

<b>Sustainable Development Select Committee</b>		
<b>Title</b>	Bakerloo Line Extension update	
<b>Contributors</b>	Regeneration Advisor, BLE Planning Manager	Item 7
<b>Class</b>	Part 1 (open)	30 January 2019

## **1. Purpose**

- 1.1 This report is intended to update Members on the progress of the work to extend the Bakerloo Line and the workstreams that are being progressed to support the proposed extension. The Bakerloo line extension is intended to serve existing stations at New Cross Gate and Lewisham as a first phase and Ladywell, Catford and Lower Sydenham in its second phase.

## **2. Recommendations**

- 2.1 The Select Committee is asked to note the content of this information report and direct any questions to officers.

## **3. Background**

- 3.1 Consultation on the Phase 1 extension of the Bakerloo line to Lewisham Station was undertaken by TfL in the early part of 2017. Since that time the Council have sent two holding responses to that consultation which took into account feedback from SDSC.
- 3.2 Both responses confirmed that LB Lewisham fully supports the Bakerloo Line extension to Lewisham via Old Kent Road and New Cross Gate which would provide new capacity and frequent connections from areas currently underserved by rail as well as enable development close to new stations. It confirmed that LB Lewisham considers the extension essential to the Borough because it will (in brief):
- Enable it to realise its significantly increased housing targets and associated growth.
  - Support Lewisham's productivity by providing homes for people within easy reach of central London and by better connecting the business and higher education community.
  - Much improved access to the central London employment market and a wider sales market for our existing businesses.
  - Provide increased capacity for passengers and better connections for existing and future residents.
  - Fundamental to sustainable growth of the Borough.
- 3.4 Also made clear was our concern that without the BLE, some parts of Lewisham's public transport network will be unable to meet demand for parts of the travelling day.

- 3.5 The responses also strongly set out LB Lewisham's support of a Phase 2 extension beyond Lewisham to Catford and Hayes as it is considered to be essential for the Borough. It would be the catalyst for housing and economic growth, improve connectivity and bring significant change to our existing communities. The business case for such an extension is considered to be very strong, particularly as the bulk of the infrastructure costs are in the Phase 1 tunnelling.
- 3.6 TfL previously consulted on a proposal to extend the Bakerloo line via Lewisham and down the Hayes line, assuming its conversion from National Rail to Tube services. The case for its conversion lies primarily in the prospect of delivering a more frequent rail service on the Hayes line itself, and the recast of the current National Rail paths from Hayes to central London termini onto alternative Southeastern network routes, thereby increasing rail frequencies elsewhere in the south east London region and beyond. Those frequency increases would improve passenger journeys and support future growth along the routes.
- 3.7 Since 2014, TfL has not ruled out an extension of the Bakerloo line beyond Lewisham either down the Hayes line or to an alternative destination. TfL stated in its final response to the 2017 consultation exercise, published on September 12<sup>th</sup> 2018 that *"the case for extending beyond Lewisham remains under review including considering if doing so could support our objectives for construction or operation of the Bakerloo line extension, or the contribution the scheme can make to the delivery of the aims and objectives of the Mayor's Transport Strategy"*.
- 3.8 Through our regular discussions with officers from TfL, we understand that TfL's work has been progressing on the approach to constructing the Bakerloo line extension to Lewisham. They have been considering a number of options to achieve that, including the 2014 consultation option of extending down the Hayes line which we consider there is a good business case for. TfL is investigating different options to Lewisham (which have different impacts on the scope of the scheme) and the potential destination beyond Lewisham. TfL expects to arrive at recommendations in summer of this year. We will continue to work with TfL officers to understand their work as it progresses.
4. **Progress update**
- 4.1 Since the holding responses were submitted, Officers continue to make the case for Phase 2 and a number of work streams have commenced in and around the stations along the existing Hayes Line (which could be future BLE stations) which are explained in the report.
- 4.2 The Council is in a Growth Partnership with the GLA, TfL and LB Southwark, dealing with regeneration, transport and planning matters along the Bakerloo Line Extension corridor.
- 4.3 Senior Officers from each organisation meet at the quarterly Old Kent Road, New Cross and Lewisham Board and other Officers meet on a regular basis with Officers from the GLA and TfL as part of a BLE Working Group and a BLE Communications Group.

