

SUSTAINABLE DEVELOPMENT SELECT COMMITTEE			
Title	Bakerloo Line Extension Consultation Update		
Key Decision	No		Item No. 7
Ward	All Wards		
Contributors	Executive Director for Resources and Regeneration		
Class	Part 1	Date: 15 September 2015	

1. Summary

Between 30 September and 7 December 2014, TfL held a public consultation on the Bakerloo Line Extension, extending the Bakerloo line from Elephant & Castle station through Southwark towards Lewisham, Bromley and Hayes

LB Lewisham appointed experts in rail infrastructure and development planning to work on the Council's formal response. The response was also informed by the Sustainable Development Select Committee and the Overview and Scrutiny Committee in December 2014, before being approved by Mayor & Cabinet on 14 January 2015.

This report provides an update following the results of the public consultation.

2. Purpose

The purpose of this report is to provide an update following the results of the public consultation.

3. Recommendations

This report is for information and it is recommended that the Chair note the contents of this report.

4. Policy context

The Bakerloo Line Extension is a key component of the long term transport strategy for Lewisham, and would bring a range of economic, environmental and social improvements to the borough. The benefits of the proposal are formally recognised within the Mayor of London's Transport Strategy, and by Transport for London's East Sub-Region Transport Plan.

Within the London Mayor's Transport Strategy (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".

More recently, the London Infrastructure Plan 2050 emphasises the importance of high-capacity, high-frequency radial links, and highlights the Bakerloo Line Extension as a leading option to deliver such enhancements. This would also free up capacity on the rail network, and utilise the spare capacity on the existing section of the Bakerloo Line. This makes the BLE excellent value for money, and one of the most deliverable major rail schemes in London.

5. Background

Since the inclusion of the Bakerloo Line Extension (BLE) within the London Mayor's Transport Strategy, the Council has been supporting and lobbying for the proposals to extend the Bakerloo Line, so that it may support the regeneration and investment within the borough.

However, despite a strong business case, the proposal remains unfunded, and is competing for investment alongside other major transport infrastructure projects in London.

TfL held a public consultation on the Bakerloo Line Extension, and LB Lewisham appointed experts in rail infrastructure and development planning to work on the Council's formal response. The Council submitted a robust response to the consultation, drawing together all the benefits and opportunities presented by such a major investment in transport infrastructure, including opportunities for regeneration, housing and place-making.

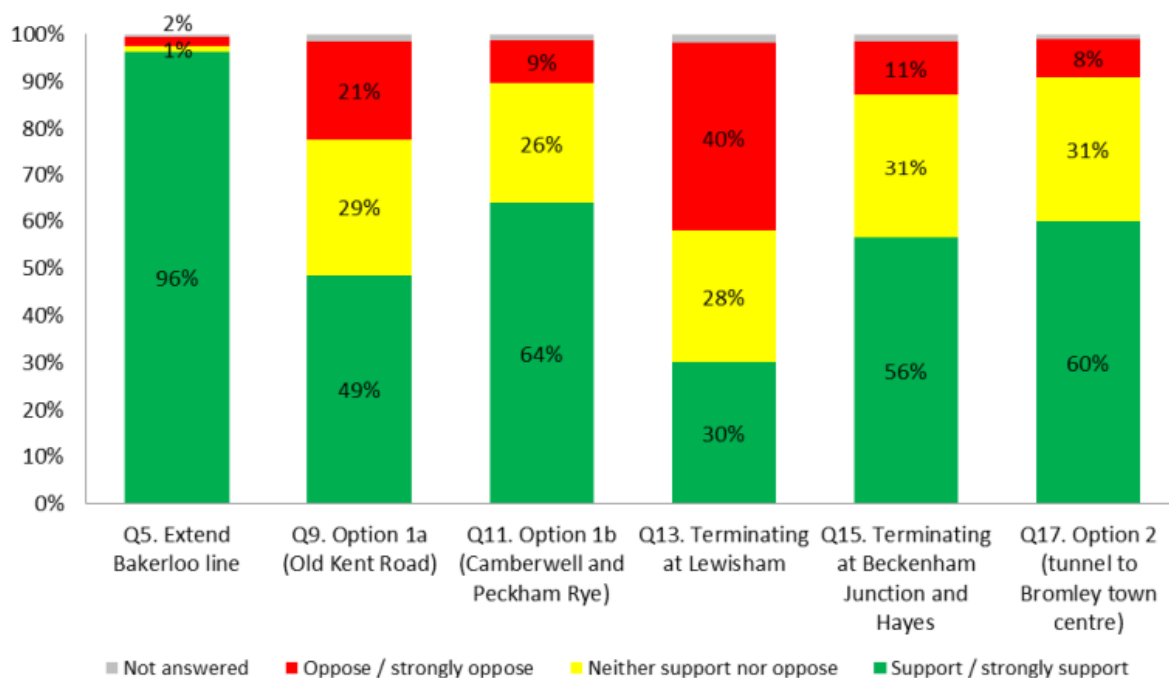
In order for the borough to help meet the London-wide challenge of population growth in a sustainable way, major infrastructure investment such as the Bakerloo Line Extension is required to optimise the opportunities for new housing, through intensification and transformation of key sites.

