘next station’ announcements after the doors have closed which is the current practise on the Jubilee line and a number of other lines across the London Underground network. This would allow the short period of doors-open time to be utilised for key information about the current station, and other important messages, whilst allowing the train to depart promptly.

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LU is currently required to give the following information:

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“The next station is Canary Wharf. This train terminates at Stratford”

Some additional routine pieces of information given by the on train customer information system at stations and between stations to assist and inform customers on the Jubilee line:

Alight here for the o2

Change here for London Overground and the DLR

Please mind the gap between the train and the platform.

The exact combination of information messages given in the “at station” announcement will be specific to each individual platform. The information given is prioritised according to its usefulness and importance to our customers. Exemptions have previously been granted to the Victoria, Northern and Sub-surface lines on the same basis.

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**The effect which non-compliance would have on a disabled person's ability to use rail vehicles of the description to which the application relates**

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LU does not believe that this non-compliance would have any effect on a disabled person's ability to use the Jubilee line. We firmly believe that it would in fact enable us to provide a better service to customers.

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LU believes that there are a number of other audible and visual sources, both inside the train and on the platform, which enable a disabled customer to be confident in the direction of the train and next station that the train will call at.

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**Any measures which could be taken to enable disabled persons to use the rail vehicle if exemption sought is granted**

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LU does not believe that this non-compliance disadvantages customers using the Jubilee line. All regulated information will be given during the dwell time and the inter-station run time between two platforms in both audible and visual format. The information is also available from a variety of sources on the platform before the train arrives and when it is stationary.

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**Any proposals for later modification of rail vehicles to secure compliance with RVAR within a stated period**

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The information systems in the refurbished 96TS trains are capable of complying with this Regulation. However in operational terms to ensure that all announcements were fully compliant with RVAR, we would need to extend dwell times at a significant number of stations which would have a cumulative effect along the entire journey. This would increase journey times for passengers across the whole fleet which would greatly reduce the benefit gained from the upgrade improvements.

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**Unless permanent exemption sought, the period during which exemption is to apply.**

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LU is requesting an untimed exemption for all platforms on the Jubilee line.

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**Description of Rail Vehicles**

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Jubilee line 1996 Tube Stock - Vehicle numbers:

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Train Formation: 63 x 7 Car permanent formations

Train Numbers:

Driving Motor Cars: 96001 – 96126

Trailer Car: 96201 – 96326

Special Trailer Car: 96601 – 96725 (odd)

Uncoupling Non Driving Motor Car: 96401 – 96526

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**Circumstances in which exemptions are to apply**

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At all times while the train is in passenger service

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**Relevant requirements from which exemption is sought**

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Schedule 1, Part 1 (General Requirements) of the Rail Vehicles Accessibility Regulations (RVAR) 2010, paragraph 8 (6) (a):

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8(6) At a passenger doorway in the side of a rail vehicle the floor must have a band of single colour running parallel with the full width of the entrance –

not less than 50 millimetres and not more than 100 millimetres wide; the edge of which furthest from the entrance must not be more than 100mm from the edge of the floor at the entrance; and which contrasts with the adjoining floor surface.

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**Technical, economic and operational reasons why exemption is sought**

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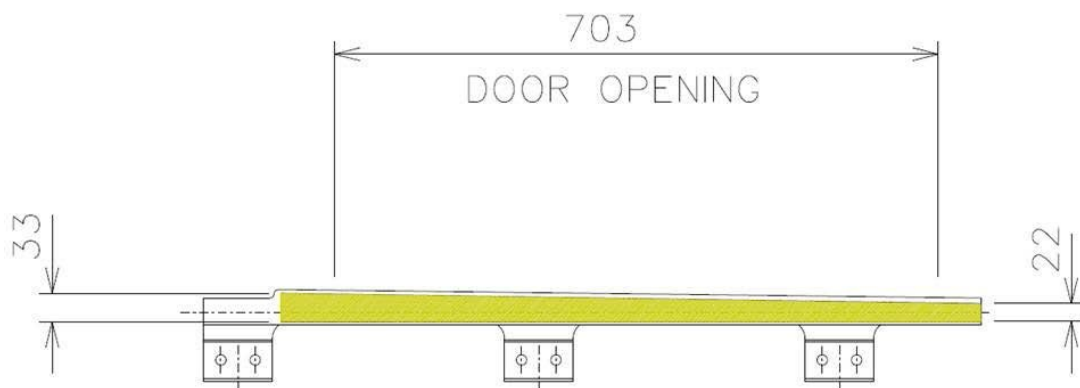
London Underground (LU) operates the Jubilee line on a combination of new and old tunnels and stations. Therefore, due to the existing infrastructure, many of the stations on the Jubilee line have a gap between the train and platform. LU has minimised the safety risk to customers through a combination of installing door sills at the two single doors and the double doors on all train and cab carriages, as well as an ongoing programme of works to modify platforms where possible. LU has installed RVAR compliant safety strips on the sills located at the double doors of train carriages.

