

Fair Access:
Towards a transport system for everyone

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FOR
LONDON

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Fair access: an introduction

- Research project by Centre for London, Steer & others
- Steer is an independent transport, cities and infrastructure consultancy
- Our work on this project came from our Strategy & Economics, Sustainable Transport and Design for Movement teams
- In Design for Movement, we design cities, information and data to encourage movement
- I'm a GIS consultant & cartographer, so I'm interested in spatial patterns (and maps of this, of course!)

Fair access: an introduction

Despite being a wealthy city with a world-renowned transport network, many Londoners still face significant barriers to accessing London's transport network.

- Not everyone can afford high transport costs.
- Not all areas are well connected.
- Not everyone is physically able to access the network.
 - *Are we being reductive in assessing transport accessibility through a 'travel time' lens?*
 - *Do we need to move away from the inner vs outer London model?*

How can we improve and
enhance the way we look at
accessibility to public transport?

The concentric circle of accessibility in London



London Travel Zones

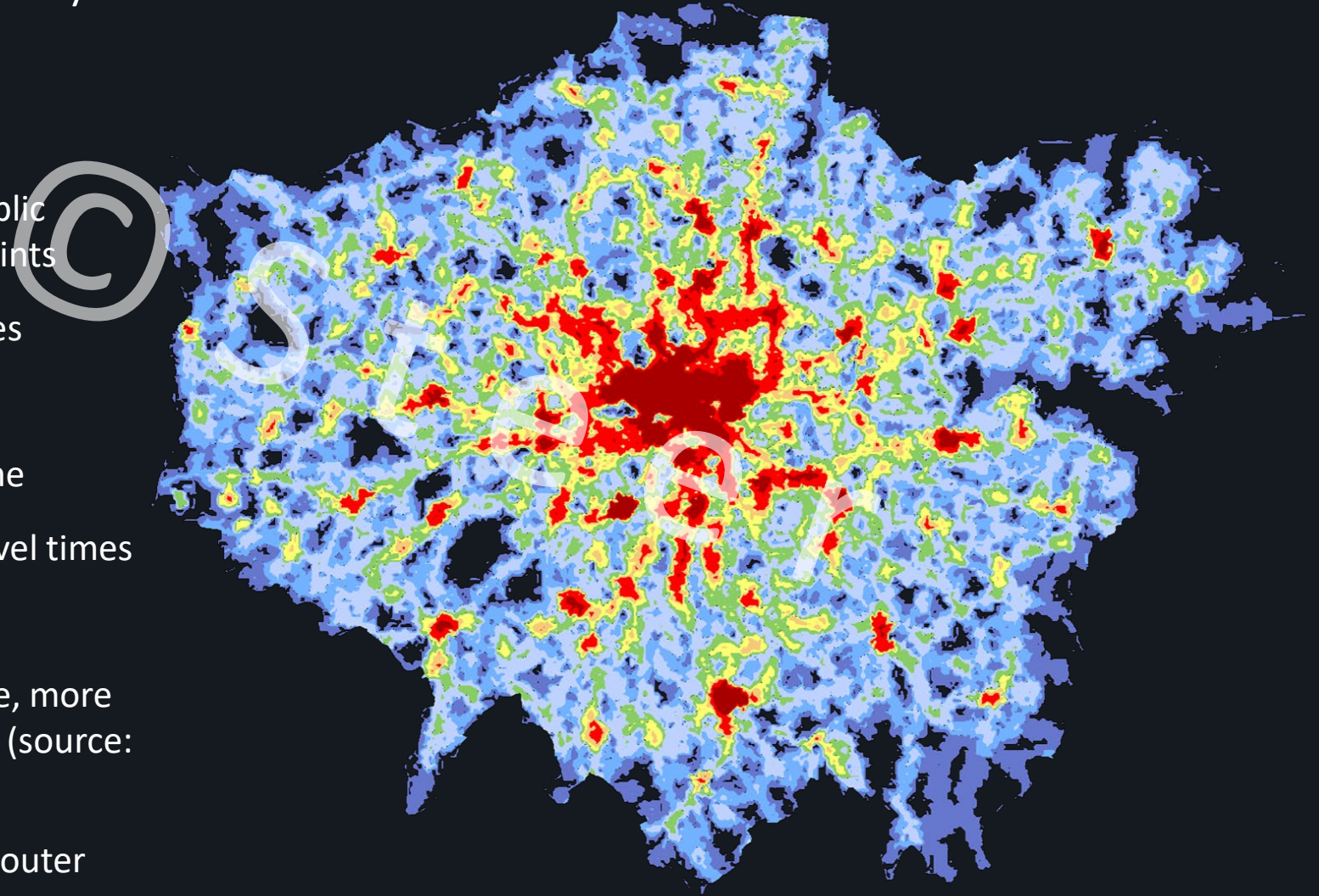
- Based on travel times – the further you are from Central London, the longer your travel time and the higher your zone number
- Central zone (West End + the City), plus concentric-ish zones at 3 mile intervals
- Barely changed since early 90s



PTAL

Public Transport Accessibility Levels

- Measured by:
 - Walking time to public transport access points
 - Reliability of services
 - Number of services
 - Average waiting time
- Strong correlation to travel times
- Levels 0 – 6b
- Less concentric circle-like, more like ribbon development (source: GCSE geography)
- Still has general inner -> outer London gradient





