

Annex B – Consultation responses:

DPTAC

11 February 2016

Dear [information withheld in reliance on the s40(2)&(3) personal information exemption]

Many thanks for going through all the rolling exemption requests - that was really helpful and much appreciated.

- Riviera sleeper

I just wanted to confirm that as far as I am concerned, all the exemptions would be acceptable to DPTAC, in view of the practical and cost constraints, and I don't think any of them materially restrict the use by disabled passengers.

The Riviera Sleeper remains acceptable so long as it is properly staffed, and you will be asking for more details about the the steps.

with best wishes

Andrew

Andrew Probert

16 November 2016

Dear [information withheld in reliance on the s40(2)&(3) personal information exemption]

I just wanted to confirm in writing that I am content with the dispensations we discussed for:

- The Riviera sleeper

They all seem quite reasonable (and it would be unreasonable to reject them) and I cannot see, from DPTAC's point of view, that they make a significant difference to disabled passengers.

And thank you for your time going through them all with me - it is much appreciated.

with best wishes

Andrew

Andrew Probert

ORR

[information withheld in reliance on the s40(2)&(3) personal information exemption]

Thank you for the opportunity to comment on these dispensation requests. I have consulted the lead inspector for GWR. We have no objections to make in respect of safety or of ORR's ability to take enforcement action should there be breaches of accessibility legislation outside of the scope of these dispensations.

Regards

Giles



**Giles Turner BEng(Hons) ACGI CEng
MIMechE CMIOSH**

Senior Engineer, Rail Vehicles

[information withheld in reliance on the
s40(2)&(3) personal information
exemption]

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From: [information withheld in reliance on the s40(2)&(3) personal information exemption]

Sent: 03 November 2016 5:10 PM

To: Turner, Giles

Subject: PRM-TSI dispensation requests

Giles,

I have received dispensation requests against the PRM-TSI standards for accessibility, which is mandated by RIR2011 for the following classes of rail vehicle:

The Riveria Sleeper (Mark 3 vehicles – BFO, RFM, TSD, SLEP, SLED)

A summary of the areas of dispensation requested are attached. We are minded to grant these dispensations. I would be grateful if you could provide me with any views you have on these dispensation requests by **1 December 2016**.

Thanks,

[information withheld in reliance on the s40(2)&(3) personal information exemption]

Transport Focus

6 December 2016

Dear [information withheld in reliance on the s40(2)&(3) personal information exemption]

Thanks for the additional info. I'd missed that piece about the doors obviously.

The exceptional staffing on sleepers does reduce our concerns about this.

Kind regards,

phil

From: [information withheld in reliance on the s40(2)&(3) personal information exemption]

Sent: 06 December 2016 10:31

To: Phil Wilks ;

Subject: RE: PRM-TSI dispensation requests

Hi Phil,

Thanks for getting back to me to note your support of the proposal to grant the dispensations.

You asked a question about progress for research into the fitment of a powered handle for slam door coaches. Industry research into this option demonstrated that the continual wear and tear on the mechanism from a slam closure (after an assisted opening) meant that the long term performance and reliability of this solution did not make it financially viable to manufacture and fit.

In the case of the Sleeper service, we are content that the higher levels of staff available to assist passengers to board and alight the train mitigates the fitment of a second handrail on the door hinged edge.

Thanks,

[information withheld in reliance on the s40(2)&(3) personal information exemption]

From: Phil Wilks

Sent: 06 December 2016 09:45

To: [information withheld in reliance on the s40(2)&(3) personal information exemption]

Subject: RE: PRM-TSI dispensation requests

Dear [information withheld in reliance on the s40(2)&(3) personal information exemption]

My apologies for the delay in replying.

Riviera sleeper Mk 3

I recall some two years ago a proposal was made to fit internal door-opening mechanisms to slam-door coaches. Indeed, I and a colleague went with DfT staff to Loughborough to inspect just such a device. This would provide at least a partial handrail. Has this now been set aside? We appreciate the unique nature and staffing level of the sleeper service in any case, although the absence of a rail there may cause some passengers a difficulty.

However, the service has been running for many years without significant inconvenience being reported, as far as we are aware. For that reason we agree with DFT's stance.

Kind regards,

Philip Wilks

From: [information withheld in reliance on the s40(2)&(3) personal information exemption]

Sent: 17 November 2016 18:31

To: Phil Wilks

Subject: PRM-TSI dispensation requests

Phil,

Following on from my email regarding a stakeholder view on RVAR exemptions, I have also received dispensation requests from the European accessibility standards mandated under the Railways Interoperability Regulations 2011 for mainline trains. These requests are for the following vehicles:

- The Riveria Sleeper (Mark 3 vehicles which operate the overnight service from London to Cornwall)

A summary of the areas of dispensation requested are attached. We are minded to grant these dispensations. I would be grateful if you could provide me with any views you have on these dispensation requests by **1 December 2016**.

Thanks,

[information withheld in reliance on the s40(2)&(3) personal information exemption]