
Secretariat memorandum

Author : Vincent Stops

Agenda item : 8(c)

AT022

Date : 10.6.10

Step-free stations update

1 Purpose of report

- 1.1 To update members of the Access to Transport Committee on the work and progress promoting the issues of step-free stations. This report updates members on a report of June 2009.

2 Background

- 2.1 In September 2009 members received a briefing regarding progress on increasing the number of step-free stations in London.
- 2.2 Members had been lobbied to support campaigns to re-instate step-free projects at individual Underground stations, particularly at Finsbury Park. Members debated this and agreed that they should appraise themselves of Transport for London's (TfL) criteria for choosing which stations to initiate step-free projects.

3 Update

- 3.1 The Secretariat has met with London Underground Limited (LUL) officers responsible for this work.
- 3.2 It is clear that there is to be no progress on the indefinitely deferred schemes. LUL were able to clearly demonstrate the scale of expenditure involved in progressing what are apparently very simple schemes.
- 3.3 LUL explained that the logic they would follow in choosing any future step-free station scheme, this would be based on a pragmatic view of whether other refurbishments were to be undertaken at a station, footfall, cost and other issues such as interchange, thus Finsbury Park and Vauxhall would be good candidates.
- 3.4 We requested of LUL that a few basic case studies could be written up in order that London TravelWatch members may understand the issues better. This was agreed, but to date we have not received anything, the Secretariat has recently renewed the request.

4 Equalities and inclusion implications

- 4.1 At present the London Underground network is generally inaccessible to mobility impaired people and a majority of it will remain so at present. The step-free access scheme for the Underground has been reduced in scope.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

6 Financial implications

- 6.1 There are no financial consequences for London TravelWatch.