

TRANSPORT FOR LONDON (TFL)

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND) RULES 2000

**APPENDICES TO SUMMARY OF PROOF OF EVIDENCE of Lucinda Turner, Director of
Spatial Planning at Transport for London**

On behalf of the Mayor of London

Appeal by: Notting Hill Gate KCS Limited

Site: 43/44 Notting Hill Gate, 39/41 Notting Hill Gate and 161 – 237 Kensington Church and
161-237 Kensington Kensington Church Street (ODD), London

Local Planning Authority: The Mayor of London (the Mayor/the GLA)

London Borough: The Royal Borough of Kensington & Chelsea (RBKC)

Borough Reference: PP/17/05782

Greater London Authority Reference: GLA/3109a

PINS Reference: APP/G6100/V/19/3225884

Date: 8 October 2019

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

COUNCIL MEETING – 27 JANUARY 2016

PETITION IN RESPECT OF AN ACCESSIBLE UNDERGROUND

1. A petition in respect of accessibility to the London Underground has been received. The petition has in excess of 1,500 signatures and, under the Council's petitions scheme, has been placed on the agenda for discussion as requested by the petitioners.

2. The Council's Petition Scheme states:

If a petition contains more than 1,500 signatures and you have so requested, it will be debated at a meeting of full Council.... This means that the issue raised in the petition will be discussed at a meeting which all Councillors can attend.

The Council's consideration of any petition will be based upon a written report from the relevant Council officer, published with the Council agenda. In addition, the petition organiser will, at the Council meeting at which the petition is to be considered, be given up to five minutes to present the petition. After any such presentation by the petition organiser, the petition will then be discussed by Council for a maximum of 15 minutes: the Council will then agree how to respond.

Full Council may decide to take the action the petition requests, not to take the action requested for reasons put forward in the debate, or to commission further investigation into the matter, for example by a relevant committee. Where the issue is one on which the Council's Cabinet (or an individual Cabinet Member) is required to make the final decision, the Council will decide whether to make recommendations to inform that decision. The petition organiser will receive written confirmation of this decision.

3. A report by officers is attached.
4. The Council is invited to discuss the issues set out in the petition and accompanying report and – as it relates to an executive matter – to recommend the Cabinet Member for Planning Policy, Transport and the Arts to take into account Councillors' comments when responding to the petition.

FOR DISCUSSION

Nicholas Holgate
Town Clerk

Officer Contact: M. Carver, Principal Governance Manager (Tel. 020 7361 2477).

Background Papers: The Council's Constitution.

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

COUNCIL MEETING – 27 JANUARY 2016

REPORT OF THE DIRECTOR FOR TRANSPORT AND HIGHWAYS

CAMPAIGN FOR AN ACCESSIBLE UNDERGROUND PETITION

The following report advises Council on the issues relevant to the Campaign for an Accessible Underground Petition

FOR CONSIDERATION

1.0 INTRODUCTION

- 1.1 A petition was submitted to the Council on 6 January 2016. This petition was created by Cllr Robert Thompson.
- 1.2 The petition is in three parts. The first was completed online on the Council's website and has 32 signatures. The second was completed on-line on the change.org website and has 139 signatures. The third was completed by hand and has 1,434 signatures. The total number of signatures is 1,605.
- 1.3 The prayer of the petition is:

Campaign For An Accessible Underground

We call upon RBKC to debate in full Council the need to lobby TfL immediately to timetable the installation of lifts to promote better access and improved safety at all underground stations in the Borough. Further, we ask RBKC and TfL to work closely with Transport for All and similar groups to ensure the provision of a fully accessible public transport service.

Why is this important?

We believe accessibility works should begin at the following major stations: South Kensington, Notting Hill Gate, Latimer Road, Ladbroke Grove, and that the issue of accessibility requires urgent action in order to meet the needs of all Londoners and visitors without prejudice.