- 4.4 Officers maintain a constant dialogue with TfL and meet every month at an Officer Group on the details of how the scheme will work in the various localities.
- 4.5 A joint communications strategy has been developed with the GLA, TfL and LB Southwark. Over the last 18 months Officers from both Lewisham and Southwark Councils have campaigned to increase the profile of the BLE and gain support for it and in doing so have attended and spoken at London First and New London Architecture events, MIPIM London, the West London Growth Summit, the Civil Engineers and the London Real Estate Forum. Attending and speaking at these events has ensured officers connect with relevant stakeholders to obtain their support. We remain in a close working relationship with LB Southwark and intend to jointly continue campaigning as more work needs to be undertaken in this regard to ensure that we secure the BLE into the borough.
- 4.6 A website has been developed by LB Lewisham and LB Southwark called 'Back the Bakerloo' which explains the plans for the BLE and encourages people to pledge their support. The number of pledges is now over 8000. A poster campaign is about to be launched across the borough in approximately 60 locations which will encourage people to go to the Back the Bakerloo website and give their support.
- 4.7 To fully support the Council's work on the BLE in identifying, maximising and driving the benefits to Lewisham, two additional posts have been created which are being recruited to at present which will add to the existing team.

## ***Lewisham***

### **4.8 Lewisham Station Interchange**

- 4.9 Lewisham Station would be the proposed terminus for the BLE Phase 1. In the 2017 consultation TfL identified a location for a new Bakerloo line station adjacent to the existing station in Thurston Road.
- 4.10 The London Mayor's Transport Strategy 2017 (MTS) identified Lewisham Station as one of four Strategic Interchanges alongside Stratford, Old Oak Common and Clapham Common. Lewisham is an important interchange station in south-east London as it is served by a number of national rail routes to Charing Cross, Cannon Street and Victoria, as well as DLR services to Canary Wharf and Bank. The station is also a hub for other local services such as buses, taxis, pedestrians and cyclists.
- 4.11 The Lewisham Interchange Study was produced in 2017 by LB Lewisham, the GLA, Network Rail and TfL and the consultant team Studio Egret West and Atkins. This detailed study looked at the issues with the existing station and the implications of introducing an interchange between the BLE, DLR and National Rail services. The principles of the study were to ensure that a future station:
- Connected the site to open space
  - Integrated with nature
  - Engaged with the river
  - Was visible

- Made sustainable travel connections and promote cycling and walking
- Unlocked connections
- Stitched together neighbourhoods
- Created an intuitive passenger experience
- Increased capacity and safety
- Created a holistic interchange

4.12 The study was jointly funded by LBL, Network Rail and TfL.

4.13 The Council is working with TfL, GLA, Network Rail and South-Eastern Trains to identify a cost-effective programme of incremental enhancements which take account of the BLE. The Council is also seeking to improve the environment at Lewisham station, reduce congestion and potentially provide new western and northern accesses to improve the station catchment. The Lewisham Interchange Study is currently helping to shape some shorter term capacity enhancements that Network Rail intend to undertake so that they work with the long term aspirations for Lewisham as an interchange. Running concurrently with this has been the securing of s106 contributions from developments close to Lewisham Station for improvements to the station.

4.14 Officers hold regular meetings with Network Rail and TfL in regard to Lewisham Station Interchange (which Southeastern have more recently also attended) and wider group meetings are to be held by Vicky Foxcroft MP involving LB Lewisham , Network Rail, TfL, Lewisham Station Users Group and the Station Manager, the next one being on the 31<sup>st</sup> January 2019.

