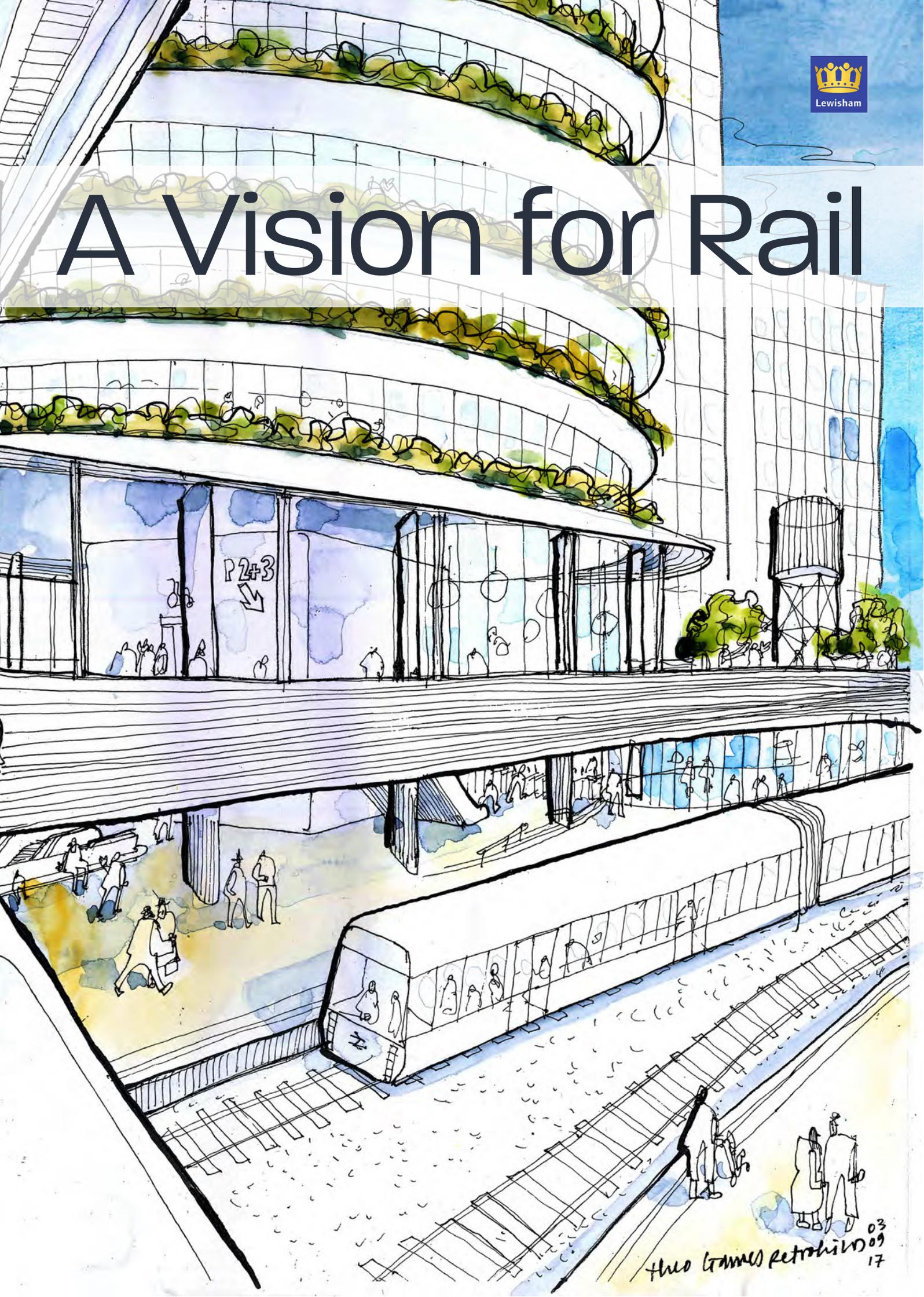