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The single door sills on the Jubilee line trains are tapered, the same as those on the Northern line trains (95TS) [as shown below] to reduce the risk of the train striking curves and corners in tunnels and along platforms. As the Jubilee line trains are refurbished trains, rather than newly commissioned trains, the trains will have a safety strip of contrasting colour retrofitted within the tapered door sill area.

Jubilee line single door sill

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As mentioned above, due to the taper of the door sill for operational reasons, LU is unable to install a safety strip measuring more than 50mm in width, as the continuous width of 50mm safety strip would not fit on the tapered door sill.

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A number of options were considered to achieve RVAR compliance on the Northern line, and the technical solution has been carried across to the Jubilee line. The options were as follows:

a) Widening the door sill to allow for the safety strip to be fitted

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The train cars measure 17.7 metres and the body ends of the cars taper inwards, to allow the cars to safely negotiate bends in tunnels and platforms. If the width of the door sills was increased, these would foul the gauge (train clearance in tunnels) and differ from the width of the sills on the double doors.

b) Moving the safety strip further back into the train carriages to avoid the taper

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This would not meet the RVAR 100mm distance requirement from the door entrances as stated in the RVAR regulations.

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As neither of these solutions was appropriate, LU has complied with the spirit of RVAR and provided a visible safety strip, of contrasting colour, within the parameters of the LU infrastructure constraints and intends to do the same on the Jubilee line.

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**The effect which non-compliance would have on a disabled person's ability to use rail vehicles of the description to which the application relates**

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LU does not believe that this non-compliance would preclude a disabled person to use the refurbished Jubilee line trains.

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**Any measures which could be taken to enable disabled persons to use the rail vehicle if exemption sought is granted**

Refurbished Jubilee line trains will have safety strips of contrasting colour retrofitted onto doors sills on the fleet. We believe these enhancements greatly improve a disabled person's ability to travel on the Jubilee line.

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**Any proposals for later modification of rail vehicles to secure compliance with RVAR within a stated period**

As set out above, existing infrastructure precludes LU's ability for full compliance with RVAR in relation to the width of the safety strip on single door sills.

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**Unless permanent exemption sought, the period during which exemption is to apply.**

LU is requesting a permanent exemption for the Jubilee line.

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**Circumstances in which exemptions are to apply**

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At all times in passenger service, when a refurbished 96TS train stops at a platform where:

- there is no step-free route from the platform out of the station: or
  - there is no step-free route between that platform and platforms for other London Underground (LU) lines or national rail services: or
  - it is not physically possible to:
    - a. bring the dimensions of the step and/or gap within the maximum permitted tolerances and
    - b. deploy a manual boarding ramp in a safe and appropriate way.
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**Relevant requirements from which exemption is sought**

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Schedule 1, Part 1 (General Requirements), of the Rail Vehicles Accessibility Regulations (RVAR) 2010, paragraph 1(2):

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1(1) Subject to sub-paragraph (2), when a wheelchair-compatible doorway in a rail vehicle is open at a platform at a station, or at a stop, a boarding device must be fitted by the operator between that doorway and the platform, or the stop, if a disabled person in a wheelchair wishes to use that doorway.

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1(2) Sub-paragraph (1) does not apply where the gap between the edge of the door sill of the wheelchair-compatible doorway and the platform, or stop, is not more than 75 millimetres measured horizontally and not more than 50 millimetres measured vertically.

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**Technical, economic and operational reasons why exemption is sought**

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LU is requesting a series of temporary exemptions to enable us to provide useful level-access between the train and platform within the constraints of the infrastructure on the Jubilee line. The train fleet is being refurbished and will comply with the requirements of RVAR, except where exemptions are being sought.

