

London TravelWatch

Bus Stop Accessibility Audit & Strategy for delivering full accessibility

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1. Introduction

- The Bus Stop Accessibility Audit was undertaken between March and September 2007
- To determine the accessibility of all 17 476 bus stops in London
- To undertake an asset management inventory for each bus stop and its environ
- Results
 - 26.2% of Bus Stops on Borough Roads are fully accessible
 - 49.6% of Bus Stops on TLRN are fully accessible
- What Constitutes Accessibility?
 - Each bus stop must have a clearway and timeplate
 - The alighting zone is unobstructed
 - Kerb height > 100mm



2. Legal Situation

- Disability Discrimination Act 2005
 - Section 21E provides that where a public authority has a practice, policy or procedure which makes it impossible or unreasonably difficult for disabled persons to receive any benefit that is or may be conferred by the carrying-out of a function by the authority, the public authority has a duty to take reasonable steps to change that practice, policy or procedure so that it no longer has that effect.
 - Section 49E places a duty on all public bodies, including local authorities and TfL, to promote disability equality and is commonly referred to as the "disability equality duty". Section 49A provides that public authority shall in carrying out its functions have due regard to a number of factors including the need to eliminate unlawful discrimination and the need to promote equality of opportunity between disabled persons and other persons.

3. Figures as at 1/4/2008

	Number Accessible	Number Not fully accessible	Totals
TLRN	1 068 (49.6%)	1 089 (50.4%)	2 157
Borough Roads	4 032 (26.2%)	11 287 (73.8%)	15 319
Overall Totals	5 100 (29.2%)	12 376 (70.8%)	17 476



4. Figures as at 1/4/2009

	Number Accessible	Number Not fully accessible	Totals
TLRN	1 230 (57.02%)	945 (42.98%)	2 157
Borough Roads	6 016 (39.27%)	9 303 (60.73%)	15 319
Overall Totals	7 246 (41.46%)	10 248 (58.54%)	17 476



5. Strategy and Way Forward

- The bus stop data was distributed to all 33 Local Councils in February 2008
- TfL will work in partnership with all London's local councils to develop a programme
- During 2008/9 Boroughs and TfL made very good progress on replacing missing timeplates
- During 2009/10 Boroughs are continuing to introduce bus stop clearways and remove impediments.
- The volume and number of bus stops where works are required makes this challenging

6. Example of Quality work completed – LB Hounslow London Road



7. Fotheringham Road – LB Enfield



8. Estimated Cost & Way Forward

- TfL term contractor rates – per stop £4 000
- 7 351 Bus stops requiring major works on Borough Roads
- 674 Bus stops requiring major works on TLRN

- Total Estimated cost = £32.1m
- £29.404m = Borough
- £2.696m = TLRN

- TfL BPT GIS based to plot stops to assist in programming/planning

- Principal Road Maintenance & other programmes
- Deliver approx 200 further bus stops – maximise resources
‘Smart working’
- Therefore current level of expenditure = >10 years

9. Progress in 2008/9

- £2.2m per annum for next 3 years commencing 2009/10.
- Good partnership & commitment by many Boroughs.
- >2 000 timeplates installed since 1/4/2008
- Next step – focus on impediments
- Estimated compliance 50% by 31/3/2010



10. Conclusion

Bus Stop Accessibility benefits All

Thank you

Questions?