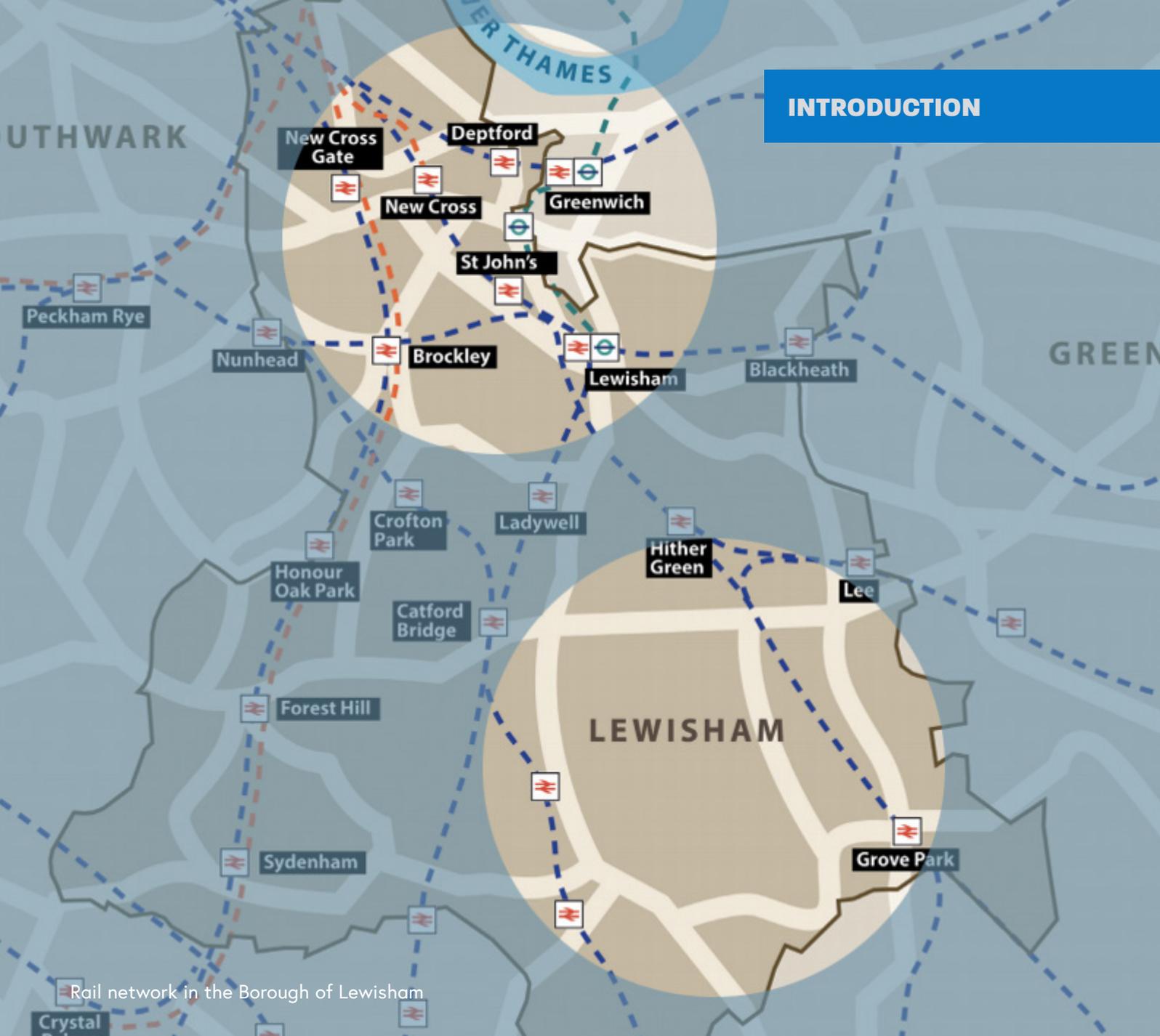


