

The Rail Vehicle Accessibility (Applications for Exemption Orders) Regulations 2010

Schedule 1 - Particulars to be provided with applications for exemption orders for rail vehicles

the full name of the applicant;	David James Hislop on behalf of the owners of Blackpool Transport Services Ltd the operators of the Blackpool Tramway
the address of the applicant which, in the case of a company, must be the address of its registered or principal office;	Rigby Road. Blackpool FY1 5DD
a description of the rail vehicles to which the application relates, including the— (i)class number; (ii)unit number; (iii)vehicle number; (iv)name of the manufacturer; (v)place of manufacture; and (vi)date the vehicle first brought into use, (unless not yet brought into use);	<p>“B” Fleet Double Deck “Balloon” trams (no class number)</p> <p>N/A</p> <p>N/A</p> <p>Fleet No.’s 700, 701, 707, 709, 711, 713, 718, 719, 720, 723, and 724.</p> <p>English Electric</p> <p>Preston, Lancashire</p> <p>1934/1935</p>
a general description of the services which the rail vehicle is likely to be used to provide and the routes on which it is likely to be operated;	<p>The primary tram service in Blackpool will be a year round, 10 minute frequency service along the full length of the line from Fleetwood to Starr Gate using modern, fully RVAR compliant vehicles (Fleet A)</p> <p>The vehicles for which partial exemption is sought (Fleet B) will be used to provide a supplementary 10 minute frequency service on the busiest part of the line Cleveleys to Pleasure Beach – at peak times. This will result in a service on this section with a 5 minute frequency at busy times, fleet B will also be used to guarantee the availability of an end to end service should Fleet A be reduced or unavailable. It is expected that “B” fleet trams might be operated through-out the year to cover additional service requirements, however, this fleet is not expected to be used every week, particularly during low season.</p>
the provisions of RVAR from which exemption is sought	<p>9(1)(b) – handholds must have a slip resistant surface – existing handholds are stainless steel</p> <p>9(1)(e) – minimum cross-section for handholds - existing handholds across the back of each seat are oval (thickness in the middle 15mm tapering off to 6mm giving a total width of 23mm)</p> <p>10(1)(b) – handrails within every 1050mm in a tramcar – these are present within the priority seating areas. There are also handholds throughout</p> <p>12(2)(c) – request stop controls are not adjacent to every 3rd row of seats – existing layout. Controls are provided beside all priority seats</p> <p>14(1)(e) - each step must be illuminated by a light placed within or immediately adjacent to the step – existing, 80 year old design</p> <p>14(1)(f) - each step must be not more than 200 millimetres</p>

	<p>high measured vertically from the surface of the tread to an imaginary line extended horizontally from the surface of the next tread or floor of the vehicle – Due to existing tram design including stairs to upper deck (step heights are 250 to 310mm)</p> <p>14(1)(g) - each step must be not less than 300 millimetres deep measured from the front edge of the tread to its rear - Due to existing tram design including stairs to upper deck (step depths are 235 to 240mm)</p> <p>18(2) - A tramcar with capacity to accommodate 100 or more passengers (including those seated and standing) must have at least two wheelchair spaces – there is a step between the vestibule and saloon which makes it impossible to fit a wheelchair space. A year round wheelchair accessible service will be provided.</p>
the provisions of RVAR from which partial exemption is sought	n/a
the technical, economic and operational reasons for the application;	<p>Blackpool Tramway was the first in Britain to use electric power 1885, and was the only tram operator to remain in public transport service throughout the 20th century. Its sea front services are an iconic part of the resort's attractions.</p> <p>The level of patronage varies considerably during the year- from 4000 per day in low season to 20000 per day in peak season based on 2005 patronage (which was the last full year the trams operated due to the upgrade works which required winter closures). When procuring new trams for the year-round service, it was agreed that it would not be a good use of constrained funding to procure additional trams to meet demand during the peak season but which would sit idle for months in the low season.</p> <p>Instead, the operator is expending considerable effort to make a number of vehicles in its existing fleet more accessible. These present a tourist attraction in their own right – being the only double-deck trams in public transport use in the UK.</p> <p>These vehicles are almost 80 years old but are being fitted with modern audio-visual passenger information systems, priority seating and colour contrast. Regrettably, their floor layout means that they cannot be made wheelchair accessible. However wheel chair users will be able to use the modern fleet instead.</p> <p>Blackpool Transport Services fully recognises its responsibilities under the Equality Act 2010. It consulted local user and disability groups before making this application, which it considers to be a reasonable approach to the provision of extra capacity at busy times.</p>
the effect which non-compliance with the provisions referred to in sub-paragraph (e) would have on a disabled person's ability to use the rail vehicle;	<p>The handrails are not at the 1050mm spacing's through out the trams but are compliant to 1050mm in the priority seating area.</p> <p>Chrome handholds are fitted to the top of the seat backs but not of the correct diameter due to the seat design, except where flip over seats are fitted.</p> <p>There is no wheelchair space available due to the vehicle design (there is a step from the vestibule to the lower saloon). Steps (including those to the upper deck) are not compliant in all areas due to the vehicle design.</p>

the measures proposed, if the application is granted, to enable a disabled person to use the rail vehicle;	<p>These trams are being made considerably more accessible than in the past. They are being fitted with priority seating, passenger information system and colour contrast.</p> <p>Platforms will be provided for the first time in 120 years. This will make boarding and alighting considerably easier for all ambulant passengers. A new low floor RVAR compliant service tram will always be available with-in 5 minutes of a "B" fleet tram.</p>
the period for which the exemption order is requested to be in force;	Indefinite
unless an exemption order is sought for an indefinite period, the proposed timetable of action, before it would cease to be in force, to render the rail vehicle compliant with any RVAR provisions from which it had been exempt;	
where prior consultation with the operator of the rail vehicle is required by regulation 3(2), the response of the operator to the consultation;	n/a