Equality Information and Objectives 2025

Station and rolling stock accessibility

ORR's work in monitoring compliance with the required standards is relevant to the protected characteristics of **disability, age**, and **pregnancy and maternity**, which all have particular relevance to mobility, transport, and rail. Ensuring compliance contributes to **eliminating discrimination** by removing or minimising disadvantages and meeting the needs of people sharing protected characteristics. It also **advances equality of opportunity** by enabling people with certain protected characteristics to use the railway.

Station standards

The Design Standards for Accessible Railway Stations (Station Code) is intended to ensure that any infrastructure work at stations makes railway travel easier for disabled passengers. While Department for Transport and Transport Scotland own and author this, and grant or reject dispensation applications for specific projects, ORR is responsible for monitoring compliance. This is a licence requirement for station operators.

We seek assurance from Network Rail that it has appropriate governance processes in place to ensure compliance. As part of our routine monitoring of Network Rail renewal projects we gather information at the appropriate stage of project planning on compliance. We investigate reports of station operators not complying with the Station Code and will take action to ensure compliance. We will contribute to the Department for Transport-led revision of the Station Code.

ORR has enforcement powers under the Railways (Interoperability) Regulations 2011 (RIR 2011) with respect to the technical standards for railway station accessibility requirements defined in the Accessibility National Technical Specification Notice (ACC NTSN). This is to support a consistently accessible experience for all passengers and staff, including those with disabilities and reduced

mobility.

We only grant authorisation where the applicable accessibility standards have been complied with, and we retain evidence of compliance for decisions on authorisations. During engagement with applicants, we promote equality of treatment and draw attention to the potential applicability of Equality Act 2010 to the future use of the infrastructure subsystem in question.

Rolling stock standards

ORR has enforcement powers under RIR 2011with respect to the technical standards for rail vehicle accessibility defined in the Accessibility National Technical Specification Notice (ACC NTSN) and The Rail Vehicle Accessibility Regulations (RVAR).

Interoperability authorisations

We only grant authorisation where the applicable accessibility standards have been complied with, and we retain evidence of compliance for decisions on authorisations. During engagement with applicants, we promote equality of treatment and draw attention to the potential applicability of Equality Act 2010 to the future use of the subsystem in question. We also undertake reactive monitoring and assurance of compliance with the standards, making sure vehicles are accessible in compliance with the law.

As part of our engagement with duty holders under RIR 2011, we give accurate and timely advice on exemption, deviation, dispensation, and derogation processes. The processes for these modifications to standards fall to other bodies – we are a consultee for the Department for Transport's exemption, deviation, and derogation processes, although ORR's input is in respect of health and safety implications and the effect on ORR's ability to exercise enforcement powers.

Standard-setting

In respect of setting accessibility requirements, ORR has no formal role. Where we need to take a decision relating to compliance with accessibility standards we consult the Department for Transport, which in turn may seek the view of the statutory Disabled Persons Transport Advisory Committee (DPTAC). We record this interaction in the authorisation file.

Complaints

We respond to all complaints that relate to matters covered by the accessibility legislation that we enforce using Health and Safety at Work etc Act 1974 powers and use any information provided to establish priorities for follow-up.

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