

Date: 17 March 2015

Item 8: Rail and Underground New Partnership Step-Free Access Programme

This paper will be considered in public

1 Summary

- 1.1 This paper and attached presentation provide an update on accessibility on the Rail and Underground (R&U) network. It sets out how Step-Free Access (SFA) and station capacity upgrade schemes are working in partnership with the Station Improvement Programme and Crossrail to optimise step-free journeys for passengers and how the proposed new partnership SFA programme is being developed.
- 1.2 A paper is included on Part 2 of the agenda, which contains exempt supplemental information. The information is exempt by virtue of paragraph 3 of Schedule 12a of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that information must take place after the press and public have been excluded from this meeting.
- 1.3 This paper and presentation have been presented to the Rail and Underground Panel at its meeting on 12 February 2015.

2 Recommendation

- 2.1 **The Panel is asked to note the paper, presentation and the supplemental information on Part 2 of the agenda.**

3 Background and scope

- 3.1 Accessibility on London Underground (LU) has vastly improved over the past 10 years since the first SFA programme was developed from LU's *Unlocking London for All* policy in 2002. Currently there are 66 step-free stations on the LU network, however, when considering the wider R&U network, including Docklands Light Railway (DLR), London Overground and Trams, the total increases to 195 step-free stations. This means that 45 per cent of the R&U network is now step-free.
- 3.2 In recent years SFA delivery has been achieved as part of major station upgrades. These are the most heavily used key interchange stations where benefits are also the greatest. Looking ahead Vauxhall, Tottenham Court Road, Bond Street, Victoria, Finsbury Park, Bank (Waterloo & City line and Northern line/DLR), together with the Crossrail stations, are planned to be made step-free between 2015-2021. Camden Town and Holborn are also planned for delivery in the early 2020s.

- 3.3 Following the success of the London 2012 Games, there has been pressure to deliver further accessibility improvements to the LU network. It is also expected that improvements should be delivered more quickly and more cost effectively.
- 3.4 In October 2014, TfL announced a budget of £76.4m over the 10 year Business Plan to develop a new 'affordable' SFA programme. To broaden the programme benefits and optimise value from public investment, it is intended that the new funding will be used to match contributions from local authorities and/or property developers. The distribution and number of stations the programme will be able to deliver will depend on four key principles: funding from third parties; feasibility and affordability of the schemes; the strategic fit and/or interchange opportunities afforded; and synergy with other schemes.
- 3.5 To date, S106 Agreements have been signed for Brent Cross and the stations surrounding the Earl's Court Development, including West Brompton where feasibility has commenced for the provision of a new lift. In addition negotiations are underway for other stations such as White City and Newbury Park.
- 3.6 To optimise the number of step-free stations and maximise the number of trips, the new 'affordable' SFA programme is also working with the Commercial Development directorate and the Station Improvement Programme. Schemes in development include South Kensington and Harrow-on-the-Hill.
- 3.7 TfL is continuing to mobilise the new 'affordable' SFA programme, due to complete at the end of March 2015, defining resource requirements, prioritising principles and creating an indicative delivery programme.
- 3.8 TfL will write to all local authorities in early 2015, inviting them to identify step-free opportunities for LU stations within their boroughs and firm up the delivery strategy.

4 Legal Implications

- 4.1 It is envisaged that heads of terms and development agreements will need to be negotiated and agreed with local authorities and/or other third parties who will contribute funding. This will take place as schemes are being developed and discussions with local authorities and other third parties have advanced sufficiently.

5 Financial Implications

- 5.1 Match funding from local authorities, developers and other third parties are expected for schemes across the programme. If less third party funding is available, fewer number of step-free stations can be delivered.