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Our aim is to provide a 'turn up and go' service which allows customers the greatest level of independent access without the need for staff intervention and assistance. However, this is made difficult by the fact that many of the platforms were never designed to provide level-access. These stations are often difficult to alter due to their physical layout and constraints, especially as many are below ground..

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LU prefers the use of a permanent solution to that of a temporary solution, for example a manual boarding ramp (MBR). LU is proposing to, and has already carried out a number of modifications to, use physical improvement works to provide permanent, reliable and independent access to customers. However, MBRs will be used where there is a tangible benefit to disabled customers.

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On the Jubilee line we are intending to use 'platform humps' to raise relevant sections of the platform to the same height as the train to give permanent level access to the train as have been installed elsewhere on the network. At a number of stations, LU is planning to lift the track to achieve level access or use a combination of these two. On some stations with Platform Edge Doors (PEDs) modifications are to be carried out to the door sill plate to provide compliant access.

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The use of permanent physical infrastructure improvements rather than temporary solutions requiring staff intervention has been supported by Department for Transport (DfT), Disabled Persons Transport Advisory Committee (DPTAC) and Parliament during the introduction of previous fleets.

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LU is committed to providing independent access to our service whenever possible and practicable. However due to infrastructure restrictions and the nature of the Jubilee line service, even if expensive infrastructure alterations were made to every platform, disabled customers would still not have effective or appropriate access at a significant number of stations and platforms.

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At some locations it is not physically possible to bring the step and gap within the permitted dimensions because of the curvature of the platform. Meanwhile, at other locations, works would enable customers to alight from the train but they would not be able to leave the platform as there is no step free route through the station.

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Therefore LU has developed a phased programme of timed and untimed exemptions which would enable us to focus on the platforms which will give maximum benefit to disabled customers within a realistic timescale. We believe that this is the most effective use of our resources, taking account of the reality that regrettably many Underground stations are not currently accessible to all customers, especially wheelchair users and others with mobility impairments.

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**The effect which non-compliance would have on a disabled person's ability to use rail vehicles of the description to which the application relates**

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LU has sought to minimise the effect of these exemptions on disabled peoples' ability to travel. Whilst LU understands that the size of the step and gap between the train and platform will cause a problem for a number of disabled people, in particular some wheelchair users, we believe that this approach, which broadly follows the approach used for the Victoria line, Northern line, 'S7' and 'S8' upgrade projects, is the most appropriate way forward at this time.

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**Any measures which could be taken to enable disabled persons to use the rail vehicle if exemption sought is granted**

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LU is requesting a series of temporary exemptions in addition to applying the Pimlico Principle to take account of the different issues of platforms and stations on the Jubilee line. As such boarding devices or permanent infrastructure works will take place to ensure that the line is as accessible as possible given the environment in which it works.

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Currently there are a number of locations which have MBRs which are undergoing feasibility for installation of permanent humps to further improve accessibility.

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**Any proposals for later modification of rail vehicles to secure compliance with RVAR within a stated period**

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At stations where work is planned, the temporary exemptions will enable LU to carry out works in line with current existing programmes. Our medium and long term solutions will provide an appropriate, accessible and sustainable solution to give greater independent access for disabled customers at these stations.

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The number of locations affected by this exemption will reduce as works are carried out to give level-access between the platform and trains.

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LU has not applied for a permanent exemption for platforms where compliance is not currently possible as we are aware that technology and circumstances change. Consideration of future compliance methods will be a key factor to any future plans.

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**Unless permanent exemption sought, the period during which exemption is to apply.**

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LU is requesting timed and untimed exemptions in line with the tables below with outlined timescales.

