

MAYOR AND CABINET		
<b>Report Title</b>	Bakerloo Line Extension Referral from Select committee	
<b>Key Decision</b>	No	Item No. 8
<b>Ward</b>	all	
<b>Contributors</b>	Executive Director for Regeneration	
<b>Class</b>	Part 1	Date: 23 February 2011

## 1. Summary

- 1.1 This report informs the Mayor and Cabinet of the comments and views of the Sustainable Development Select Committee, arising from discussions held on the Integrated Transport – Bakerloo Line Extension item at the Committee’s meeting on 14 September 2010, and the response by the Executive Director for Regeneration.

## 2. Purpose of the Report

- 2.1 To consider the views of the Executive Director for Regeneration as set out in paragraph 6 of this report as a response back to the Sustainable Development Select Committee.

## 3. Policy Content

- 3.1 The contents of this report are consistent with Councils Policy Framework . It supports the achievements of the Sustainable Community Strategy, in particular *Dynamic and prosperous*: where people are part of vibrant and creative localities and town centres, well-connected to London and beyond. The report also supports the Council policy priorities, community leadership and empowerment – developing opportunities for the active participation and engagement of people in the life of the community, clean, green and liveable – improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment, and strengthening the local economy – gaining resources to regenerate key localities, strengthen employment skills and promote public transport.
- 3.2 The South London Route Utilisation Strategy published in March 2008, suggested a number of schemes that may be worthy of consideration to facilitate additional growth , including that in the longer term that expansion of the London Underground system into South London. The main opportunity to facilitate this appears to be by construction of a southern extension to the LUL Bakerloo line , given that this line does have a limited amount of spare capacity available into central London

- 3.3 Within the London Mayor's Transport Strategy (MTS published May 2010) the Bakerloo Line is acknowledged as having an important role in London's transport geography, serving the strategic northwest-southeast corridor. It states that a Bakerloo southern extension "would allow the line to serve inner and outer southeast London. This would create a new southeast to northwest strategic route through the Capital, serving areas with poor transport accessibility and freeing up National Rail capacity at London Bridge for other service improvements".
- 3.4 Within the strategy, proposal 22 states that the Mayor and associated partners and stakeholders will seek longer-term enhancements and extensions to the Underground network, including a potential southern extension to the Bakerloo line. This would "utilise spare line capacity, improve connectivity and journey times, while providing relief to congested National Rail approaches to central London from the south/southeast, subject to resources and the results of further study". It is anticipated that the cost of the scheme would be high, with a completion date post 2020.
- 3.5 As required in the MTS, TfL has since published its sub regional transport plan which translates the MTS to a sub regional level and provides more detail for key projects and transport priorities going forward. Included within the Central, South and East Plans is a position on the Bakerloo line extension through an initial study by TfL.

#### **4. Recommendation**

- 4.1 The Mayor and Cabinet is asked to consider the views of the Executive Director for Regeneration as outlined in paragraph 6 and agree that this provides as a response to the Select Committee.

#### **5. Background**

- 5.1 On the 14<sup>th</sup> September, the Sustainable Development Select Committee considered the Integrated Transport – Bakerloo Line Extension report commissioned from Jonathan Roberts of JRC.
- 5.2 If an extension to the Bakerloo Line were to come through the London Borough of Lewisham it would clearly bring many benefits for the area, as has been seen with the recently opened East London Line extension.
- 5.3 On the 20<sup>th</sup> October 2010, the Mayor and Cabinet received a report from the Sustainable Development Select Committee who made the following comments to the Mayor and Cabinet:
- The Council should consider whether a Bakerloo extension would benefit Lewisham,
  - whether it would be practical to pursue it and
  - whether it should start contacting other local authorities and/or relevant bodies across London and the south-east in order to start lobbying for approval and construction.
- 5.4 The Mayor noted the views of the Sustainable Development Select Committee and asked the Executive Director to report back to him on the matters raised.

## **6. Response from the Executive Director.**

6.1 Officers have already indicated to TfL in their response to the Mayors Transport Strategy last year their full support for further work into the development of the potential extension of the Bakerloo Line to serve Lewisham, and the need to ensure the impact such an extension could have on future land use and potential development opportunities with this major rail enhancement.