#### **4.15 Memorandum of Understanding (MoU)**

4.16 A MoU has been drafted between LB Lewisham, TfL and Network Rail and its purpose is to outline the strategy agreed by the three parties for continued joint working to review the opportunities at the station and identify possible sources of funding for delivering a comprehensive and integrated upgrade of the station interchange. One of its key aims is for the three parties to maintain a close working relationship and to explore how we can deliver our shared vision and objectives for the station.

4.17 The vision which has been agreed by the three parties is:  
To create an integrated and well connected strategic transport interchange of exemplar quality at Lewisham to act as a catalyst for regeneration and promote both the local area and the wider south-east sub-region.

#### **4.18 Developments around Lewisham Station**

4.19 Over the past 2 years Officers have been seeking financial contributions from major schemes in Lewisham town centre towards improving capacity, efficiency and safety at Lewisham Station as well as ensuring that the BLE is planned for.

4.20 There are two schemes which have specific provision for the BLE within them: The Carpet right scheme provides passive provision for a future station entrance to the BLE station and Connington Road scheme which includes a public square which has

been designed to allow for a new northern station entrance into Lewisham Station (platform 4). Both Network Rail and TfL have been involved in the designs of these aspects of the schemes.

- 4.21 In both cases the delivery of the station entrances rely on TfL or Network Rail, both schemes also include financial contributions towards improvements to Lewisham Station.

### **New Cross Gate**

- 4.22 The 2017 TfL consultation proposed the Sainsbury's site (now known as 'Hatcham Works') as the preferred station location at New Cross Gate. During the consultation process, the site on the eastern side of the railway, known as Goodwood Road was brought back for reconsideration and since that time TfL have continued to investigate both options. In September 2018, TfL in their 'Response to issues raised from the Spring 2017 consultation' document stated that their emerging conclusion was that the site identified (i.e. the Hatcham Works site) in the 2017 consultation remains their preferred option.

- 4.23 Following the consultation TfL have, in response to feedback, changed their proposal for constructing a station at New Cross Gate to include maintaining access to the current trading Sainsbury's.

- 4.24 Officers are currently working with the GLA and TfL on two pieces of work to understand the impact of the BLE on New Cross and the wider area and to undertake a detailed study on the creation of a station interchange, which consists of:
- i. The New Cross Area Framework for an area of approximately 1km radius around New Cross Gate station which includes a detailed Station Opportunity Study.
  - ii. A2 Corridor Study

- 4.25 These projects have investigated the implication of the proposed BLE at various scales. Each study has informed an implementation plan that details individual projects, sites and interventions contained within each study, and identifies potential timeframes, partners and funding opportunities.

### **4.26 New Cross Gate Area Framework**

- 4.27 The framework covers an area of approximately 1km radius around New Cross Gate station and looks at the opportunities the proposed BLE offers to New Cross as a place whilst looking to protect its existing character. It will include:
- An exploration of future development opportunities
  - Identification of opportunities for improvements to the A2 Old Kent Road- Deptford corridor, including upgrades to strategic links
  - Assessment of the environmental improvements which could be achieved by enhancing the public realm and mitigating the impacts of traffic
  - Understanding the local economy with a view to consolidating and improving employment opportunities in future development scenarios- particular focus should be placed on the role of the creative industries in New Cross, and links to Goldsmiths University of London and Deptford

- Improving the retail offer
- Looking into the mix of residential, employment, retail and social infrastructure – quantity, location and typology.
- An assessment of how key assets within the area including Goldsmiths University, Lewisham College and the creative industries can be supported and grow.
- Above all, the framework explores the benefits that the BLE can provide for existing and future residents.
- A Station Opportunity Study – which includes a detailed study into New Cross Gate Station and the implications of introducing an interchange between the BLE, London Overground and National Rail services, a detailed investigation of the Hatcham Works and Goodwood Road sites, looking at the optimal capacity and nature of development around the station with a view to information future development briefs and at the opportunities to significantly improve the public realm and environment of New Cross Road.