Applications

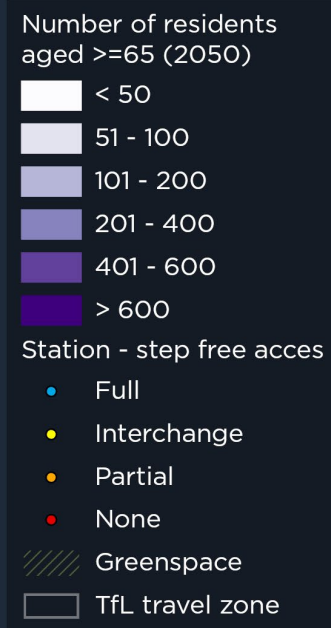
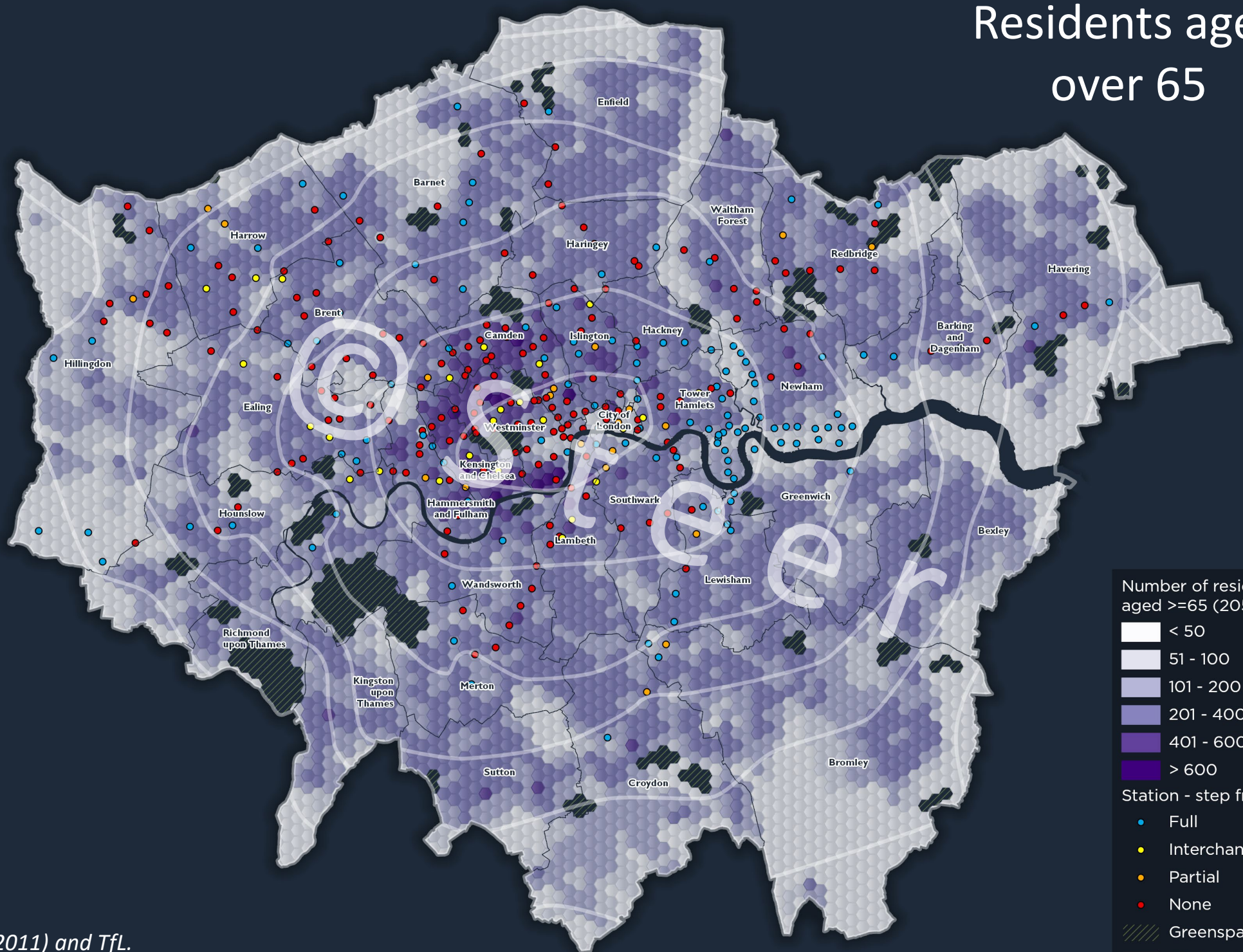
- Development planning:
 - Housing/employment density
 - Parking/sustainable transport provision
- Testing new transport options
- Can factor into rent/housing prices

How do people actually
experience accessibility?