List of appendices to this report:

Appendix 1 – Presentation: Rail and Underground New Partnership Step-Free Access Programme

List of Background Papers:

None

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Rail and Underground New Partnership Step-Free Access Programme

**Safety, Accessibility and
Sustainability Panel**

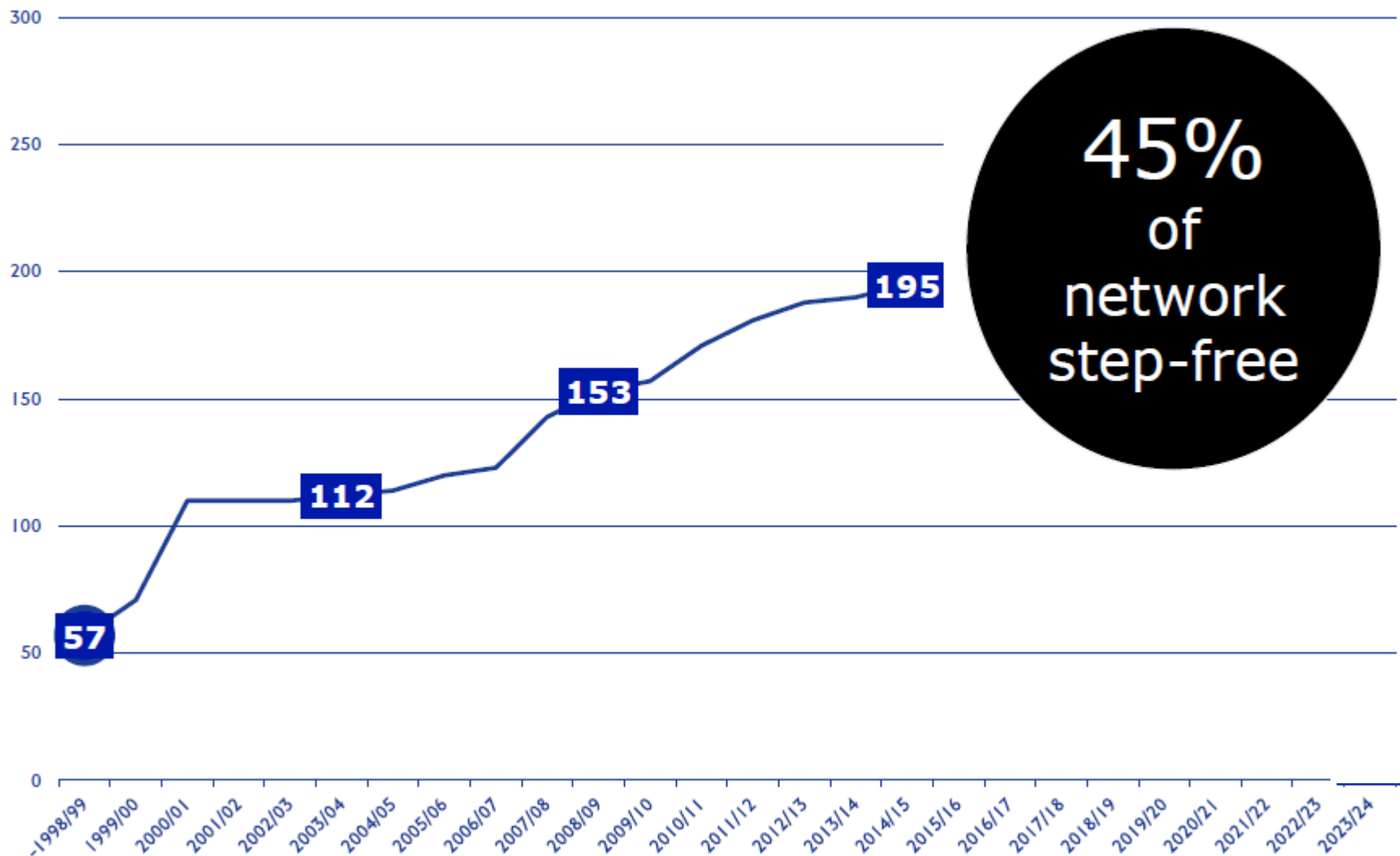
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- What have we been doing across Rail and Underground (R&U)
- Step Free Access (SFA) on the London Underground (LU) network
- New Partnership SFA package for LU background and principles
- Developing the Partnership SFA programme and interface with other programmes
- Next steps