4.28 The Area Framework and Station Opportunity Study is in its final stages and has been through three rounds of public consultation as well as a number of specific consultation exercises such as walkabouts and 1-2-1s during 2018. These studies have been jointly funded by LBL, Network Rail and TfL.

#### **4.29 A2 Corridor Study**

4.30 This work is being undertaken by TfL with the involvement of Lewisham officers. The study area stretches from the borough boundary with Southwark to Deptford High Street. It focuses on the roadway in New Cross and New Cross Gate with more detailed studies on those parts of the route with a higher level assessment of the remainder. TfL have collated baseline data and are developing their plans.

#### **4.31 Catford**

4.32 LB Lewisham is leading on major regeneration plans to transform Catford town centre by rerouting the South Circular, redevelopment of the Catford Shopping Centre, demolition of Milford Towers, construction of new homes across the town centre, creation of pedestrian-friendly areas, open spaces and new community facilities.

4.33 Extending the BLE to Catford would support its ability to deliver new homes, shops and community facilities and would also be a driver for economic growth within the town centre.

#### **4.34 Lower Sydenham**

4.35 Officers have been looking at the feasibility of undertaking a Framework or Masterplan for Lower Sydenham. The GLA and TfL support the Council in looking at Lower Sydenham in greater detail given the opportunity that the BLE stopping there presents. There are a number of other reasons why Officers consider that a masterplan for Lower Sydenham should be undertaken:

- The BLE Phase 2 from Lewisham to Hayes is gathering momentum its arrival offers enhanced opportunities for homes including affordable homes and employment. Undertaking this study would add to the business case for Phase 2;

- To tackle inequalities and deprivation to the south of the Borough
- To take on a place making approach and move away from a place centered around an 'out of town' style grocery store. This approach would look at the 'human scale' and puts people and their needs, wants and preferences at the centre of place-making.
- To address highways issues: The Bell Green gyratory, the rail over-bridge to the east of Bell Green and the sense of arrival at Lower Sydenham all present a poor user environment
- To accommodate housing growth
- To reduce development pressure on a number of sites

4.36 A consultation strategy can be established which would draw on the recent positive engagement process in Catford. Effective stakeholder engagement is the foundation for effective master-planning.

4.37 The outputs of the masterplan could be:

- A strategic masterplan study for Lower Sydenham and wider area.
- An investigation into the location of Lower Sydenham Station and whether or not the station can be located further north.
- A detailed transport assessment.
- A detailed masterplan study for each of the key sites informed by a high level vision for the place as a whole.
- An employment strategy.
- An implementation plan that details individual projects, sites and interventions contained within the study, and identifying potential timeframes, partners and funding opportunities.

4.38 The document could be used:

- As part of the business case for Phase 2 BLE.
- As a material consideration in planning decisions
- To inform the new Local Plan and site specific planning briefs,
- It may be taken forward as a Supplementary Planning Document (SPD).
- To inform funding bids by LB Lewisham and its partners for a range of transport and regeneration related initiatives.

4.39 We would welcome views from councillors on suggested masterplan for Lower Sydenham.

#### **4.40 OTHER STUDIES**

#### **4.41 Possible Sources of Funding Study**

4.42 LB Southwark commissioned KPMG in mid-2018 to investigate the potential for a range of possible existing and new funding mechanisms, including Land Value Capture techniques, to raise or otherwise identify funding contributions towards the BLE. , LB Lewisham and TfL form part of the client team.