@Steerer

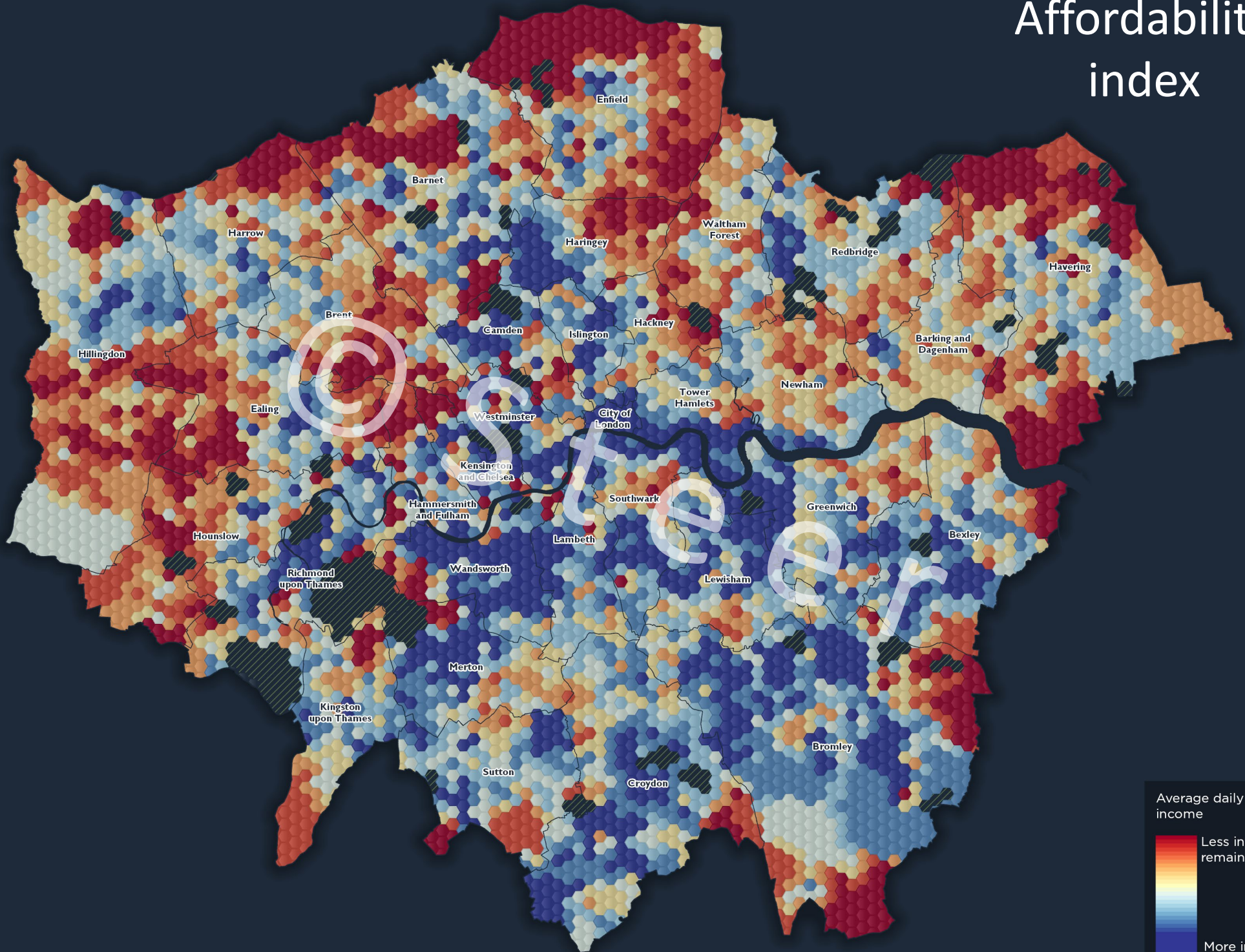
Accessibility

Residents aged over 65

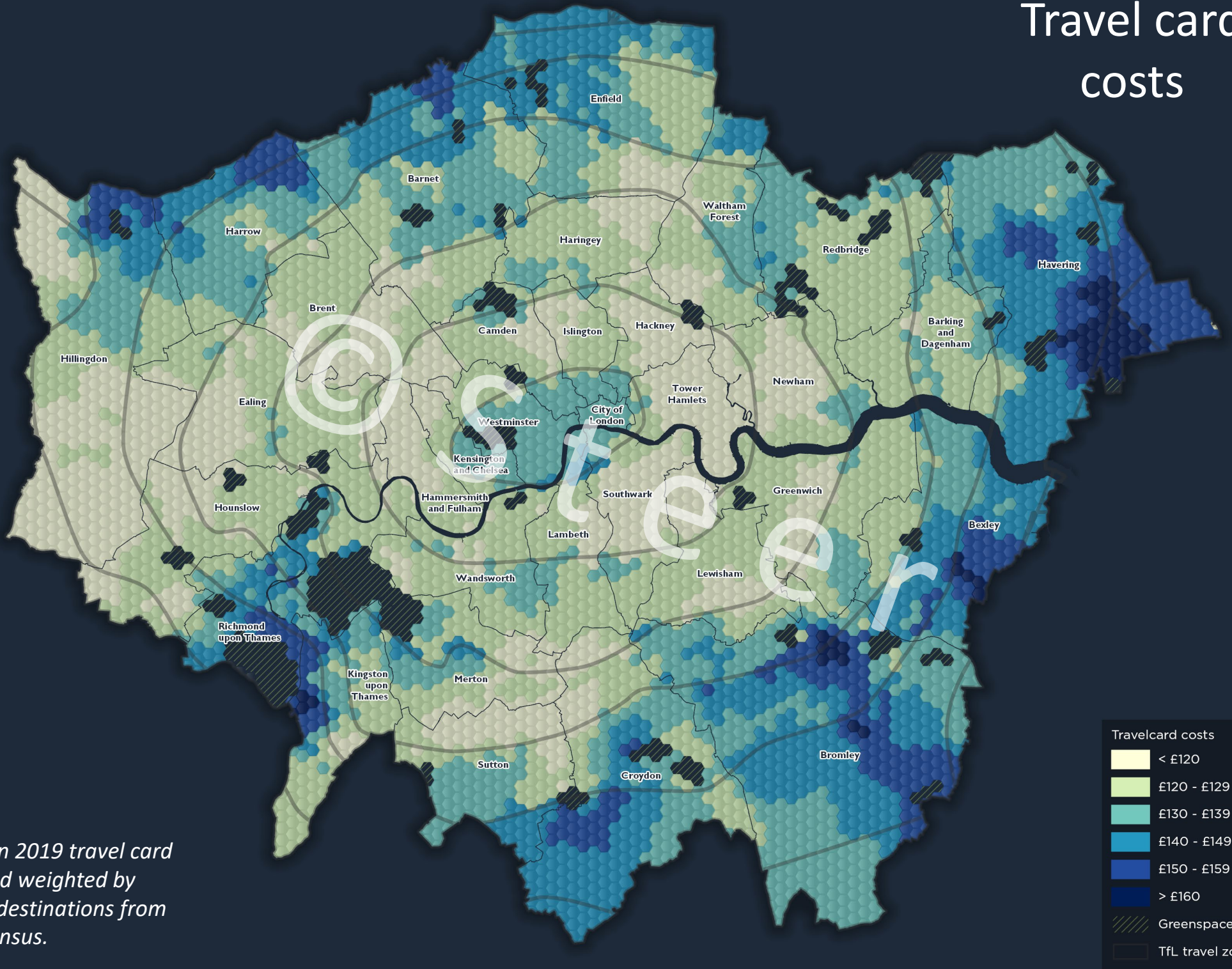


Affordability

Affordability index