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**Timed exemptions**

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Station	Platform	Pimlico Category	Works for compliance	Completion date	Compliant
Canons Park	1	3	Further Feasibility for hump (else MBR to be installed)	2020 (else earlier)	Exemption (timed)
	2		Further Feasibility for hump (else MBR to be installed)	2020 (else earlier)	Exemption (timed)
Westminster	3	1	Modification to PED	2020	Exemption (timed)
	4		Modification to PED	2020	Exemption (timed)
Waterloo	5	1	Modification to PED	2020	Exemption (timed)

	6		Modification to PED	2020	Exemption (timed)
London Bridge	3	1	Modification to PED	2020	Exemption (timed)
	4		Modification to PED	2020	Exemption (timed)
Bermondsey	1	1	Modification to PED	2020	Exemption (timed)
Canada Water	1	1	Modification to PED	2020	Exemption (timed)
	2		Modification to PED	2020	Exemption (timed)
Canary Wharf	1	1	Modification to PED	2020	Exemption (timed)
	2		Modification to PED	2020	Exemption (timed)
North Greenwich	1	1	Modification to PED	2020	Exemption (timed)
	2		Modification to PED	2020	Exemption (timed)
	3		Modification to PED	2020	Exemption (timed)
Canning Town	5	1	Re-profiled	May 17	Exemption (timed)
	6		Re-profiled	May 17	Exemption (timed)
West Ham	5	1	Re-profiled	May 17	Exemption (timed)
	6		Re-profiled	May 17	Exemption (timed)
Stratford	13	1	Re-profiled	May 17	Exemption (timed)
	14		Re-profiled	May 17	Exemption (timed)
	15		Re-profiled	May 17	Exemption (timed)

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**Untimed exemptions under Pimlico Principle**

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<b>Station</b>	<b>Platform</b>	<b>Pimlico Category</b>	<b>Works for compliance</b>	<b>Completion date</b>	<b>Compliant</b>
Queensbury	1	4	Derogation through Pimlico Principle	N/A	Exemption (untimed)
	2		Derogation through Pimlico Principle	N/A	Exemption (untimed)
Neasden	2	4	Derogation through Pimlico Principle	N/A	Exemption (untimed)
	3		Derogation through Pimlico Principle	N/A	Exemption (untimed)
Dollis Hill	1	4	Derogation through Pimlico Principle	N/A	Exemption (untimed)
	2		Derogation through Pimlico Principle	N/A	Exemption (untimed)
Swiss Cottage	1	4	Derogation through Pimlico Principle	N/A	Exemption (untimed)
	2		Derogation through Pimlico Principle	N/A	Exemption (untimed)
St John's Wood	1	4	Derogation through Pimlico Principle	N/A	Exemption (untimed)
	2		Derogation through Pimlico Principle	N/A	Exemption (untimed)

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**Appendix A**

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**Compliant platforms**

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<b>Station</b>	<b>Platform</b>	<b>Pimlico Category</b>	<b>Works for compliance</b>	<b>Completion date</b>	<b>Compliant</b>
Stanmore	1	3	Further Feasibility (MBR Present)	N/A	Yes
	2		Further Feasibility (MBR Present)	N/A	Yes
	3		Re-profiled (Complete)	N/A	Yes



Kingsbury	1	1	Re-profiled (Complete)	N/A	Yes
	2		Re-profiled (Complete)	N/A	Yes
Wembley Park	3	1	BTR (Complete) MBR present	N/A	Yes
	4		BTR (Complete) MBR Present	N/A	Yes
Willesden Green	2	1	Further Feasibility (MBR Present)	N/A	Yes
	3		Further Feasibility (MBR Present)	N/A	Yes
Kilburn	1	1	Further Feasibility (MBR Present)	N/A	Yes
	2		Further Feasibility (MBR Present)	N/A	Yes
West Hampstead	1	3	Further Feasibility (MBR Present)	N/A	Yes
	2		Further Feasibility (MBR Present)	N/A	Yes
Finchley Road	2	3	Further Feasibility (MBR Present)	N/A	Yes
	3		Further Feasibility (MBR Present)	N/A	Yes
Baker Street	7	3	Hump (Complete)	N/A	Yes
	10		Hump (Complete)	N/A	Yes
Bond Street	3	3	Hump (Complete)	N/A	Yes
	4		Hump (Complete)	N/A	Yes
Green Park	5	1	Hump (Complete)	N/A	Yes
	6		Hump (Complete)	N/A	Yes
Southwark	1	1	Compliant	N/A	Yes
	2		Compliant	N/A	Yes
Bermondsey	2	1	Compliant	N/A	Yes