2.0 RELEVANT ISSUES

- 2.1 In 2007, Transport for London (TfL) published "London Underground, Towards an Accessible Tube" which listed 92 stations which the Mayor of London at the time planned would be step-free

by 2013. At that time only some of the stations had funding to complete this work but it was envisaged that funding would be identified for the remaining stations before 2013. In November 2008, TfL stated that for 17 stations (including South Kensington), funding had not been identified in the TfL Business Plan and therefore step-free access at these stations would be deferred indefinitely. In October 2009, TfL informed the Council that the planned step-free access schemes at six smaller Tube stations, including Ladbroke Grove, would be deferred indefinitely.

- 2.2 The Council recognises the vital importance of making the Underground system accessible to all users, including those with reduced mobility.
- 2.3 We have had a great deal of engagement with TfL on this issue over the years. For example, in the Council's response to TfL's "Your Accessible Transport Network Guide" consultation in April 2014 and TfL's Accessibility Implementation Plan in October 2011 we asked that more stations in the borough be made step-free, particularly some of our busiest stations such as South Kensington, Notting Hill Gate and High Street Kensington. We also said that we would like Latimer Road and Ladbroke Grove stations to be made step-free as they are located in areas where there are several disability organisations and they serve the new Kensington Sports Centre which is fully accessible (and offers classes tailored for people with disabilities). We acknowledged that a lack of funding is the main issue slowing down the step-free programme in recent years, but we encouraged TfL to accelerate this vital work by considering either reprioritising available funds or looking at ways to secure external funding, such as Section 106 monies from developments. We also asked TfL to fund research to find new ways of making stations accessible at a reduced cost.
- 2.4 In its response to the London Assembly Transport Committee on the Investigation into the Accessibility of London's transport network in August 2010, the Council expressed its disappointment that South Kensington and Ladbroke Grove stations had been dropped from LUL's step-free programme (note that Latimer Road had never been included in the published plans for step-free access).
- 2.5 Officers in the Council's Transport and Highways department work with disability user groups through the Council's Mobility Forum which meets four times a year, with regular email contact between meetings. Members of the Mobility Forum are invited to contribute and comment on the Council's responses to consultations regarding the accessibility of the transport network and the Council tries to respond to every consultation on this issue of which officers are aware.

- 2.6 The vast majority (94 per cent) of bus stops in the Royal Borough have been made accessible in recent years through a continual programme of improving bus accessibility.
- 2.7 The age of the Tube network means that in the majority of locations accessibility was not considered in the design of stations. Clearly, retrofitting Victorian era rail stations to achieve the same standard of accessibility is much more complicated and expensive and TfL acknowledges that much remains to be done. New stations on Crossrail and Crossrail 2 will be step-free.
- 2.8 TfL has set aside a sum of £76m to provide step-free access at a number of existing Underground stations, and it intends to use this money to attract matched third party funding. TfL have devised a number of criteria to help prioritise stations in scope for this funding. These are:
- Match funding must be available from the Borough (this could come directly from the Borough, from Section 106 funding, from the Community Infrastructure Levy (CIL), or from 3rd party developers, including development of TfL's property portfolio)
 - The scheme must be affordable and easy to build
 - The scheme should have good links to amenities such as town centres
 - The scheme should have synergy with other schemes
- 2.9 Inevitably, it will be easier and cheaper to make some stations accessible than others. For example Holland Park, which has lifts nearly all the way to the platforms, but not quite, is a good example of a station that would be more expensive to make step-free than people might think. The benefit to travelling passengers will also vary between stations, with greater benefits felt by stations that have a greater use.
- 2.10 The Council's Infrastructure Delivery Plan¹ (2014) has identified four stations that should be made step-free: Westbourne Park (no. 20), Notting Hill Gate (no. 28), South Kensington (no. 39), Kensington High Street (no. 42); and identified accessibility improvements, e.g. disabled access and entrances, at Ladbroke Grove (no. 64).
- 2.11 The Council and TfL seek developer funding where possible to improve the accessibility of stations, for example the funding secured from the Earl's Court development at West Brompton station. There is a good chance of securing developer funding at Knightsbridge Station too. However the size of funding required means that in practice effectively only the biggest developments can fund the costs of the entire work required for step-free access.