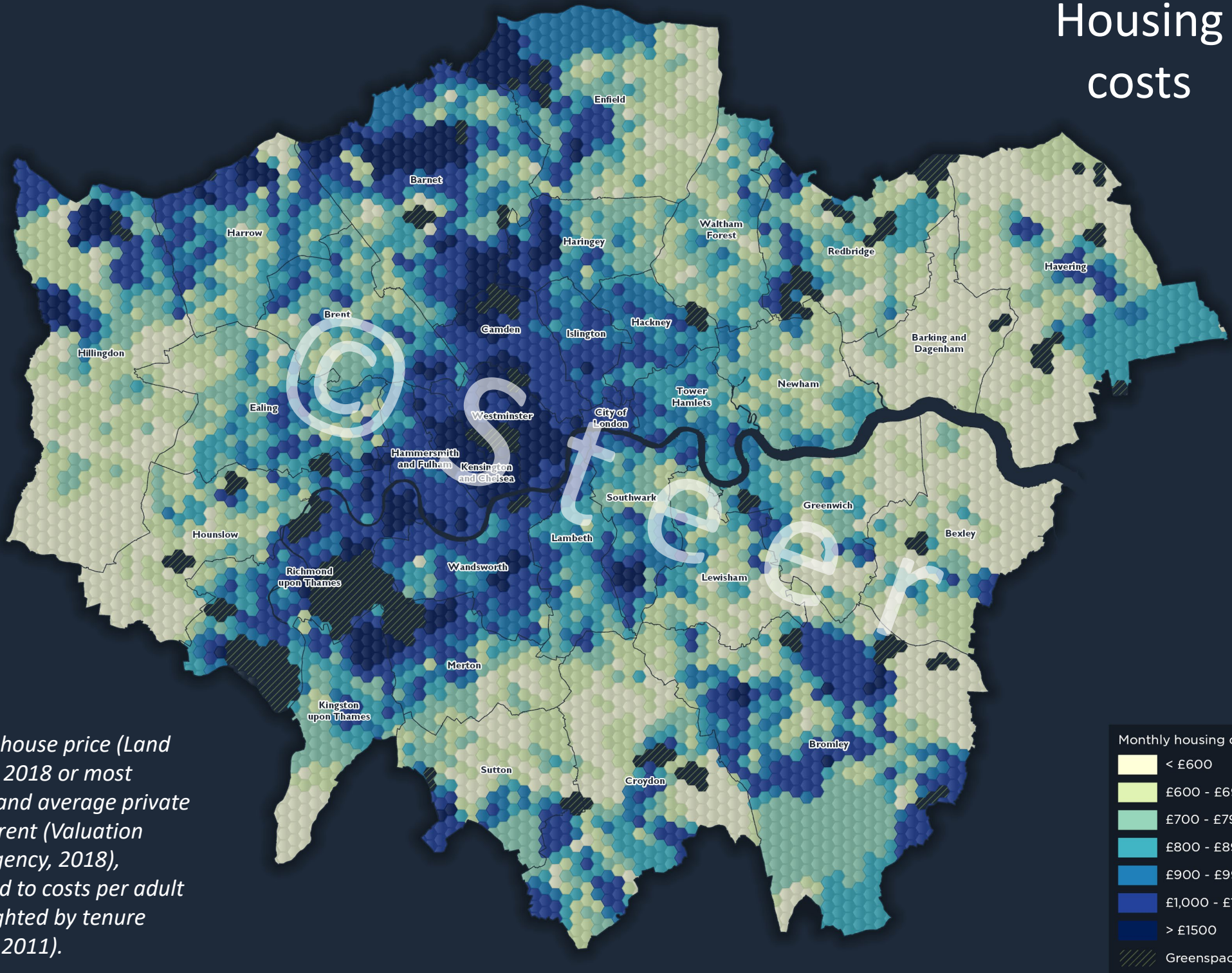


Travel card costs



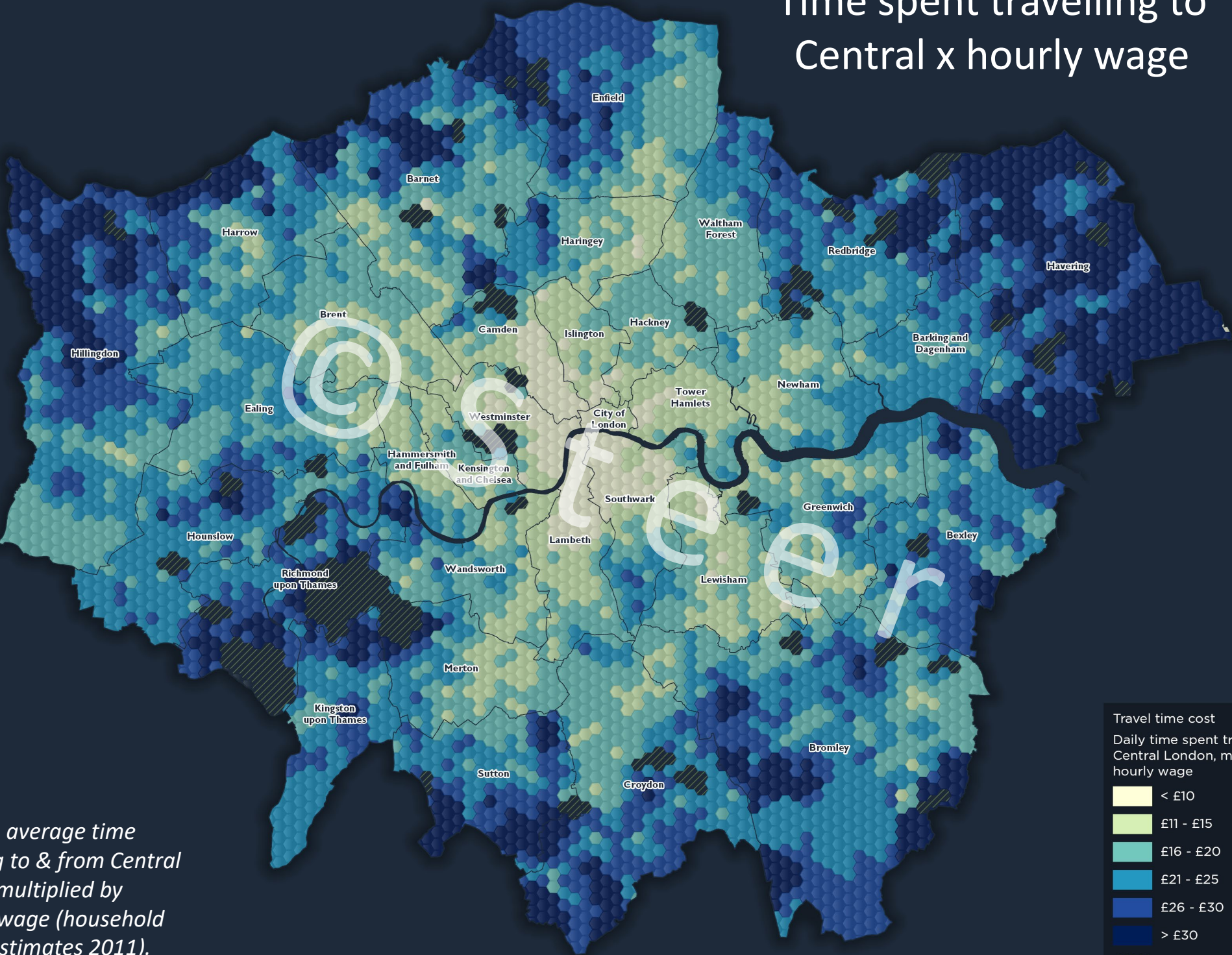
Based on 2019 travel card costs and weighted by origins/destinations from 2011 Census.