6.2 The JRC report provides a commentary arranged by geography considering first extensions in inner London, then into the middle and outer suburbs, with 5 core options and various extensions to serve the middle and outer suburbs. Details are available at :

<http://www.lewisham.gov.uk/NR/rdonlyres/A866B857-6005-409E-B69F-1CF5B6093F8E/0/6c7b74247f134581ba77c37b72bd31e504IntegratedTransportBakerlooExtension.PDF>

6.3 Officers have discussed the extension with TfL Planning and supplied them with a copy of the JR report. Based on an initial assessment of options, including other rail and road based modes, the Bakerloo Line performed particularly well against a number of key objectives set for the study. These objectives include improving connectivity to key areas of regeneration, releasing capacity on national rail lines and termini, improving both direct access to central London and interchange opportunities, providing crowding relief as well as linking Major and District centres and opportunity areas.

6.4 The extension alignment from the Elephant and Castle to Hayes and Beckenham Junction, via Lewisham was the strongest performing option and appears to offer value for money. There are however two alignment options to Lewisham, either via Old Kent Road or Peckham/Camberwell. The merits of each require further consideration.

6.5 TfL officers have also have looked the JR report and point out that many of the options discussed in the report are heavily reliant on utilising the existing rail network, which will have a detrimental impact on Networks Rail operating flexibility, or which serve areas which have, or will have, improved rail connections such as Woolwich. A key advantage of the Hayes option is that releases train paths into London Bridge which can be utilised accordingly.

6.6 The Sub Regional Transport Plan for the East Region, restates the Mayors Transport Strategy which makes reference to possible extensions of the Bakerloo Line that would help relieve overcrowding and support regeneration in the east and central sub regions. South Eastern trains and service would benefit from crowding relief and connectivity, providing greater access to labour markets for Canary Wharf through interchange at Lewisham.

- 6.7 There is still much more work to be undertaken before the case for the Bakerloo Line extension can be fully determined. Engineering Feasibility, depot requirements, further modelling of impacts, land use densities and spatial strategies as a result of the alignment, wider economic benefits, updated business case and funding source all need to be determined to a much greater detail than currently undertaken. The effects on existing rail users, particularly those using the existing Hayes line will need to be determined together with environmental mitigation, station locations and how funding and planning powers will be secured.
- 6.8 Officers have discussed potential timelines and agree with TfL that it would be most effective to coordinate implementation of any extension with the Bakerloo Line signalling and rolling stock upgrades. This is most likely in the 2020s and will be confirmed following London Undergrounds review and re-programming of the upgrades following the demise of the PPPs. All of this is of course subject to feasibility and funding.
- 6.9 While recognising that it is going to be a long process and that two of the Boroughs who could benefit, Southwark and Bromley are not part of the East Region, a small officer working group will be established in 2011 by TfL, including these Boroughs to help scope requirements and collaboration in further development.

## **7. Financial Implications**

- 7.1 The financial implications arising out of this report relate to officer time attending TfL meetings and are covered within the existing revenue budget.

## **8. Legal Implications**

- 8.1 The Constitution provides for Select Committees to refer reports to the Mayor and Cabinet, who are obliged to consider them and respond to the select committee indicating what if any action they intend to take.

## **9. Crime and disorder**

- 9.1 There are no crime and disorder issues arising directly from this report however consideration of these matters will be a major consideration in the design of station and routes to and from.

## **10. Environmental**

- 10.1 There are no direct environmental implications arising from this report but should a preferred option emerge, the scheme would be subject to a full environmental impact assessment.

## 11. Conclusion

11.1 The Sub Regional Transport Plan recognises that the East sub – region has benefited from significant investment in the last 30 years, and by 2019 will have benefitted from further investment including Crossrail, London Overground, DLR extension and the recently announced Thameslink Programme. While these will generate substantial extra capacity, they do not provide sufficient capacity by themselves for the post 2020/2030 periods . As major rail investments has a long lead time, it is welcomed that the SDSC have brought this to the Mayors attention and that TfL have recognised the potential for future extensions, within its Sub Regional Planning Process .

## 12 Background Documents and Originators

Short title	Date	Location	Contact Officer	Exempt
Integrated Transport-Bakerloo Line Extension	14.09.10	Report to Sustainable Development Select Committee Town Hall	Andrew Hagger 020 8314 9446	
London Mayors Transport Strategy	May 2010	Wearside Service Centre	Paul Stewart 0208 314 2269	
TfL Sub Regional Transport Plans Central, South and East	December 2010	Wearside Service Centre	Paul Stewart 0208 314 2269	

If you have any queries on this report, please contact Paul Stewart Service Group Manager (0208 314 2269) or Linda Swinburne Interim Head of Transport ( 0208 314 9956)