- 4.43 The consultants have analysed a set of land value uplift estimates, which have been agreed with the client group within a localised study area (generally a 1km radius around each station) which is adjacent to the line of route. The study area contains 65, 643 homes and 925 535m<sup>2</sup> of non-residential stock.
- 4.44 The study looks at a set of potential funding mechanisms associated with property uplift impacts and related revenue streams. It does not assess the overall funding position of the BLE project but considers how these funding streams can contribute to servicing and repaying BLE related borrowings.
- 4.45 Some of the mechanisms proposed involve raising entirely new funding and some may not raise exclusively new funding (either local or national) or funding that occurs entirely as a result of the BLE.
- 4.46 The study assesses the impact of the BLE on the study areas in terms of volume and value up to March 2065 in three different scenarios: 'Do Nothing' (a 'baseline' scenario which assumes that the BLE is not constructed); 'Do Something – low growth'; and 'Do Something – high growth'. The 'Do Something' scenarios assume that the BLE is constructed and delivers either comparatively moderate or comparatively higher levels of growth in the volume and value of property in the study area. This approach seeks to show the upper and lower bound of the potential order of magnitude of outcomes, rather than exclusive/alternative options.
- 4.47 The study is at a high level and provides an insight as to what may be possible. The study is due to be finalised by February 2019.

#### **4.48 Bermondsey Dive Under Study**

- 4.49 The LB Southwark, LB Lewisham and Network Rail in 2018 commissioned a feasibility study to assess the development potential of Bermondsey Trading Estate, and the land around the new Bermondsey Dive Under. The intention being to look to intensify non office commercial uses within the study area. The study, undertaken by Lydon Goode, is in its final stages.
- 4.50 The study area falls partly within LB Lewisham and partly within LB Southwark. The Bermondsey Dive Under was part of the Thameslink project completed in December 2016 to untangle the tracks on the approach to London Bridge station. As a result Southeastern, Southern and Thameslink trains now all have their own dedicated lines. Now complete there are spaces left between the railway lines and newly created arch spaces. This study looks at how these new spaces could be used for commercial and mixed use and how the existing commercial spaces integrate with the new commercial opportunities, particularly the existing trading estate.
- 4.51 This study is due to be finalised in early 2019.

#### **4.52 Local Economic Assessment**

- 4.53 In order to better understand the impact of the BLE across the Borough and to add to the business case for the BLE, Officers from LBs Lewisham and Southwark intend to engage consultants to undertake a Local Economic Assessment. TfL have welcomed



the study given that it will assist in boosting the case for the extension to Lewisham and beyond to Hayes. In Lewisham Borough the assessment would look at the possible impacts of the BLE from New Cross Gate to Lower Sydenham. It is intended that this assessment will:

- demonstrate the benefits or disbenefits to the economies of Lewisham and Southwark of the BLE;
- feed into the assessment of the total value for money/ business case for the BLE;
- test and bring together the purported economic benefits of the BLE as set out in existing project development studies.

4.54 The study is considered important as it would:

- Provide an independent understanding of the economic benefits of the BLE specific to Southwark and Lewisham, their places and residents.
- Provide an opportunity to review and bring together the range of studies which have already been undertaken as part of the development of the BLE project. It can bring together this existing work, as well as form the basis of other research and analysis. It will also feed into the business case for the BLE to Lewisham and onwards extension to Hayes, in the face of competition for funding.
- The assessment will inform the council's lobbying and communications strategy for the BLE.

4.55 It is intended that the study produces the following outputs:

- An assessment of the direct transport impacts;
- An analysis of economic and social impacts
- Make recommendations for areas for further research to support the case for the BLE and on work and potential associated projects which will maximise opportunities for Lewisham and Southwark.

4.56 We would welcome views from councillors on suggested Local Economic Assessment.

#### **4.57 Policy Position**

#### **4.58 Direction of Travel document**

4.59 The Council's existing planning policy position is contained within the development plan which comprises the Core Strategy, Development Management Local Plan, Lewisham Town centre Local Plan and sits alongside the London Plan. These documents promote growth in the designated Regeneration and Growth corridor which covers New Cross/Deptford, Lewisham Town Centre and Catford. The policies contained within these documents, whilst noting the need for additional infrastructure, pre-date the proposed BLE. As such, a Direction of Travel document was prepared in November 2017 in advance of a new local plan to ensure that there is a clear and consistent application of the existing policy position to support the delivery of the Bakerloo line to Lewisham and beyond.