- 66 Tube stations are currently step-free. 195 step-free stations on the TfL R&U network (including London Overground, Dockland Light Railway and Trams).
- Before addition of new SFA package, at least 27 further existing stations on the R&U network will be step-free by 2023/24 in the current plan.
- Provision of SFA at all London Crossrail stations.
- 93 more Wide Aisle Gates are planned at 60 stations as part of in-station improvements. This means they are available on two thirds of the network.
- 596 out of 711 platforms (98%) now have tactile paving at their edge. We are continuing to work on technical solutions for the rest.
- More than 55 Tube stations have been fitted with Manual Boarding Ramps with 27 more ramp locations in development.
- Accessibility signage worked well during the London 2012 Games. Currently being reviewed and concept design being developed for further improvements.





TfL Your Accessible Transport Network (YATN)

Year		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Step-free Stations	Greenford		Cassiobridge	Bank (W&C Line)	Barbican	Elephant & Castle (Northern Line)	Battersea (Northern Line Ext)	Bank (Northern Line)		Camden Town
	Tower Hill		Ealing Broadway	Bond Sreet	Finsbury Park		Nine Elms (Northern Line Ext)	Holborn		
	Vauxhall		Tottenham Court Road	Bromley-by-Bow	Moorgate					
	Whitechapel		Watford Junction		Paddington (Bakerloo Line)					
			Watford Vicarage Road		Victoria					

Station specific dates were set in February 2014, therefore they are subject to possible revision as part of the YATN update due in April 2015

Crossrail
Croxley Rail Link

DfT’s Access for All programme (AfA) will add the following five London Overground (LO) stations by 2020:

Blackhorse Road, Brondesbury, Peckham Rye, Queen’s Park (including LU services), Seven Sisters. Whilst not on LO, Tottenham Hale AfA will complete SFA at this London Underground – National Rail interchange.