Housing costs



Average house price (Land Registry, 2018 or most recent), and average private housing rent (Valuation Office Agency, 2018), converted to costs per adult and weighted by tenure (Census, 2011).

Time spent travelling to Central x hourly wage

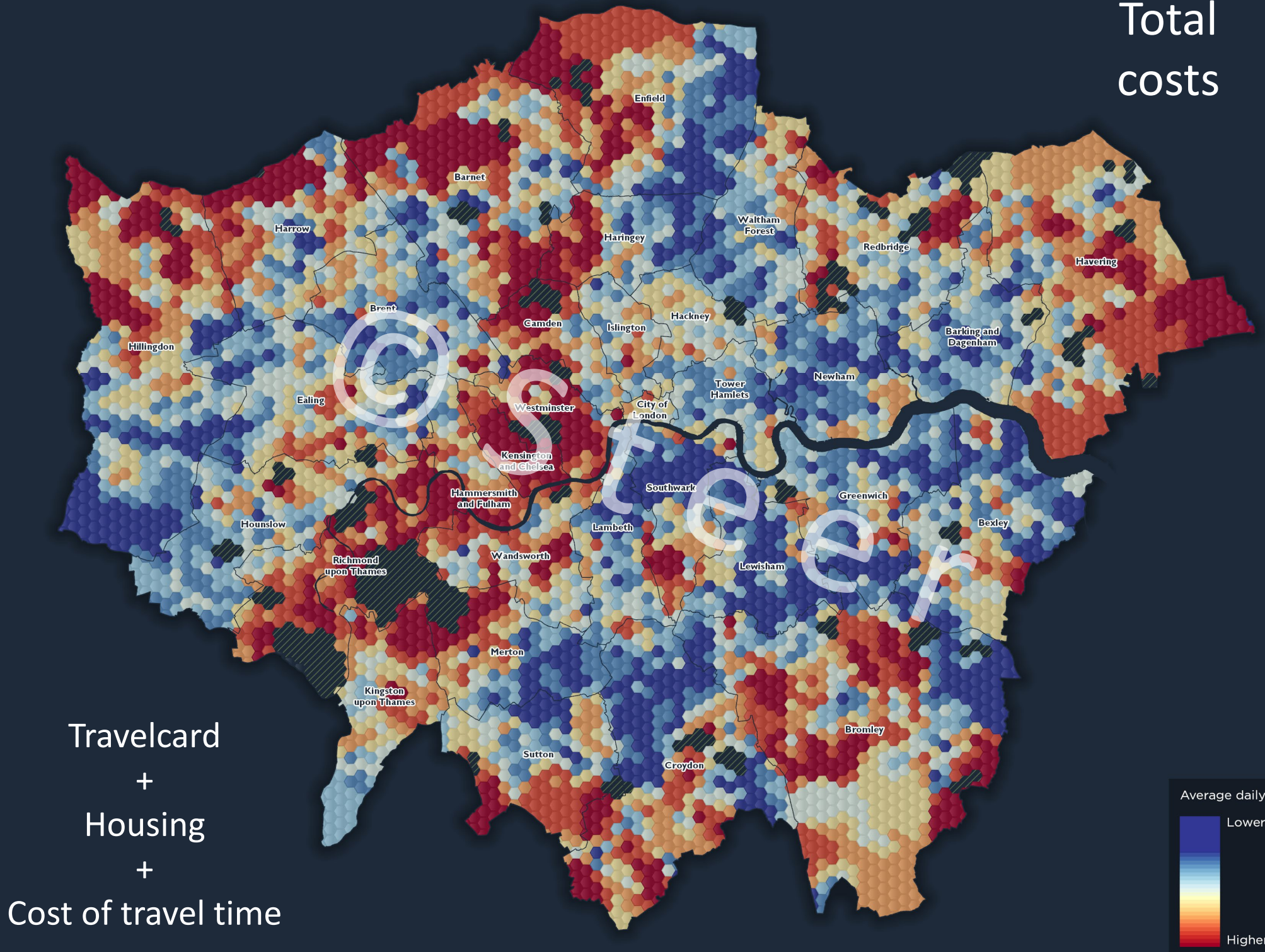


Travel time cost
Daily time spent travelling to Central London, multiplied by hourly wage