6. Headline Consultation Results

More than 15,000 responses were received from members of the public and stakeholders offering their views on the extension's proposals. Overall, there was a very high level of support for the principle of an extension to the Bakerloo line. More than ninety five percent of responses expressed support for the principle of extending the Bakerloo line.

The chart below highlights the results of some of the key consultation questions:

- 96% support or strongly support the extension
- 64% support for the route via Camberwell and Peckham
- 49% support for the route via Old Kent Road
- 30% support for Terminating at Lewisham - strong opposition at 40%
- 56% support for Terminating at Hayes and Beckenham Junction
- 60% support for tunnel to Bromley Town Centre.
- 82% of respondents answered 'yes' to the question which asked if there was support for the extension on the basis that new development is likely to be necessary also.



Further detailed commentary and analysis of the consultation is available online: <https://consultations.tfl.gov.uk/tube/bakerloo-extension>

7. Next Steps

As part of the consultation responses a number of alternative routes were also suggested; TfL will take the opportunity to review these further. This will include an assessment of costs and benefits of a number of different routes and a comparison against the original route options.

Once the options have been fully explored a further public consultation is anticipated in 2016 which will present the extension proposals in more detail.

TfL are therefore currently progressing work on some key engineering questions, including consideration of the interaction with Lewisham Station.

TfL are also working on responding to the key issues raised within the consultation, with an aim to publish a further report later in 2015.

If a decision is made to progress the scheme, and the necessary funding secured, it is anticipated that construction could commence in around 2023 and be completed in approximately 2030.

8. Financial implications

There are no financial implications arising directly from this report.

9. Legal implications

There are no legal implications arising directly from this report.

10. Crime and disorder implications

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

11. Equalities implications

There are no equalities implications arising directly from this report.

12. Environmental implications

There are no equalities implications arising directly from this report.

13. Background documents and originator

Short Title Document	Date	File Location	Contact Officer	Exempt
London Infrastructure Plan 2050 – report to OSC	29/09/14	http://councilmeetings.lewisham.gov.uk/documents/s31442/Overview%20and%20Scrutiny%20-%20London%20Infrastructure%20Plan%202050.pdf	S.Moss	
Mayoral response to SDSC on the BLE	12/09/2012	http://councilmeetings.lewisham.gov.uk/documents/s15774/Response%20to%20SDSC%20Bakerloo%20Line.pdf	S.Moss	
BLE – Report to the SDSC	25/04/12	http://councilmeetings.lewisham.gov.uk/documents/s11434/Integrated%20Transport%20-%20Bakerloo%20Extension.pdf	S.Moss	
BLE Consultation – Report to the SDSC	9/12/15	http://councilmeetings.lewisham.gov.uk/documents/s32667/04BakerlooConsultation091214.pdf	S.Moss	
BLE Consultation – Report to M&C	14/01/15	http://councilmeetings.lewisham.gov.uk/documents/s33029/Bakerloo%20Line%20Consultation.pdf	S.Moss	

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