Ranking methodology used for TfL's Control Period Seven Access for All submission

The criteria used for the ranking process are described below for reference.

Journey time benefits. The Railplan network model has a step free variant that represents the step free elements of the public transport network in London. This can be used to evaluate the journey time impact of adding additional step free infrastructure (including step free stations) at the network level. This model was used to evaluate the journey time impact of making every National Rail station in London that is currently not classified as step free by TfL step free (each station was reviewed on a separate basis). The output of the model (journey time saved in hours during the AM Peak period) was then recorded for the stations covered and used in the ranking process. The network used for the assessment included the Elizabeth line plus other planned and funded improvements to step free access on the London Underground and National Rail networks in London to ensure that it provided an accurate estimate of the journey time benefits arising from further enhancements to this network.

Station catchment analysis. The following characteristics were assessed for each station catchment where there was incomplete step free access, using data from the 2011 census and other sources:

- The volume of persons with long term limiting illness, who are likely to be less physically able and therefore find step free access more useful;
- The total population aged five and under who are more likely to be carried in prams/pushchairs that make it hard to negotiate stairs;
- The total population aged 65 and over who are likely to be less physically able and therefore find step free access more useful;
- Number of primary schools where parents are likely to be conveying young children to and from these facilities using prams and pushchairs;
- Number of GP surgeries; persons visiting these on a regular basis are likely to be less physically able and therefore more likely to find step free access useful;
- Count of town centres. These act as a focus for activity amongst all groups including the less physically able which increases the utility of the provision of step free access.

Station demand analysis. This identified the total annualised number of journeys starting and finishing at the stations currently not classified by TfL as step free, for 2019/20 and 2018/19. It also identified the total number of journeys interchanging at these stations during 2019/20. The data was drawn from the Office of Rail and Road's station usage statistics as required by the DfT. Step free access has greater utility at stations with higher usage, as more passengers are likely to benefit from its provision.

The station catchment data was aggregated for the purposes of the ranking process, with the population based data and the facility based data being summed separately. The station demand data was also combined for the purposes of the ranking process to ensure that the weighting accorded to it in the ranking process was not excessive.

The generation of a ranking requires the constituent data to be presented in a consistent way. Each measure used was therefore converted into a percentage value for each station covered by dividing the value for that station by the total value across all the stations covered for that measure. These percentage values were then combined into a single percentage value which was then used to define the ranking, with the following weightings being applied:

- ORR station demand data: 33%;
- Railplan journey time saving: 33%;
- Catchment characteristics: 33%.

This weighting reflects the priorities of both the DfT and TfL in the assessment.

Once defined the ranking was used to define the priorities for the recommendation.

TfL's final nominations list was refined further using the following criteria:

- Any nominated station should appear in the top 60 of the ranking referenced above;

- TfL's view of the feasibility and affordability of step free access at individual stations. Stations where step free access is expected to be straightforward and relatively inexpensive to provide were preferred. This reflects the views of funders who tend to prefer such stations as they enable available funds to deliver more schemes overall;

- Offers of match funding from third parties. Again stations where this is potentially available were preferred as funders tend to be more supportive of schemes where third party funding is forthcoming as it enables (again) the available funds to deliver more funds overall;

- Preferences of stakeholders.

Stations where step free access is currently provided but on a sub optimal basis were excluded from TfL's nomination. This occurs (for example) where step free access is available to platforms at a station from the area adjacent to the platform but not between the platforms. This approach reflects TfL's view that efforts to improve step free access should be focused on those locations where it is not currently available to maximise the benefits offered. It also reflects the expressed views of funders who give priority to stations where no step free access is currently available.