<b>Full name of applicant and address</b>
London Underground Limited Windsor House 42-50 Victoria Street London SW1H 0TL
<b>Description of Rail Vehicles</b>
Jubilee line 1996 Tube Stock - Vehicle numbers:  Train Formation: 63 x 7 Car permanent formations Train Numbers: Driving Motor Cars: 96001 – 96126 Trailer Car: 96201 – 96326 Special Trailer Car: 96601 – 96725 (odd) Uncoupling Non Driving Motor Car: 96401 – 96526
<b>Circumstances in which exemptions are to apply</b>
At all times while the train is in passenger service
<b>Relevant requirements from which exemption is sought</b>
Schedule 1, Part 1 (General Requirements) of the Rail Vehicles Accessibility Regulations (RVAR) 2010, paragraph 10 (1) a:  10.—(1) Subject to sub-paragraphs (2) and (3), a handrail must be fitted in the following positions—  (a) in every rail vehicle, on the inside as close as practicable to, and on either side of, the passenger doorways in the side of the vehicle, extending vertically from a point not more than 700 millimetres above the floor to a point not less than 1200 millimetres above the floor.
<b>Technical, economic and operational reasons why exemption is sought</b>
Currently on the Jubilee line, there is a single compliant handrail in the single doorways of the trains. At double doorways, there is a compliant handrail on both sides of the door opening. London Underground believes that fitting a second hand rail in the single door area would be technically challenging because there is no standback to the body end and a perch seat in this location. This would also not provide good value for money given that the stock is currently being refurbished to the same standard as the 95TS (Northern line) refurbishment which has been completed.

To make a handrail which is obvious from the exterior and useable would mean encroaching into the door aperture or placement which would obstruct part of the perch seating area and access panels for equipment underneath. Re-engineering the body end panel to allow for a compliant handrail would result in significant cost and would likely further limit access to equipment in this area.

In the uncoupling non driving motor cars (UNDM), a hand rail in this location may detract from the usability of the controls housed underneath the perch seat and present a limitation to the operability of the shunting position when required for use. In the interest of consistency across all single doorways on the fleet, London Underground would be uneasy in placing hand rails in only some locations as this may lead to confusion or injury if people are expecting the rail to be on both sides.

**The effect which non-compliance would have on a disabled person's ability to use rail vehicles of the description to which the application relates**

LU does not believe that this non-compliance would preclude a disabled person from using the refurbished Jubilee line trains. A handrail is fitted to both sides of the double doors meaning a user can steady themselves at either side of that door, but not use both at once as the door opening is 1600mm wide. A single handrail is fitted in the single door vestibule give a user the ability to steady themselves when stepping into and out of the train on one side. The rails are situated on the body side (towards the centre of the car), rather than car end side, of each single doorway.

Underground stations have clearly marked areas at which level access is available to aid people boarding a train who have difficulties with steps and gaps. This is publicised on the step free tube map, in stations and on platforms.

**Supplementary information for consideration**

London Underground has recently received 'minded to' letters from the Department for other fleet regarding the same exemption.

**Any proposals for later modification of rail vehicles to secure compliance with RVAR within a stated period**

London Underground does not intend to further modify the vehicles.

Though additional trains likely to be procured in order to satisfy the Jubilee Line World Class project, these will be built to the same specification and design as the existing fleet in order to minimise the associated costs with maintenance and ensure that customers receive a consistent experience on all of the trains.

**Unless permanent exemption sought, the period during which exemption is to apply.**

LU is requesting a permanent exemption for the Jubilee line.



## **Annex B – Consultation responses**

**To note: The public consultation was carried out on all four exemption requests simultaneously but the stakeholder consultation stage was carried out in two phases, as the application form for the single handrail at single leaf door request was submitted separately. This is reflected in the two stage responses from stakeholders.**

### **DPTAC**

LUL RVAR (2010) Exemption Request under Section 183 of the Equality Act: DPTAC Response - April 2017

#### **96 Tube Stock Rolling Stock on Jubilee Line**

In summary, DPTAC believe the RVAR (2010) exemption request in relation to this class of LUL rolling stock should be granted on the following grounds:

- Exemption precedents have previously been granted to Northern, Victoria and DLR Line Rolling Stock on similar grounds to this exemption request, therefore DPTAC believe that this request is fair and reasonable.
- DPTAC recognise and appreciate the difficulties LUL are currently faced with in terms of ensuring full compliance with RVAR (2010) as set out in the exemption request.
- DPTAC acknowledge the statement from LUL that whilst exemption is requested in terms of 96TS rolling stock on the Jubilee Line, a watch will be maintained to revisit the accessibility issues known to exist in this case with a mind to review introducing fit for purpose solutions at a future date, should the opportunity to do so arise.