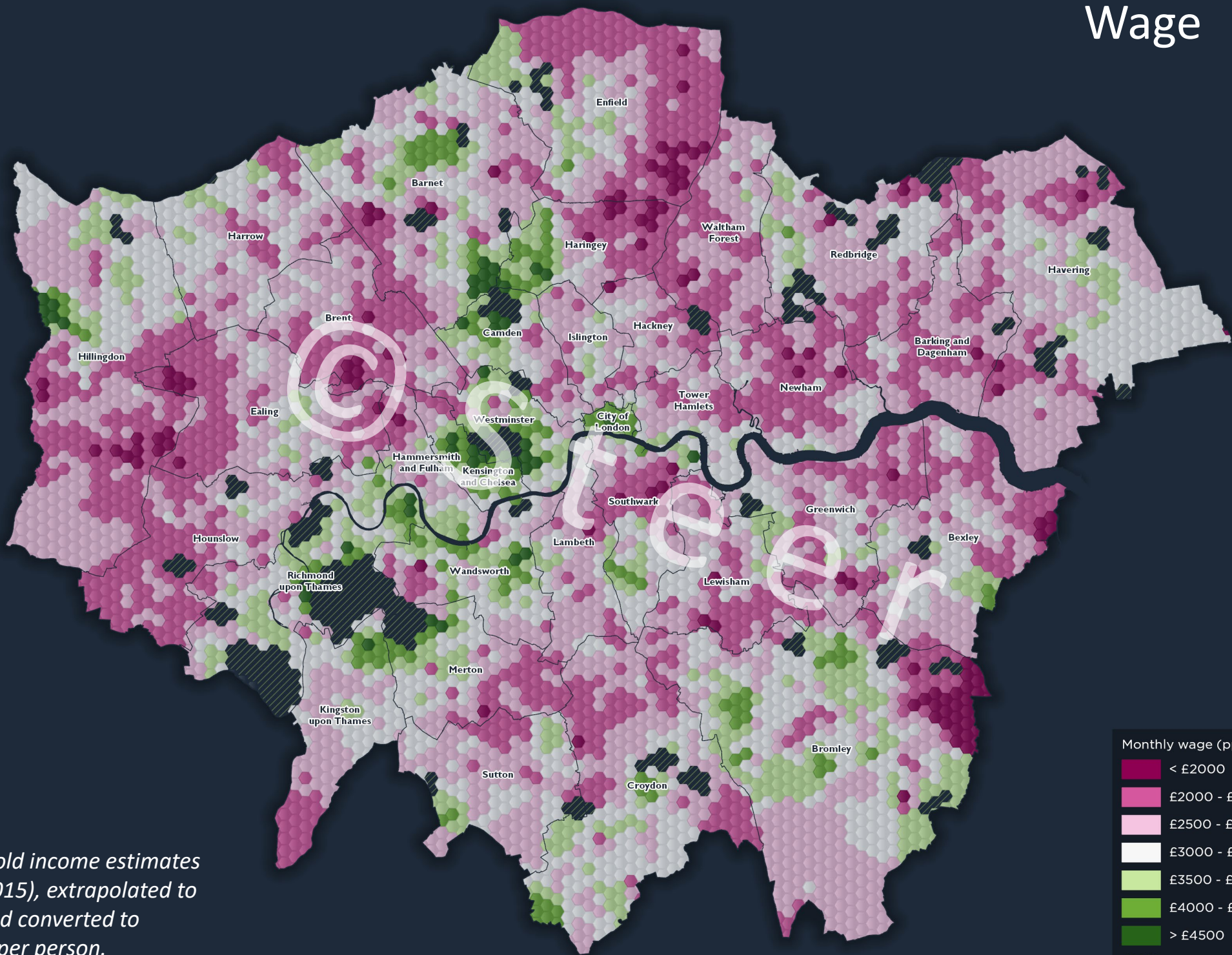
< £10
£11 - £15
£16 - £20
£21 - £25
£26 - £30
> £30
Greenspace

Based on average time travelling to & from Central London, multiplied by average wage (household income estimates 2011).

Total costs

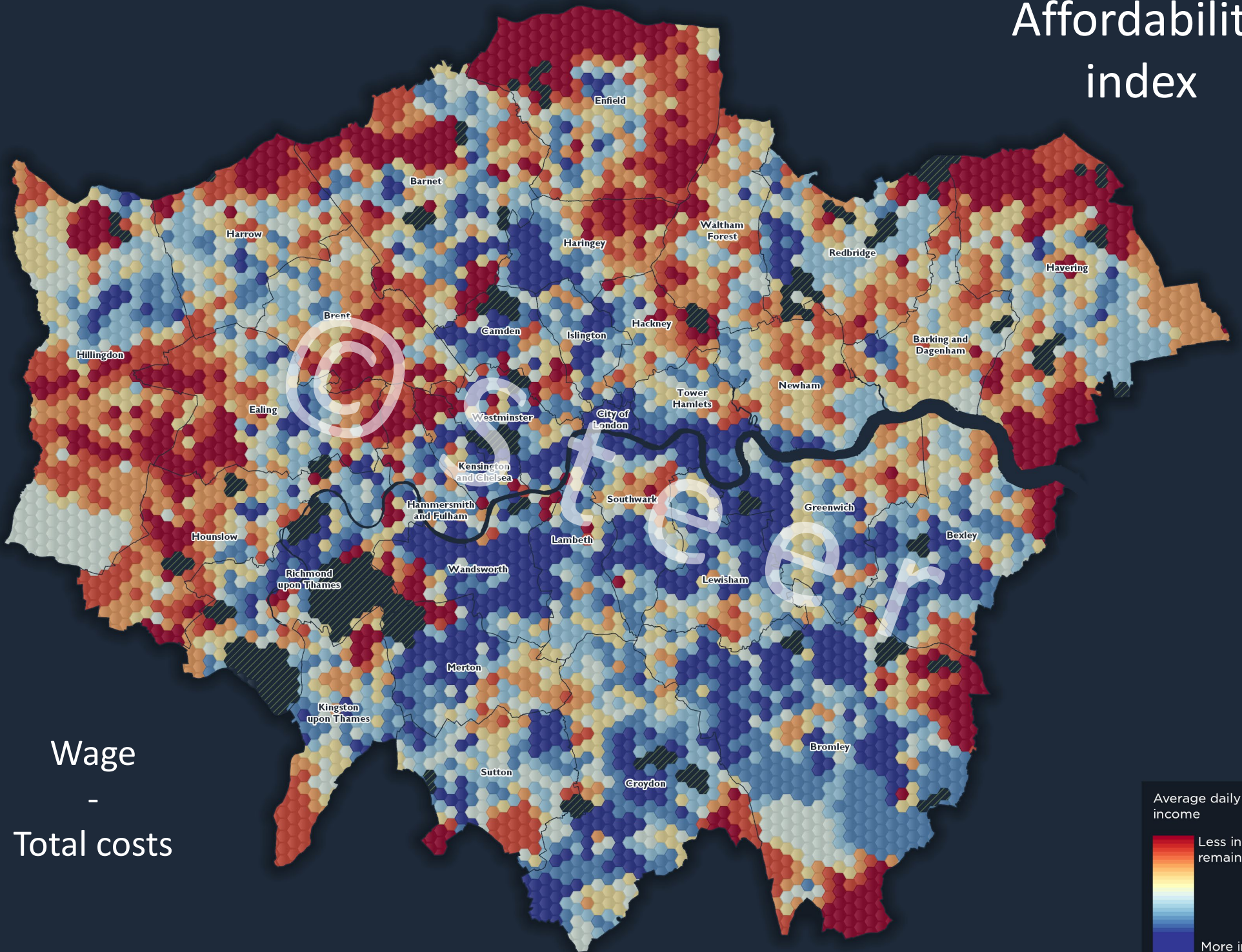


Wage



Household income estimates (GLA, 2015), extrapolated to 2018 and converted to income per person.