A Vision for Rail



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A Borough of two halves:

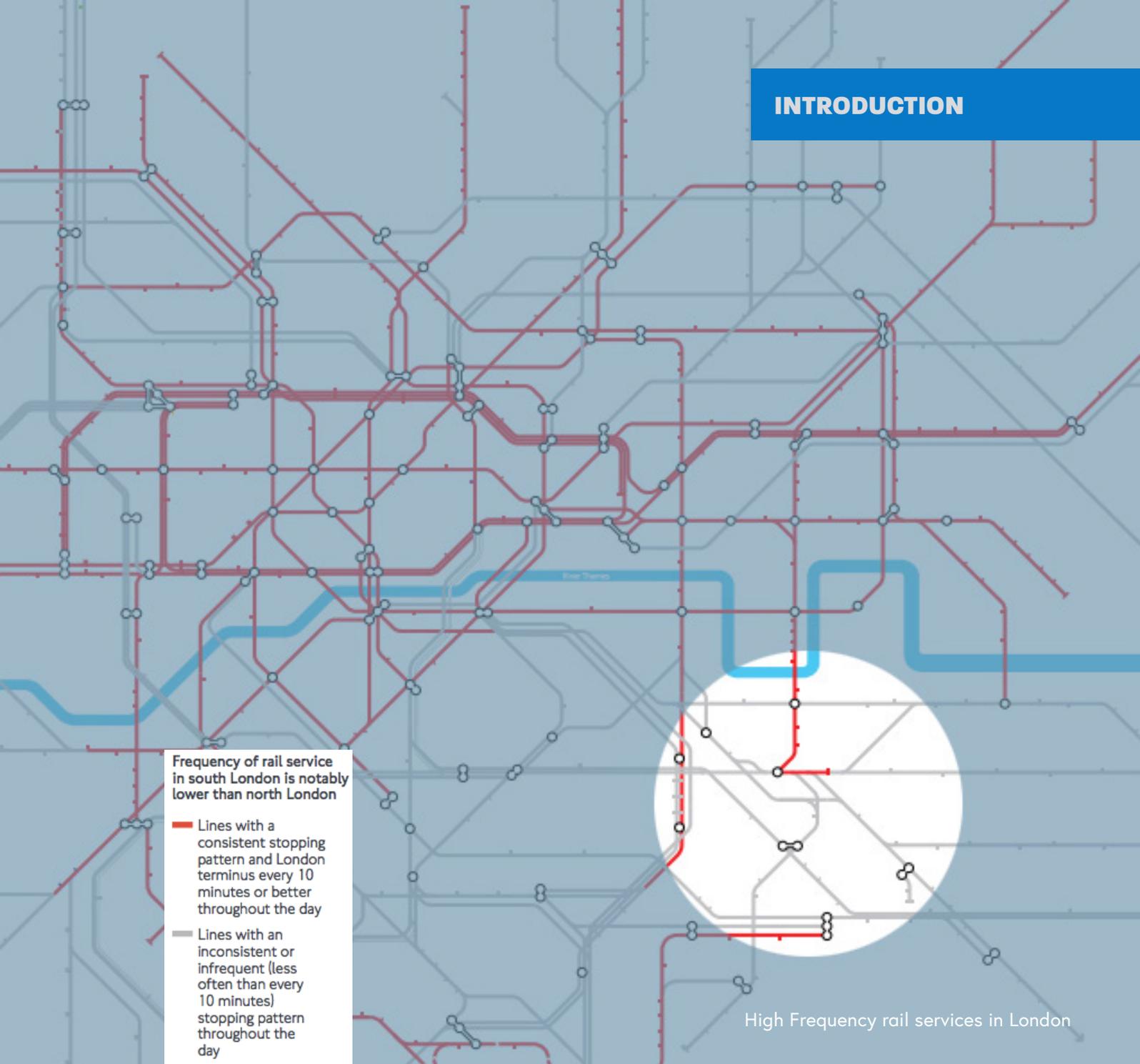
- North west of the Borough has many rail links and frequent services on DLR, National Rail and Overground.
- South east of the Borough has sparse rail network. The Whitefoot area has no rail access at all.

Rail Transport in Lewisham

Frequent services call at the main interchanges at New Cross Gate, Lewisham, Grove Park, Catford and Hither Green. National Rail services provide radial out to these stations from Central London.

Overground and DLR routes provide north-south orbital links to East London.