In supporting this exemption request, DPTAC suggest that LUL consider the following in terms of 'reasonable adjustment' provision:

1. Yellow strip provided along the door sill to aid identification of the step between the train and platform.

DPTAC are minded to grant this exemption request with a caveat that LUL monitor any complaints received in context of this matter and review in 18 months.

2. Announcements made when a vehicle is stationary in a platform – announcement of the next station.

DPTAC are minded to grant this exemption request with a caveat that LUL monitor any complaints received in context of this matter and review in 18 months.

3. The gap between the train and platform.

DPTAC acknowledge that this is a temporary exemption request, and that LUL will undertake scoping exercises to undertake possible infrastructure improvements to mitigate barriers posed in relation to passenger interface between platform and train. On that basis, DPTAC are minded to grant exemption in respect of this matter and request LUL to review in 18 months to ascertain whether options exist to undertake improvement work to address this point, and monitor any complaints received in context of this matter.

4. **Provision of handrails at doorways on Jubilee Line 96 TS Rolling Stock (additional request)**

DPTAC believe that the double doorway handrails offer 'reasonable adjustment' in relation to this matter, and are therefore minded to support this particular exemption request on the grounds that it would be fair to surmise that installation of a single handrail on 96 TS Rolling Stock single doors would not pose a significant access related issues in this context. It is also acknowledged that provision of a double handrail in this location would pose an additional barrier to the on board perch seating, which is long established as offering a means of accessible travel to disabled people with certain types of impairment.

Conclusion statement.

DPTAC appreciate the difficulties LUL are faced with in relation to improving access as detailed above. In recognition that the end date for RVAR (2010) compliance is approaching, DPTAC would welcome an update statement on feedback provided in points 1 – 4 (above) in November 2018. On that basis, DPTAC are satisfied that the case for exemption for 96 TS Rolling Stock on Jubilee Line should be granted with the caveats proposed in this document are given due regard by LUL.

A further request is made that LUL consider ways and means of publishing and promoting information (electronic and printed) to enable disabled Jubilee Line LUL customers to make an informed choice of using this route to make a journey.

End.

Dave Partington, DPTAC member, April 2017.

## **ORR**

Thank you for the opportunity to comment on London Underground's application for exemptions from compliance with RVAR2010 for the Jubilee Line. I have discussed these proposals with my colleagues who deal with London Underground on a day-to-day basis, and we are satisfied that they do not introduce any safety risks or restrict our ability to enforce other aspects of accessibility legislation. From the point of view of the direct effect on accessibility, we are satisfied that the application is in accordance with established principles that have already been considered and accepted for other parts of the London Underground operation.

Regards

Giles Turner



Giles Turner BEng(Hons) ACGI CEng MIMechE  
CMIOSH  
Senior Engineer, Rail Vehicles

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## London TravelWatch

Thanks, this all seems sensible and we have no objections or comments.

Many Thanks,

Robert Nichols,

Policy Officer,

London TravelWatch,

169 Union Street, London, SE1 0LL

### **Second round consideration of single handrail request:**

**Text sent in accompaniment to application form:**

*“LUL have contacted me to note that by their error they had omitted to include a request for exemption from the requirement to fit a handrail on either side of a passenger doorway. For the single doorways at the end of each carriage there is currently only one handrail fitted and to install a second would encroach into the useable doorwidth space as the doors do not have a standback in the vestibule. The application is attached. Could you let me know your views on this additional request?”*

### **DPTAC**

Text highlighted in red in main response above.

### **ORR**

Jubilee.

I think we understand that passenger flows on the Underground are delicate beasts, and that these single doors are not generous even without a second handrail obstructing the space (and potentially affecting PTI safety). I would propose no objection.

Keith Atkinson

HM Principal Inspector of Railways

Transport for London team

Office of Rail and Road

One Kemble Street

London

WC2B 4AN

### **London TravelWatch**

Thanks, no objection from us on this additional exemption.