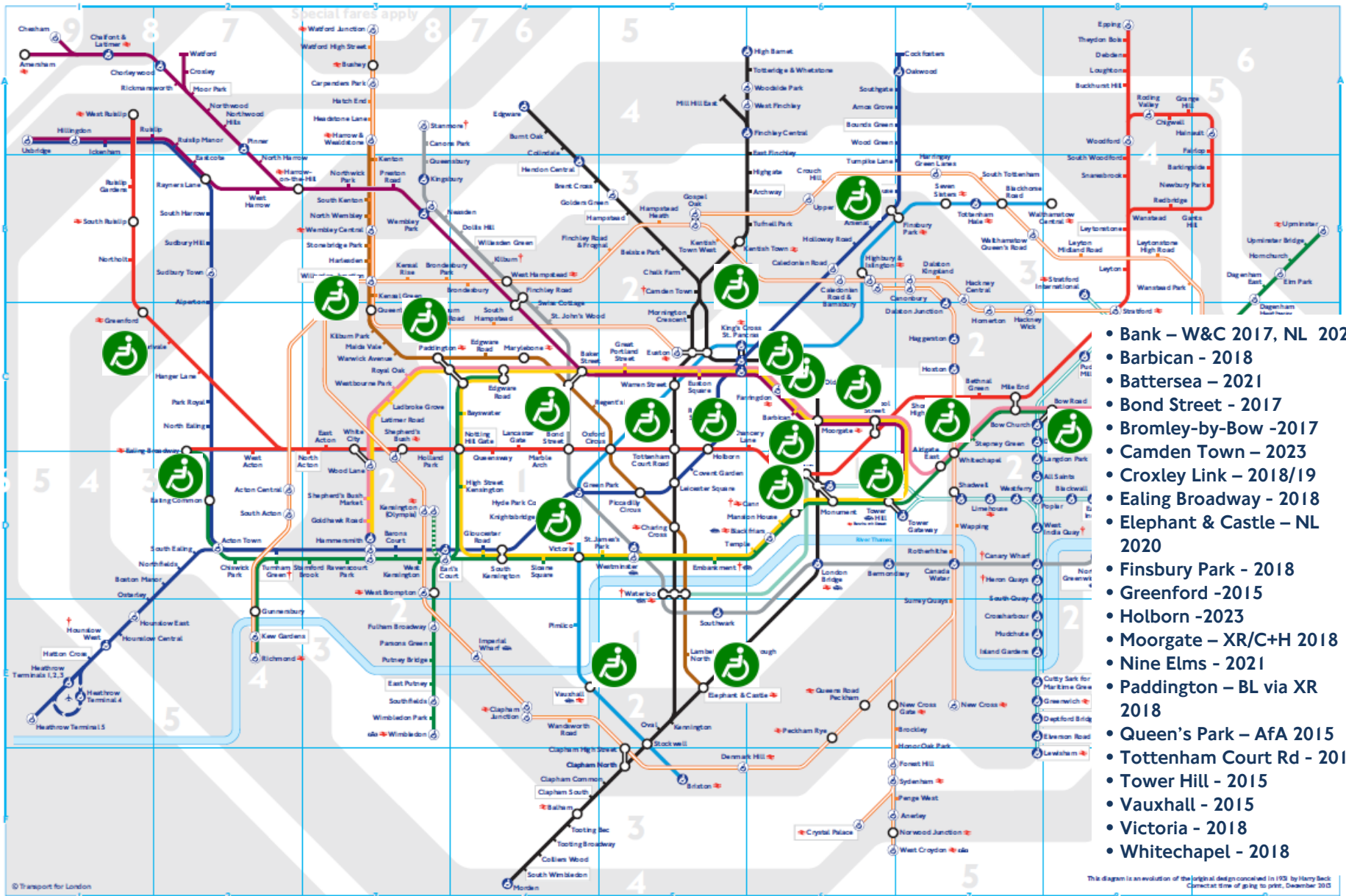
Crossrail:

DfT/TfL will fund SFA at all Crossrail stations including four additional London stations at Seven Kings, Maryland, Hanwell and Manor Park



Accessibility

LU Committed schemes to 2024 (excluding new package)



- Bank – W&C 2017, NL 2021
- Barbican - 2018
- Battersea – 2021
- Bond Street - 2017
- Bromley-by-Bow -2017
- Camden Town – 2023
- Croyley Link – 2018/19
- Ealing Broadway - 2018
- Elephant & Castle – NL 2020
- Finsbury Park - 2018
- Greenford -2015
- Holborn -2023
- Moorgate – XR/C+H 2018
- Nine Elms - 2021
- Paddington – BL via XR 2018
- Queen’s Park – Afa 2015
- Tottenham Court Rd - 2016
- Tower Hill - 2015
- Vauxhall - 2015
- Victoria - 2018
- Whitechapel - 2018