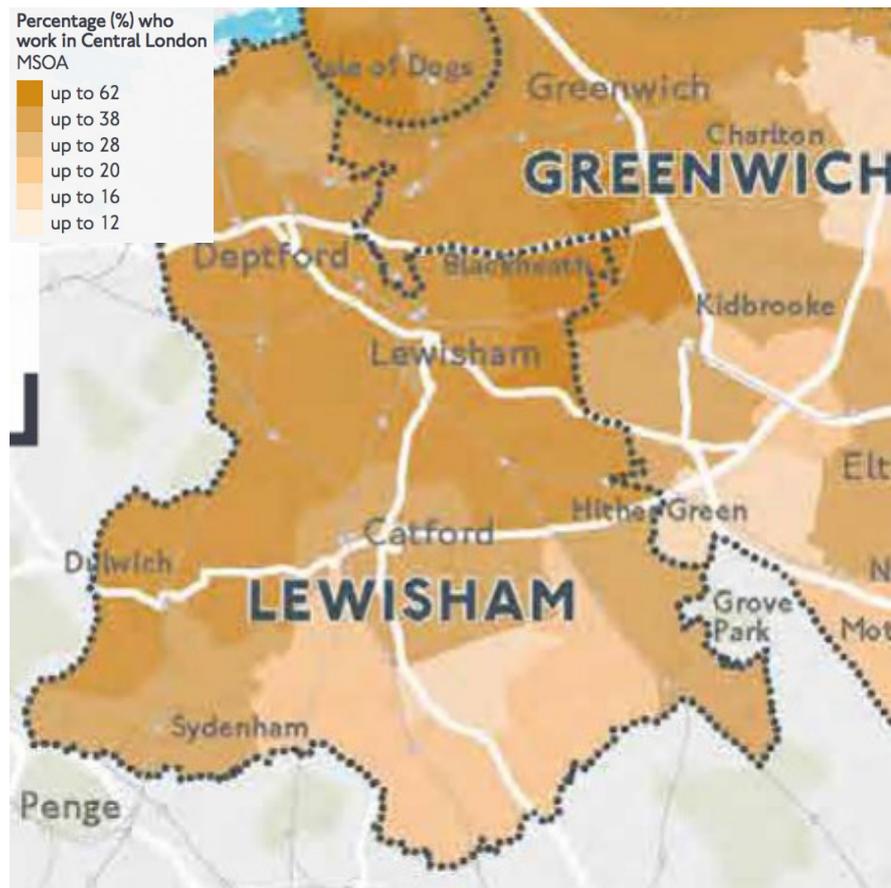
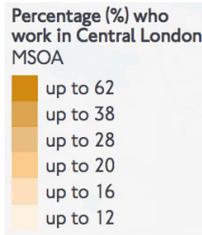
East-west services are limited to infrequent services across the north of the Borough calling at Nunhead, Lewisham and Blackheath.