4.60 The Direction of Travel: Accommodating the Bakerloo Line Extension document sets out how the Council's existing planning policy framework supports the delivery of the

BLE and how growth and development associated with its arrival will be supported, planned for and sustainably delivered for the benefit of the whole Borough.

- 4.61 The document highlights that the existing Core Strategy provides a positive framework for growth and that the spatial strategy contained within it that identifies the broad growth areas is still fit for purpose and supports the argument for the delivery of the BLE in these areas.
- 4.62 It also confirms that the Council will work with developers, landowners and other partners to deliver new development in the context of the delivery of the BLE and ensure that these enhanced development opportunities are brought forward in a managed and coordinated way. The document:
- Confirms the borough's approach to growth is established and the aspiration to optimise this growth with the necessary, supporting infrastructure.
  - Sets out the Council's aspiration to capture development opportunities associated with the delivery of the BLE and ensure that these enhanced development opportunities are managed and coordinated.
  - Confirms the Council's commitment to plan for the arrival of the BLE.
  - Sets the standard and promote the highest quality in all new developments
  - Confirms the Council's commitment to the delivery of genuinely affordable housing which addresses the borough's housing need.
  - Demonstrates how we are reflecting the draft London Plan (November 2017) and key London Plan documents locally (namely the Transport Strategy June 2017, Good Growth by Design programme (launched July 2017) and the Affordable Housing and Viability SPD August 2017).

#### **4.63 Local Plan timetable**

- 4.64 The arrival of the Bakerloo Line Extension and the associated possibilities for growth will be an important element of the spatial strategy contained within LB Lewisham's new Local Plan.
- 4.65 The timetable for preparing the Local Plan is set out in the council's adopted Local Development Scheme (LDS). The latest LDS was approved by Mayor and Cabinet on 10th January 2018. It commits the Council to progressing the plan to the following key milestones: public consultation on a draft Local Plan early 2019; submission of the draft plan to Secretary of State for independent examination early 2020; and adoption by council late 2020.
- 4.66 Officers will be working to understand the implications of the BLE in partnership with existing local communities, Members, delivery partners and statutory consultees including the Greater London Authority (GLA), LB Southwark, LB Greenwich, and local amenity societies.

#### **4.67 Draft London Plan**

- 4.68 The draft London Plan was published on 29<sup>th</sup> November 2017 which gives support to the Bakerloo Line Extension in Policy T3 and Table 10.1.

4.69 The draft London Plan Examination in Public has just started with its adoption scheduled for summer 2019.

#### **4.70 Mayoral CIL**

4.71 This is a charge targeted at developers to help contribute towards strategically important transport infrastructure created by the GLA. In the Mayoral CIL 2 (MCIL2) consultation, the Supporting Document refers to MCIL2 being for Crossrail 2 and other strategic transport projects. Officers consider the BLE to be a strategic transport project as it will create a cross-London rail link from south-east to north-west. The BLE Phase 1 is also highlighted as critical within the London Infrastructure Plan 2050, and contained within the London Plan, and officers therefore consider it should be considered for funding from the Mayoral CIL. Officers responded twice to the MCIL consultation seeking that the BLE was considered as a strategic transport project. The Examination in Public was held in September 2018. MCIL2 is scheduled to be adopted in April 2019.

#### **4.71 Local CIL**

4.72 CIL is a levy that local authorities can choose to charge on new development in their area. The Council must spend the levy on infrastructure needed to support new development in the borough, which can include a wide range of infrastructure such as schools, hospitals, roads, open space, and leisure facilities.

4.73 Our new CIL Preliminary Draft Charging Schedule (PDCS) has recently been consulted on (ending in September 2018). It has been amended to reflect changes in property values and build costs, and will be looking to capture some of the uplift in land value that arise from the BLE, and to help fund essential infrastructure. The PDCS is the first stage in the process of adopting a new charging schedule. The Council's previous charging schedule was adopted in April 2015.

