

<b>Sustainable Development Select Committee</b>			
Title	Update on major rail infrastructure proposals		
Contributor	Executive Director for Resources and Regeneration	Item no.	5
Class	Part 1 (open)	Date	4 February 2014

## **1. Summary**

- 1.1. This report sets out the latest position on major rail infrastructure proposals, including potential extensions to the Bakerloo Line, DLR and London Overground.
- 1.2. Based on the emerging conclusions from concurrent studies into the DLR and Bakerloo Line extensions, the Council is working with TfL to investigate a package of extensions to the Overground and Bakerloo Line, together with a package of bus service enhancements between the two lines to address poor levels of accessibility in the south of the borough.

## **2. Purpose of the report**

- 2.1. The purpose of this report is to update Committee Members on the status of major rail infrastructure proposals in the borough

## **3. Recommendations**

It is recommended that the Committee:

- 3.1. Notes the content of the report and endorses the proposed conclusions

## **4. Background**

- 4.1. Since the inclusion of the Bakerloo Line Extension within the London Mayor's Transport Strategy, the Sustainable Development Select Committee has been tracking the options and potential of the proposals to extend the Bakerloo Line.
- 4.2. Similarly, since the Mayor of London's latest transport manifesto pledged to "work to extend the Docklands Light Railway (DLR) from Lewisham to Bromley", the Council has been working with TfL to consider the options and potential for a DLR extension.
- 4.3. Following joint lobbying from the London Boroughs of Lewisham, Southwark and Bromley, TfL allocated funding to study the feasibility and affordability of the Bakerloo Line and DLR proposals.
- 4.4. In October 2013, a meeting was held with Isabelle Dedring, the Deputy Mayor of London, to discuss the potential extensions of the DLR and Bakerloo Line, and in particular the emerging conclusions from TfL concurrent studies.

## **DLR**

- 4.5. In September 2013 we received the draft report which has been looking at the business case and funding opportunities for the DLR. The conclusion that we take from the report is that the justification of the DLR proposal faces some significant difficulties. The current assessment of the business case demonstrates that the benefits are unlikely to exceed the costs of the scheme, while the value associated with the DLR proposal is unlikely to enable the magnitude of development needed to help fund the proposals.
- 4.6. This conclusion is disappointing – the DLR proposal would represent a significant improvement to the south of the borough, where public transport accessibility is very poor, and where social and economic deprivation is at corresponding levels.

## **London Overground**

- 4.7. It is therefore promising that the DLR study has identified a more affordable solution for the Bromley to Canary Wharf corridor, costing in the region of £150 million. A London Overground extension from New Cross, enhancing services through Hither Green and Grove Park, provides an alternative that would be of significant interest.
- 4.8. While the local rail network currently has insufficient capacity to allow the Overground extension to serve Lewisham Station, the additional capacity created by a potential Bakerloo Line extension may enable the Overground extension to serve Lewisham Station.
- 4.9. A new Overground station situated at the southern end of Lewisham town centre would also be of great value, and this option is also being explored.

## **Bakerloo Line extension**

- 4.10. In October 2013, the Council received the draft report on the Bakerloo Line Study. The initial findings are extremely positive, and it is notable that the BCR has increased such that the benefits outweigh the costs by a factor of 3.5. The scheme is therefore of significant value to the borough, with benefits in the order of £8 billion.
- 4.11. Together with a potential Overground extension, this would create a very strong regional transport hub at Lewisham Station, with interchange opportunities across National Rail, Tube, DLR and Overground. This is the kind of opportunity that would align itself with our aspirations for Lewisham town centre.

## **Funding options**

- 4.12. It is clear that the economic and political context is such that any major project will require a substantial financial contribution from non-governmental partners, along with a commitment to deliver wider objectives such as regeneration and housing.
- 4.13. The Council is therefore working with partners to explore the opportunities to deliver additional growth. However, the mechanisms for capturing added value in the form of funding contributions can be problematic; for example, capturing

benefits accruing to existing residents and businesses by some form of tax, or capturing benefits to developments through borough or mayoral CIL.