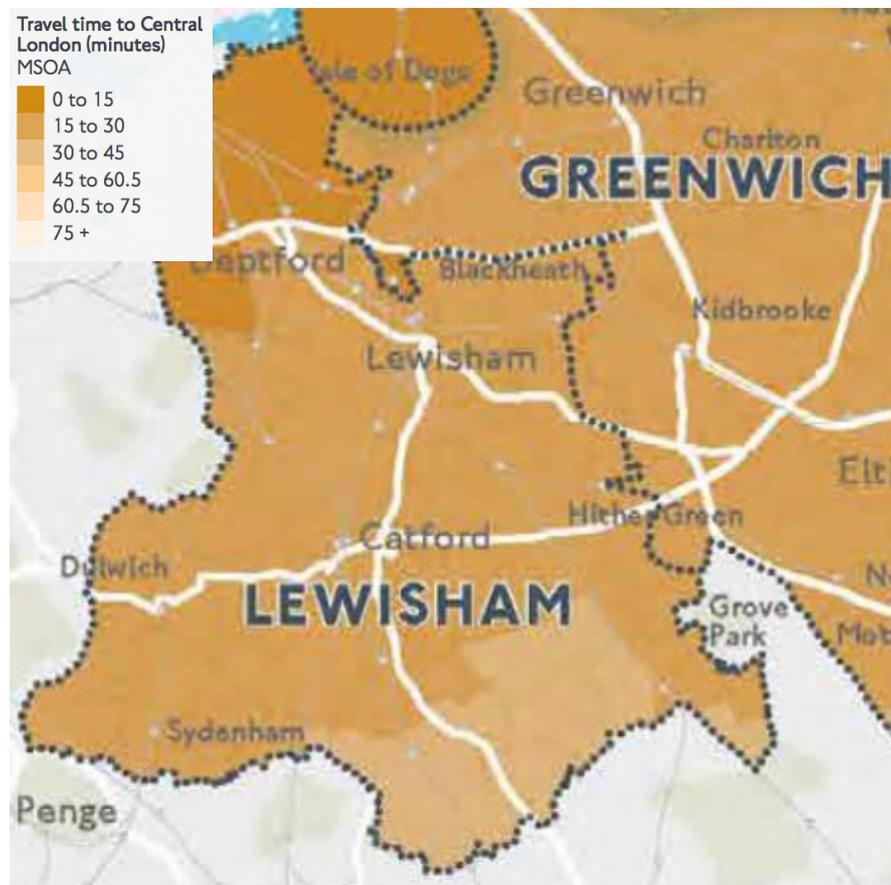
London's High Frequency Services

Rail services in south east London are limited, when compared to other parts of London. This can be seen in the map below which plots frequent services across the rail network. Whereas most of London is served with consistent services, at least every 10 minutes throughout the day, south east London only sees a consistent, regular service on the section of the London Overground and one small section between Lewisham and Blackheath. Other regular services are on the DLR and London Trams, which operate beyond the Borough to the South.

Percent of Lewisham residents who work in Central London



Travel time to Central London



Access to Central London

Central London provides many employment opportunities for the residents of Lewisham; however, not all residents have good access to these jobs.

Those residents with quick access to Central London are more likely to have a job there.

Source: TfL, based on 2011 data

Land Use Context

London's population is set to increase to over 10 million by 2030. Lewisham will be required to accommodate its share of this growth. The 2016 GLA household estimate for the Borough of Lewisham is 128,966¹ which represents a growth of 11% since the 2011 Census. The number of households will continue to grow, with an expected 158,964 households by 2033 and 168,195 by 2041². This represents a 23% increase in households by 2033.

Whilst housing growth is expected to be particularly significant in Inner London, jobs growth is expected in the major employment sites across the city. Canary Wharf and Stratford are accessible on the DLR; whereas access to the West End and the City is provided by National Rail and the Overground. Most parts of London rely on the Underground to reach the central London employment centres but as the network does not currently reach into south east London, National Rail must provide equitable access to these employment opportunities.

Our transport network does not just cater for growth in Lewisham alone, surrounding Boroughs have significant growth targets too which means that the transport network will become busier whether more homes are built in Lewisham or not. In fact, as more homes are built in the surrounding Boroughs, it will reinforce the reliance on high capacity rail services to provide access to the important employment centres in Central London, Canary Wharf and Stratford.

¹ Taken from GLA Datastore Lewisham Borough Profile 2016

² Taken from GLA Datastore GLA 2015 round household projections using London 2013 SHLAA development assumptions and capped household size model

Major Development Projects

Major housing developments in the surrounding Boroughs:

- Canada Water OA
- Old Kent Road OA
- Isle of Dogs OA
- Kidbrooke Area for Intensification

Opportunity Areas

Lewisham, Catford and New Cross

(6000 new jobs, minimum 8000 new homes)

This area has the scope for intensification, regeneration and renewal and to address poor legibility, severance and traffic congestion. Opportunities to improve the public realm and raise design quality in the area and to carry out wider environmental improvements.

Deptford Creek/Greenwich Riverside

(4000 new jobs, minimum 5000 new homes)

Designation should benefit deprived neighbourhoods in both Lewisham and Southwark capitalise on its waterside and heritage character. There is potential for a cultural quarter, leisure and tourism, business workspaces and additional housing. Opportunity to address east-west connections across Deptford Creek.

Major Sites

Convoys Wharf

(3500 homes, up to 58,000m² (approx.) commercial space; up to 13,000m² of community/non-residential institution/leisure space, a hotel and access to the riverfront)

Surrey Canal Triangle (New Bermondsey)

(approximately 2000 new jobs, 2400 new homes, Centre for sporting excellence, a new station on the London Overground and open space)