4.74 The PDCS sets out the charges for different types of development in the borough. The rates proposed have been informed by viability evidence. A further round of consultation on the Draft Charging Schedule is currently scheduled for later in the year.

#### **4.75 Mayor's Transport Strategy**

4.76 This strategy was published on 21<sup>st</sup> June 2017 and it sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. It is a statutory document and it builds on the Mayor's vision for a better London that was outlined in 'A City for All Londoners' and takes forward the approach set out in 'Healthy Streets for London'.

4.77 Proposal 67 of the document states 'that the Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.' It notes the extensions of the Bakerloo line to Lewisham and beyond, which will provide extra capacity for 65,000

journeys in the morning and evening peak, as one of those improvements which will unlock developments.

- 4.78 The Accessibility Implementation Plan within the document schedules the Bakerloo Line Extension in the 'Tube improvement programme' which will introduce new trains and reduced overcrowding as well as an extension to the line itself.
- 4.79 Lewisham Station is identified in the Mayor's Transport Strategy (MTS) as a Strategic Interchange.

#### **4.80 The Local Implementation Plan**

- 4.81 The Mayor of London requires Councils to develop a document that sets out how they are going to deliver the three MTS objectives at a local level. Lewisham's document, named 'The Lewisham Transport Strategy and Local Implementation Plan 2019–2041 (LIP3)', will act as the council's main transport strategy. The consultation on the draft LIP3 and associated Rail Vision ended on 24<sup>th</sup> November 2018.
- 4.82 The LIP3 will act as the Council's primary transport strategy, which is then supported by separate more detailed strategies including ones for Rail, Cycling, Air quality and Low emission vehicles. The LIP3 will allow the council to seek funding for the projects and schemes contained within it.
- 4.83 The benefits of the Bakerloo Line Extension are noted throughout the LIP3, which strongly supports the extension to Hayes to be implemented as a single phase. Of particular note is that it considers that improving links to the south east would provide the opportunity to make significant steps towards reducing car ownership and use and would also unlock the potential to implement a stronger orbital bus network. Also that the BLE and the Lewisham Strategic Interchange, alongside, Brockley Interchange and metroisation, plus the other measures outlined in the Council's Rail Vision, will support the expected housing growth by providing capacity increase and more frequent, reliable services.

#### **4.84 Other matters**

- 4.85 Officers continue to pressure the GLA and TfL to commit to the Bakerloo line beyond Lewisham and TfL deliver the line to Hayes in a single phase and to explore options for re-zoning Lewisham stations for the benefit of residents.

### **5. Financial Implications**

- 5.1 There are no direct financial implications arising from this report.

### **6. Legal implications**

- 6.1 As this is an information item there are no direct legal implications arising from this report.

## **7. Crime and disorder implications**

7.1 There are no crime and disorder implications rising from this report.

## **8. Equalities implications**

8.1 Our vision and ambition for our borough is that:  
“Together we will make Lewisham the best place in London to live work and learn.”

8.2 This is underpinned by hard-edged principles for:

- reducing inequality – narrowing the gap in outcomes for citizens
- delivering together efficiently, effectively and equitably - ensuring that all citizens have appropriate access to and choice of high quality local services

8.3 The Council's Comprehensive Equality Scheme (CES) for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.

8.4 The Council equality objectives through the CES include:

- tackle victimisation, discrimination and harassment
- improve access to services
- close the gap in outcomes for all residents
- increase mutual understanding and respect within and between communities
- increase citizen participation and engagement

## **9. Environmental Implications**

9.1 There are no direct environmental implications arising from this report.

## **10. Conclusion**

10.1 The Committee is asked to note the content of this report setting out an update on work being undertaken by officers since the submission of the holding responses to the BLE consultation in April and November 2017.

If you have any questions about this report please contact Claudette Forbes, Re generation Advisor or Julia Robins, BLE Planning Manager (ext 47116).