



Calling on the Scottish Government to take more steps to make the ScotRail fleet accessible to visually impaired, including standardising buttons on ScotRail Fleet and providing high visibility clothing for its station workers

ScotRail Fleet

Currently ScotRail operate a mixture of rolling stock, some of which were designed before Rail Vehicle Accessibility Regulation, 1998.

Overall, 61% of the existing ScotRail Fleet is fully compliant with Rail Vehicle Accessibility Regulations.

The other 39% of the Fleet is either being refurbished under the UK National Implementation Plan for 2020 compliance or being replaced with new rolling stock, or being withdrawn from the ScotRail network.

Rail Vehicle Accessibility Regulations

Rail Vehicle Accessibility Regulations (RVAR) have applied to all new rail vehicles entering service in Great Britain since December 1998. They outline the standard requirements for meeting the needs of disabled passengers. This included, for example, providing access for wheelchair users, the size and location of handrails, handholds and location of powered door control devices as well as providing audio-visual passenger information systems (PIS), priority seating, and other equipment. The Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010 apply to non-mainline vehicles, and contain the specifications applicable to main line vehicles introduced before the first version of the PRM TSI was published in 2008. Vehicles introduced before RVAR 1998 came into force have to be made compliant before 1 January 2020 and these standards are applied as trains get refurbished.

The Railways (Interoperability) Regulations 2011

The Railways (Interoperability) Regulations 2011 (as amended) is the domestic legislation that enforces the application of the Technical Specifications for Interoperability (TSI). This Interoperability requires new or upgraded subsystems (such as stations, rolling stock, signalling equipment) to be authorised before being brought into use. The authorisation process requires accredited organisations to certify that the project has applied the appropriate provisions of the TSIs. Provided the evidence that this process has been followed is complete, ORR will authorise the use of the subsystem. It is a legal requirement that the subsystem remains compliant after being brought into use.

The TSIs cover the various subsystems that make up the rail network: rolling stock (locomotive, passenger and wagons), infrastructure, energy and control, command & signalling. "Transverse" TSIs define requirements that cover multiple subsystems: noise, safety in rail tunnels and accessibility for persons of reduced mobility (PRM). There are also "functional" TSIs covering operations & traffic management and telematics applications for both passenger and freight services.

Commission Regulation (EU) No 1300/2014: Technical Specification for Interoperability: Persons with Reduced Mobility (2014)

This is the revised Technical Specification for Interoperability relating to accessibility of the Europe’s rail system for persons with disabilities and persons with reduced mobility (PRM TSI). The 2014 version of the PRM TSI extended its scope beyond the strategic Trans-European Rail Network (TEN) to the whole main line European rail system.

The PRM TSI contains requirements for passenger rail vehicles and for stations. The requirements for vehicles are very similar to those in the RVAR when the first version of the PRM TSI came into force.

Standardising Doors

There are detailed sections in each of the Regulations about doors which deal with general to specific issues. PRM TSI, 2014 section 4.2.2.3 to 4.2.2.3.3 is all about door compliance which addresses width, frequency, sound pressures, location, order in which door buttons should be provided, audible warnings, test which should be carried out, etc

The ScotRail Fleet designed or modified / refurbished under these standards is fully compliant and below is a table showing how ScotRail fleet complies and, below the table is a summary of how compliance has, or will be achieved.

ScotRail Rolling Stock Current Compliance						
Compliant			Non-Compliant		% Compliant	
Units	Vehicles		Units	Vehicles	Units	Vehicles
180	556		113	242	61%	70%

Summary of Fleet and compliance

Trains designed under Rail Vehicle Accessibility Regulation, 1998 are;

- Class 170
- Class 334

Trains designed under PRM – TSI, 2008

- Class 380

Refurbished Trains complying with RVAR / PRM – TSI are;

- Class 320
- Class 158 – 25 trains

New Trains planned will be designed to PRM – TSI standard

- Hitachi – Class 385
- High Speed Train – Jun 18 – Dec 18

Existing Rolling Stock scheduled for refurbishment will be PRM-TSI compliant

- Class 156 - Feb 16 to Oct 18
- Class 158 - July 15 to April 18
- Class 318 – 2014 to 2018

Existing Rolling Stock planned to leave the ScotRail network

- Class 314 – 16 units
- Mark 11 – 2 units

Therefore, all rolling stock on the ScotRail network will be compliant to the standards mentioned above by January 2020

High Visibility Clothing

- The high visibility clothing was rolled out to frontline station staff. The design was consulted with disabled people