Oxestalls Road

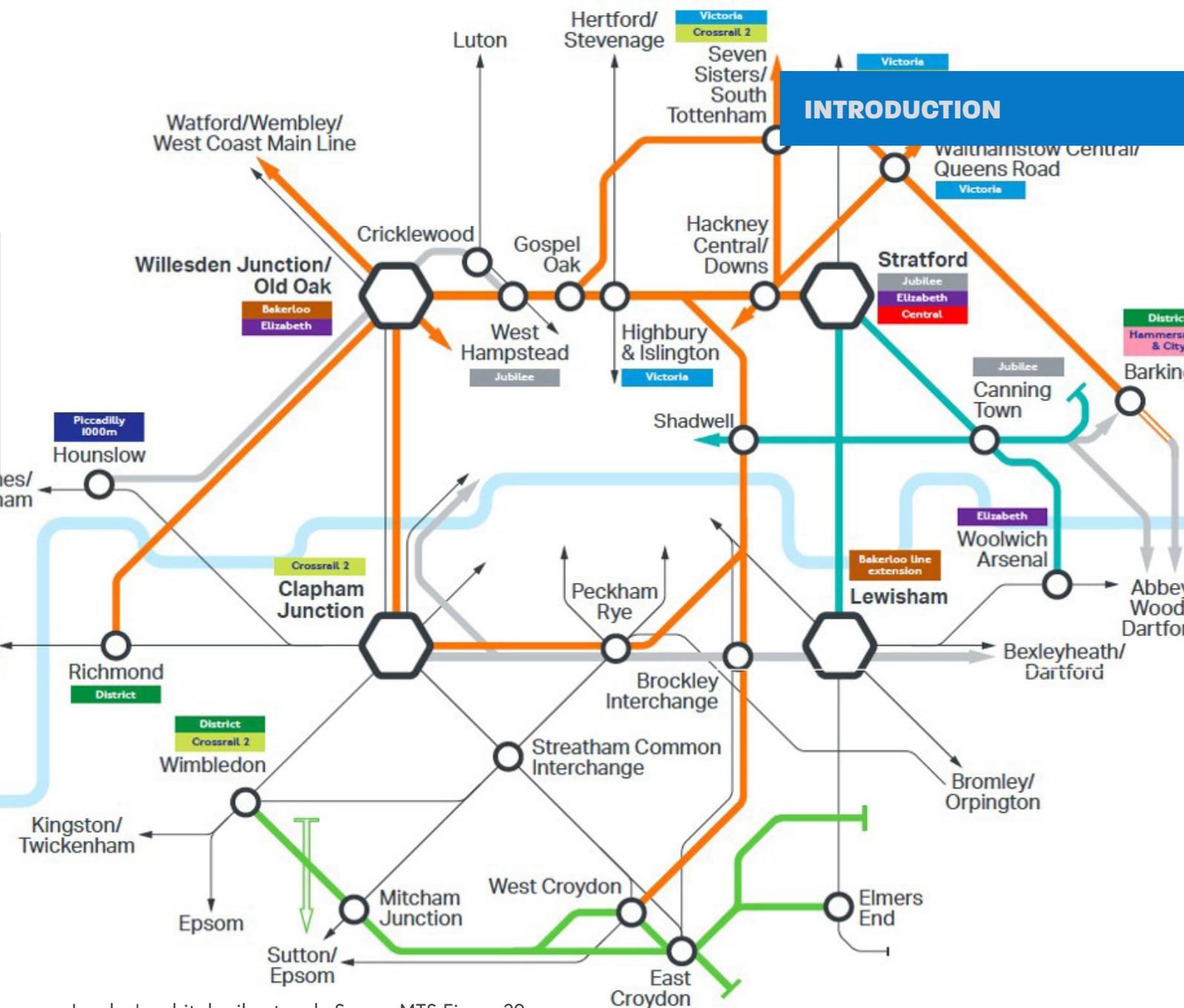
(905 dwellings and 14,000m² of mixed employment, retail and community space)

Plough Way

(Consists of 5 separate sites: 1,503 dwellings, a mix of non-residential development and a linear park)

Lewisham Gateway

(Up to 800 homes, up to 100,000m² commercial space)