Affordability index



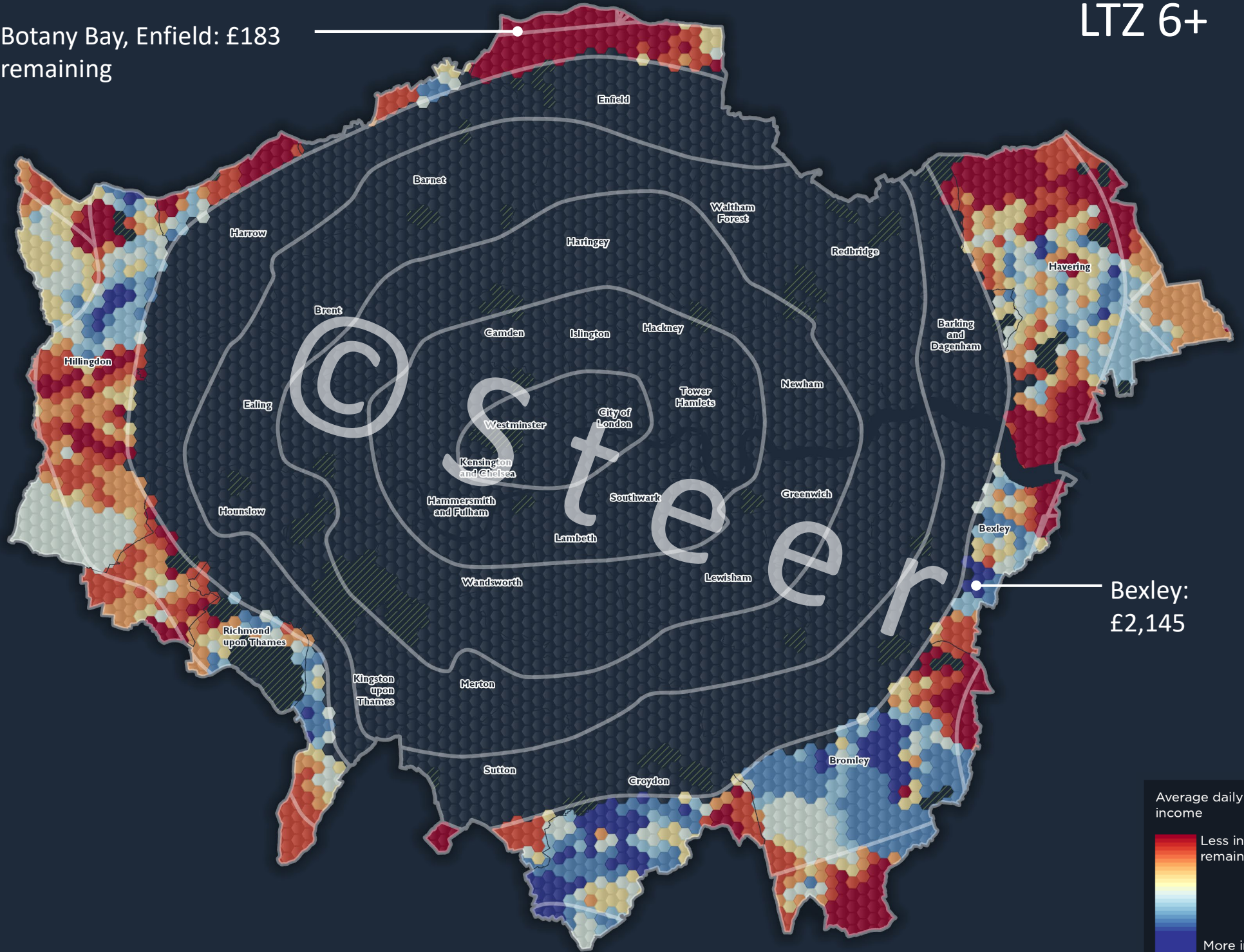


Barnes Bridge, Richmond:
£185 remaining

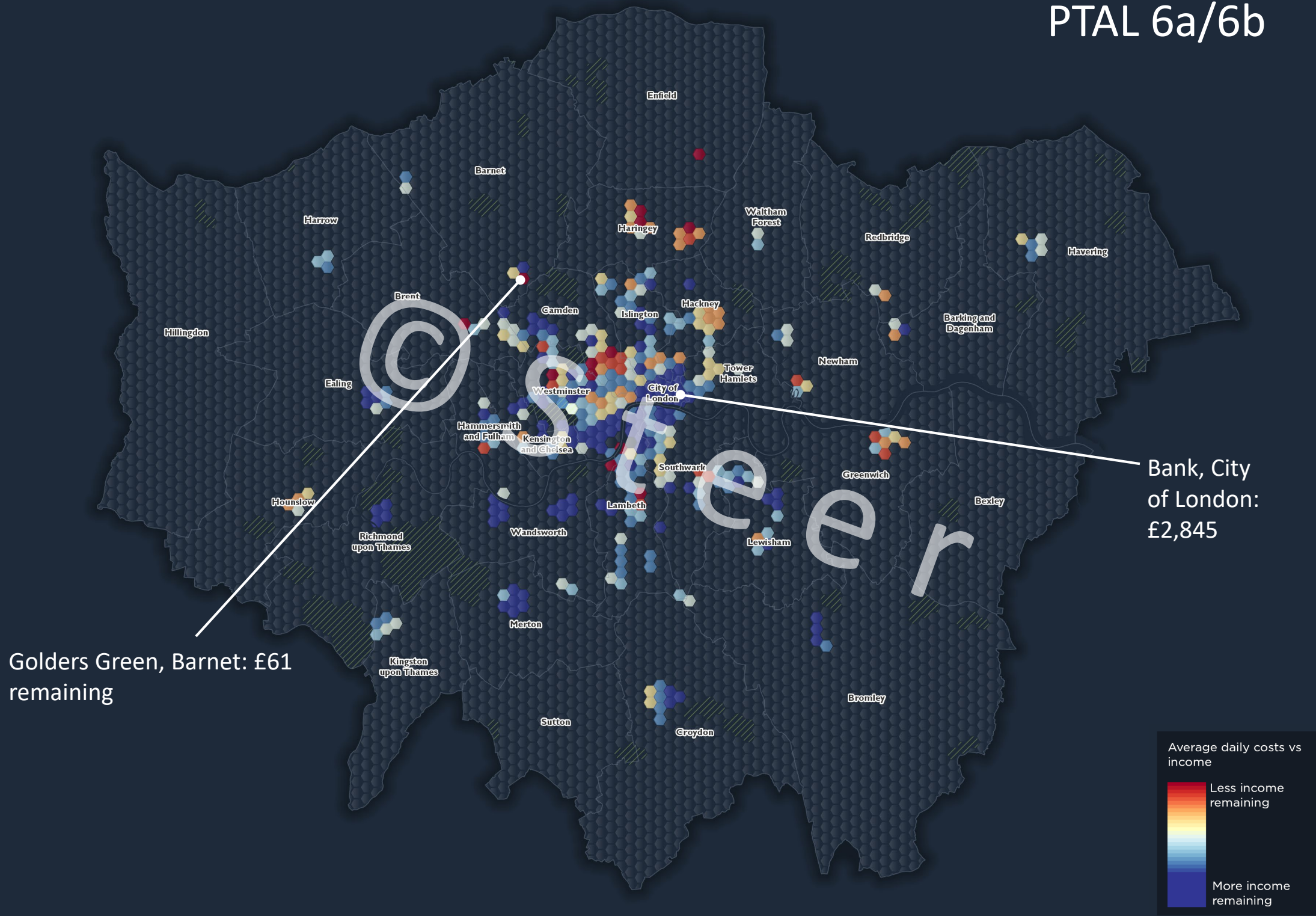
Bank, City of London:
£2,845

LTZ 6+

Botany Bay, Enfield: £183 remaining



Bexley:
£2,145

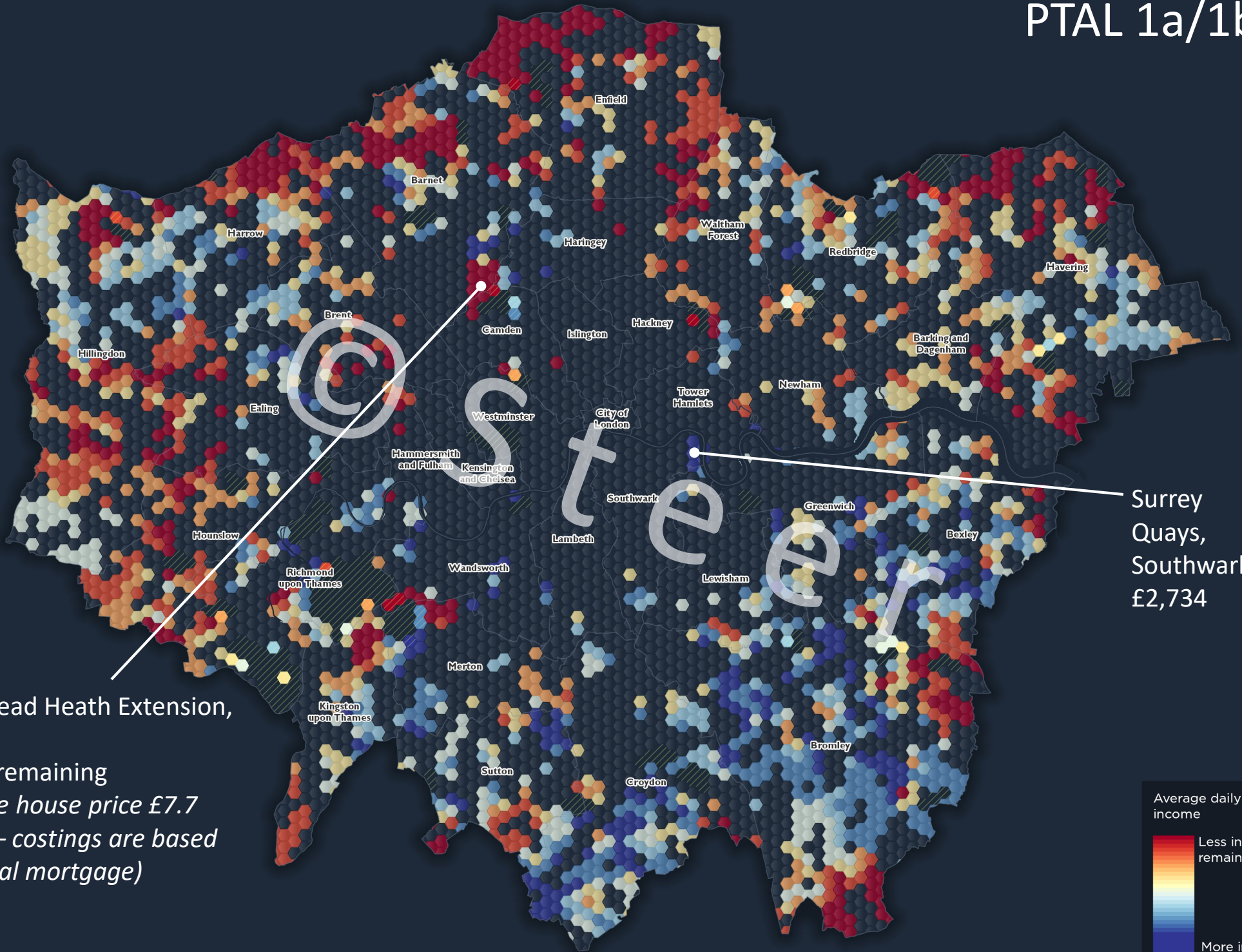


Golders Green, Barnet: £61 remaining

Bank, City of London: £2,845

Average daily costs vs income





Hampstead Heath Extension,
Barnet:
-£6706 remaining
(average house price £7.7
million – costings are based
on typical mortgage)

Surrey
Quays,
Southwark:
£2,734



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Conclusions

- London **is not** a concentric circle of accessibility
- The story is never as simple as inner vs outer London
- Experiences of transport accessibility vary hugely within London
- Variation can be really pronounced on a localised scale
- Affordability & accessibility varies hugely within the current used measures of accessibility
- **Use of travel time in isolation as a measure of accessibility means we can overlook the real-life experiences of accessibility**
 - *Does it matter that you can get into Central London in 10 minutes by train, if you can't afford to so need to take the bus?*
 - *Does it matter if you live 50 metres from a zone 1 underground station, if it's not step-free and you can't use the stairs?*

Thanks for listening!



<https://www.centreforlondon.org/event/fairer-transport-system/>



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