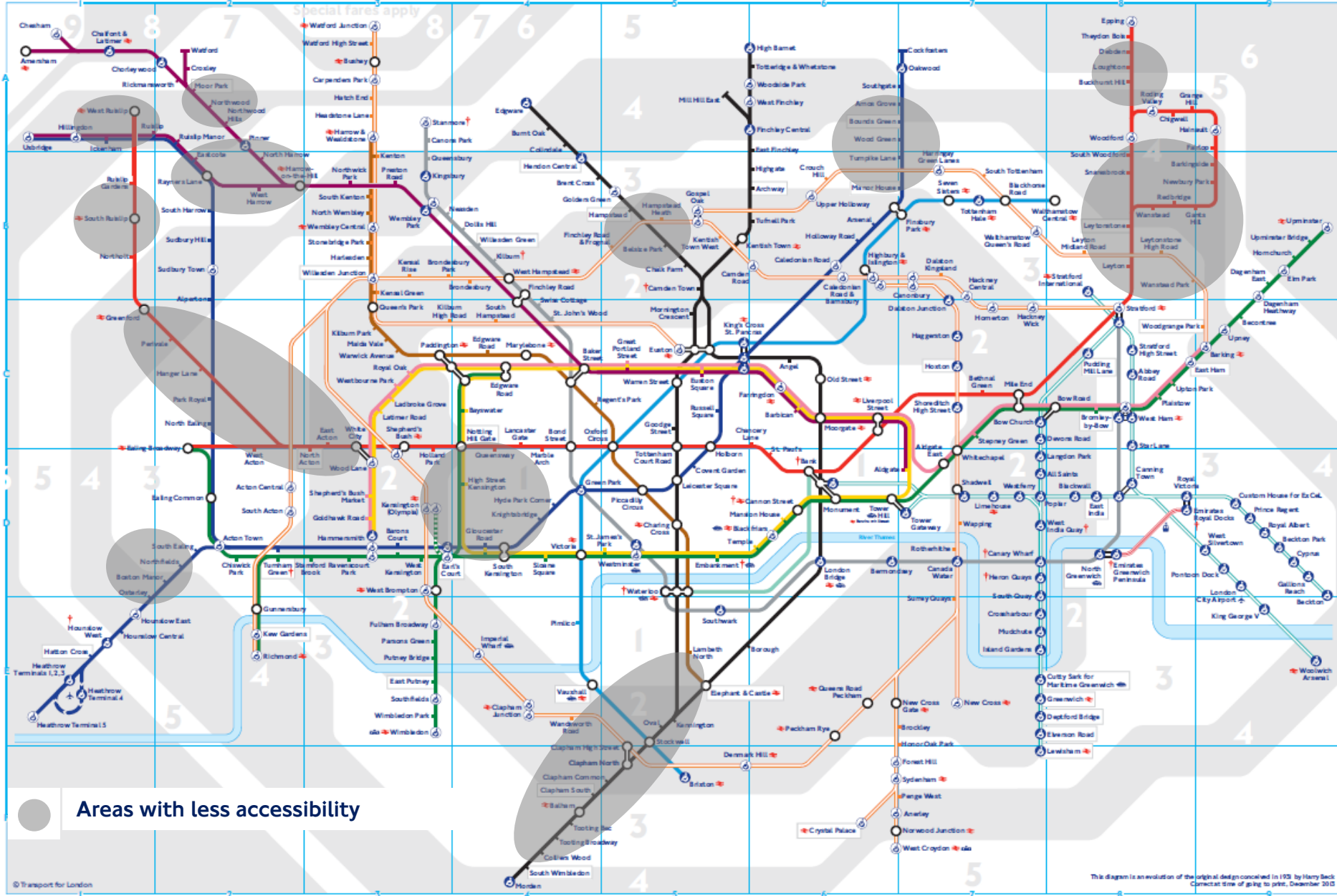
To date accessibility on LU delivered through three broad project types:

- **Station Upgrades at major interchanges:**
 - 2015-21: Vauxhall, Tottenham Court Road, Bond Street, Victoria, Finsbury Park, Bank (W&C and NL/DLR)
 - Camden Town and Holborn planned for early 2020s
- **Stations on new lines and extensions**
 - Crossrail (2018), Battersea (2021) and Croyley
- **Opportunity schemes approved 'as and when'**
 - Tower Hill - part developer funded/integrated opportunity,
 - Bromley-by-Bow - match funded through S106/Opportunity Area,
 - Greenford - opportunity to integrate innovative 'inclined' lift with Lift and Escalator works at relatively modest cost
 - Queens Park - Overground station funded through DfT AfA that will also benefit LU