¹ <https://www.rbkc.gov.uk/pdf/14-04-02-Submission%20DCS%20IDP.pdf>

The Council is hopeful that progress will be made on making South Kensington step-free, initially to the District and Circle line, and eventually to the Piccadilly line. We are also trying to progress more modest schemes, such as assessing the feasibility of a second entrance at Westbourne Park Station which would provide step-free access to the Eastbound platform.

2.12 Officers recently met with TfL to discuss the potential for step-free access (SFA). Each station in the Royal Borough was discussed and a summary is provided below:

- South Kensington station – Phase 1 of the capacity upgrade project is planned to complete at the end of 2017 to mitigate the non-stopping of the Piccadilly line services to replace the Piccadilly line escalators in 2018. The project is about to commence concept design. If funds are available from the TfL promoted Around the Station Development then in further phases of the project, SFA to other parts of the station and to street may be possible.
- High Street Kensington – SFA would need to be done as part of a wider development, and the arcade slab would likely require intervention as a result of its existing condition. TfL Commercial has identified the station for redevelopment, as a joint venture, and the adjacent hotel has expressed interest in a property partnership but this site is currently not a priority.
- Knightsbridge – A large development may be going ahead if planning consent is achieved, which would provide an SFA opportunity. Redevelopment would expose the old lift shafts, currently disused. TfL is undertaking a feasibility study to reopen one of the shafts to install two lifts to the intermediate level, plus another lift to platform level. The former would be provided by the developer as part of the development agreement, with the latter provided by LU. A feasibility study will clarify whether the scheme is viable prior to a planning application from the developer.
- Ladbroke Grove – This station would require two lifts plus the relocation of existing equipment. There would be more value having SFA at Ladbroke Grove than at Westbourne Park, because it is a major transport hub for the north of the borough, and in strategic terms it is also scores more highly.
- Westbourne Park – Providing full SFA from the existing entrance would be difficult, although LUL is currently investigating the feasibility of a new northern entrance which would provide level access to the eastbound platform. Crossrail is currently using land nearby for a work site, which may be a potential development

opportunity which could contribute to SFA, though it is unclear what the current plans are for this land after Crossrail completion.

- Notting Hill Gate – Brockton Capital is proposing to redevelop Newcombe House, and looking at a scheme with a passageway under the development to the District and Circle line Westbound platform. The developer may cover part or all of SFA costs. Access to the Eastbound platform is more challenging as the property above has a small footprint and low development potential. SFA to the Central line would be complex and expensive due to tunnel configuration.
- West Brompton –. Section 106 monies are available through the CapCo development, but there are some technical and planning challenges that make delivery of a lift to one of the District Line platforms very challenging.
- Sloane Square – Difficult and expensive to introduce SFA, plus the station's location between Victoria, South Kensington, and King's Road (potential station as part of Crossrail 2) mean it provides relatively little benefit.
- Holland Park – Difficult to provide SFA, and would require a new structure between the existing platforms, initial estimates suggest approximately £25m.
- Gloucester Road – Similar to Holland Park to achieve SFA to deep tube platforms. Providing SFA to the District and Circle platforms would have more options, but there are no nearby development opportunities.
- Latimer Road – The site is very constrained with stairs located off the very ends of the platforms. Land acquisition on either side of the station would be required. The station is also quite lightly used.

3.0 RECOMMENDATION

- 3.1 Council is recommended to note the advice of the Director for Transport and Highways above, and Councillors are invited to comment as they feel appropriate for the relevant Cabinet Member to take into account when making the Council's final response to the petitioners.

MAHMOOD SIDDIQI
DIRECTOR FOR TRANSPORT AND HIGHWAYS

Officer Contact:

Mark Chetwynd, Chief Transport Policy Officer

Tel: 020 7361 3747 **E-mail:** Mark.Chetwynd@rbkc.gov.uk