- 4.14. High-level discussions have taken place with GLA which highlight concerns about using significant proportions of borough CIL allocations, particularly in view of the great pressure that developments put on other physical and social infrastructure, such as schools, parks, and local transport links.

## **5. Conclusions**

- 5.1. Now that conclusions are emerging from the concurrent studies into the DLR and Bakerloo Line extensions, the Council is working with TfL to investigate a package of extensions to the Overground and Bakerloo Line, together with a package of bus service enhancements between the two lines to address poor levels of accessibility in the south of the borough.
- 5.2. It is vital that any Overground extension promotes better rail links to Lewisham town centre, by including a new station at Lewisham South and safeguarding a future stop at Lewisham when the Bakerloo Line is delivered.
- 5.3. The Council is also working with partners to secure a commitment to develop the Bakerloo Line, and is urging TfL to allocate the necessary funding in the forthcoming control period.

## **6. Financial implications**

- 6.1. There are no financial implications arising directly from this report. At this stage the Council's input is being managed within existing resources. The studies referred to in this report are funded by TfL.

## **7. Legal implications**

- 7.1. The Equality Act 2010 became law in October 2010. The Act aims to streamline all previous anti-discrimination laws within a Single Act. The new public sector Equality Duty, which is part of the Equality Act 2010, came into effect on the 5 April 2011.
- 7.2. The new equality legislation covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation. It also applies to marriage and civil partnership, but only in respect to eliminating unlawful discrimination and only in relation to employment.
- 7.3. The Equality Duty has three aims. It requires public bodies (including local authorities) when making decisions to have due regard to the need to
  - eliminate unlawful discrimination, harassment, victimisation and any conduct prohibited by the Equality Act 2010
  - advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
  - foster good relations between people who share a protected characteristic and people who do not share it.

## **8. Crime and disorder implications**

- 8.1. There are no direct implications for the prevention of crime & disorder arising from this report.

## **9. Equalities implications**

- 9.1. The Council's Comprehensive Equality Scheme for 2012-16 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010 and the Public Sector Equality Duty. The Council's equality objectives through the CES include:

- **improve access to services**; take reasonable steps to ensure that services are inclusive; responsive to risk; physically accessible and provided through the most efficient and effective channels available.
- **close the gap in outcomes for citizens**; take reasonable steps to improve life chances for citizens by reducing outcome gaps that may exist within the borough as well as those that may exist between the borough and elsewhere

- 9.2. An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.

- 9.3. Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility. In addition, going forward, any detailed consideration of issues, including road safety data, traffic flows, parking patterns and pedestrian volumes in order to inform changes, will take into account the probable impact for particular protected characteristics.

## **10. Environmental implications**

- 10.1. There are no environmental implications arising directly from this report. However, the policies, schemes and measures are likely to bring about positive effects on objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough. The proposed programmes will also reduce hazards and make the road environment more attractive for pedestrians and cyclists.

## 11. Background documents and originator

Short Title Document	Date	File Location	Contact Officer	Exempt
SDSC Minutes	14 Sep 2010	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0</a>	Scrutiny Manager	
M&C Minutes	21 Sep 2011	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0</a>	Simon Moss	
SDSC Minutes	15 Mar 2012	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0</a>	Scrutiny Manager	
SDSC Minutes	25 Apr 2012	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=136&amp;Year=0</a>	Scrutiny Manager	
M&C Minutes – SDSC Referral	30 May 2012	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0</a>	Simon Moss	
M&C Minutes – Mayoral Response	12 Sep 2012	<a href="http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0">http://councilmeetings.lewisham.gov.uk/ieListMeetings.aspx?CId=139&amp;Year=0</a>	Simon Moss	

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