- Despite commitments, significant accessibility gaps still remain on the LU network
- Many more opportunities materialising through Developers and planned Opportunity and Housing Zone Growth Areas
- Deputy Mayor championed a dedicated budget in the Business Plan to deliver SFA with Boroughs / developers
- New Partnership SFA package announced by Mike Brown at TfL 'Access All Areas' event on 2 October 2014
- A £76m TfL investment over 10 years, package to be based on 'match funding' third party funding contributions and collaboration
- An indicative list of potential stations has emerged
- Work is underway to establish and mobilise the programme

Accessibility

Remaining key areas with less accessibility



When considering inclusion in the programme, the following principles will be used to assess individual station opportunities:

- **Funding** contribution from other sources
- Feasible and inclusive SFA design that is **affordable** to deliver
- Good fit with **strategic** objectives (e.g. Current accessibility 'gap' on network, good interchange opportunities, serves town centre)
- Demonstrates good **opportunity** for collaborative and partnership working with boroughs, developers or other TfL programmes



Indicative Delivery Programme

- Scheme design development for stations which haven't had feasibility undertaken
- Starting pilot(s) scheme this year
- Delivering on average two stations per annum subject to funding contribution
- Programme of delivery firmed up during mobilisation phase by March 2015
- Current experience (£5m - £15m per affordable scheme) and understanding of opportunities indicate that a programme of around 15 stations may be achievable. The list of potential sites will exceed available funding hence we will need to prioritise

Cost forecast ('k)	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	TOTAL
	829	5,570	5,544	5,738	5,938	9,834	10,178	10,535	10,903	11,285	76,354



	1	2	3	4	5	
Funding from third party	None identified and not likely over 30% contribution	None identified but 30% or more possible	Contribution identified at least 30% up to 50% possible	50% contribution or over	Fully funded. Does not need fund from A-SFA	Funding contribution from developers, local Boroughs through S106 or CIL or TFL Commercial Development
Feasible/affordable	Cost over £10m and design not inclusive	Cost over £10m but design inclusive	Cost under £10m and design inclusive	Cost under £10m, inclusive design and integrates with other programme	Cost under £5m, inclusive design and integrates with other programme	Inclusive design : <ul style="list-style-type: none"> - SFA route is attractive, intuitive and with main passenger route, - meets LU customer standards - provides SFA to all platforms/trains - is readily managed by staff, - does not attract prohibitive whole life costs to operate and maintain,
Strategic fit/interchange	Benefits local to station only, limited strategic benefit	Some strategic benefits	Moderate strategic	High strategic alignment	High strategic/high stakeholder	Strategic Benefit: <ul style="list-style-type: none"> - Serves accessibility black-spot, - Serves area with high levels of PRM (elderly/hospital/tourist), - Serves local interchange, - Serves multi modal interchange, - Serves town centre, - Serves growth/opportunity area
Synergy with other schemes	Likely to be 'stand alone' SFA	Possible inclusion of other programmes	Integration with Integrated Stations Programme (ISP)	Integration with wider development, but safeguarding SFA possible	Integration with wider development but 'now or never' opportunity	Potential synergy opportunities include; ISP, Commercial Development, Lift and Escalators programme, third party development

- SFA as part of the new Integrated Station Programme (ISP) with Fit for the Future and Asset Stabilisation could improve opportunities for improved design and efficiencies in delivery
 - Already being considered at Harrow –on-the-Hill and West Brompton
- TfL Commercial Development already engaged with programme as part of their Property Development programme
 - Co-ordinated approach at South Kensington, High Street Kensington, Northwood, Old Street and Colindale

- Letter from Isabel Dedring and Mike Brown to all boroughs, inviting them to provide details of SFA opportunities
- Follow up promising leads with boroughs
- Track activity and progress of dialogue in borough engagement tracker
- Press release on a pilot scheme as an example of success with more to follow



- Agree prioritisation principles
- Application of prioritisation criteria
 - E.g. Match funding, do we accept less than match funding for certain locations?
- Agree 'pilot' station(s) to take forward in 2015/16
- Mobilise and resource the programme by March 2015
- Develop stakeholder plan: Public 'Launch' with 'Your Accessible Transport Network' update in April 2015