London's orbital rail network. Source MTS Figure 29

Strategic Interchanges

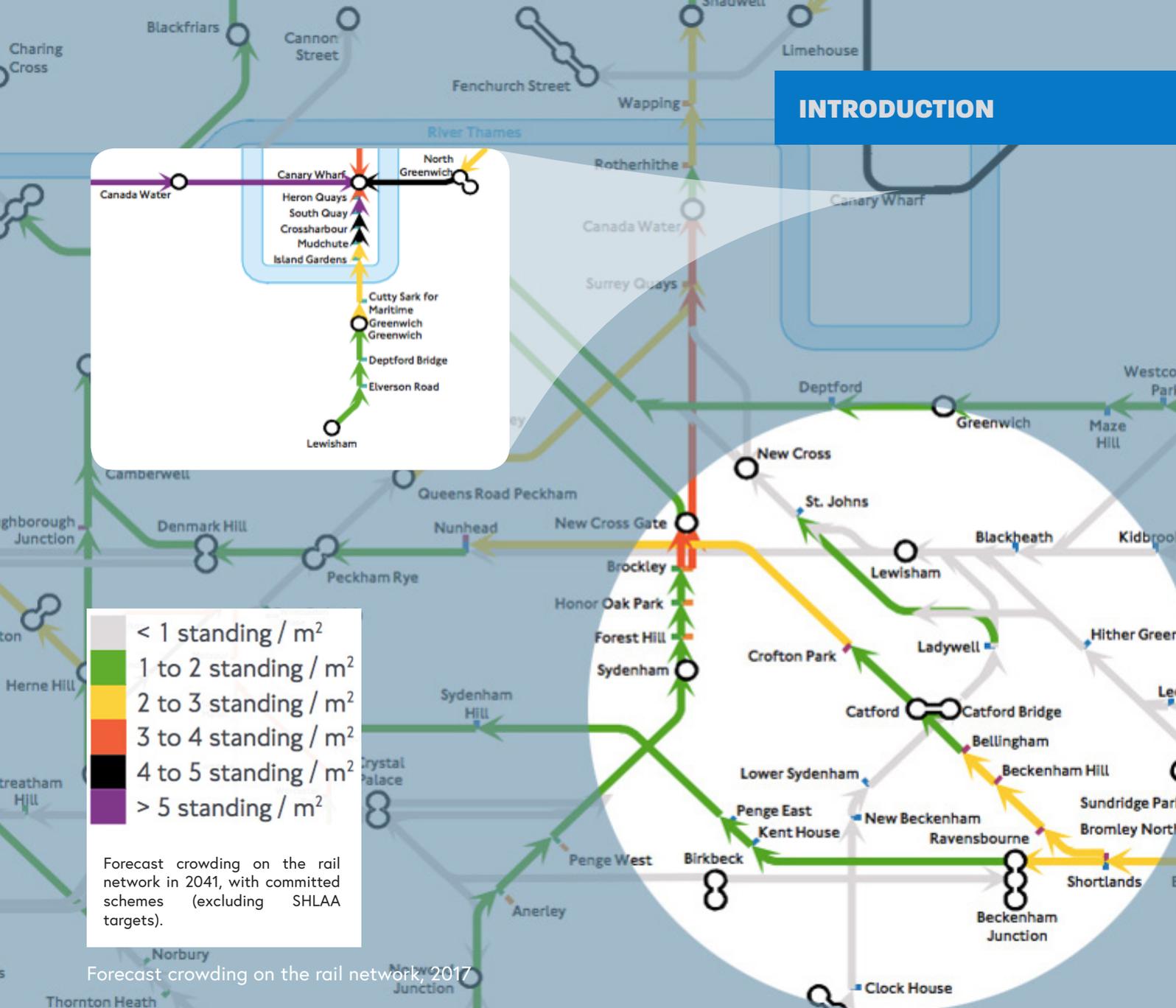
Lewisham performs the role of a Strategic Interchange where many modes of transport connect, providing a means for passengers on radial services into London to change onto an orbital link rather than travelling through Central London. The 3 other Strategic Interchanges are Willesden Junction/Old Oak Common; Stratford; and Clapham Junction.

All Strategic Interchanges, other than Lewisham, feed into the Overground orbital network. Passengers at Lewisham cannot change to the Overground but may connect to the DLR instead. The infrequent service west from Lewisham to Peckham Rye and Clapham Junction, combined with the lack of interchange at Brockley restrains Lewisham's role as the 4th Strategic Hub.



Source MTS Figure 31

INTRODUCTION



Demand on the Network in Future

The increase in demand expected on the rail network will mean that passengers experience busier trains and may not be able to board in future. Forecasts show that planned enhancements to the Southeastern network will avoid the worst crowding occurring through most of the Borough; however, the Overground service is expected to be particularly crowded in future. This shows that more mitigations are needed to provide sufficient capacity. It should be noted that Lewisham's most recent SHLAA targets are in excess of this forecast demand.

DLR services are expected to remain very busy, while residents of Lewisham will be able to board services, the crowding on board will become very severe as the trains approach Canary Wharf.

MTS Policy 14: The Mayor, through TfL and working with Network Rail and train operating companies, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.

Rail Priorities

Lewisham needs to provide more homes to support an increase in population. We must do this by providing sustainable communities with good public transport access and reliable connections to key places of work. Rail transport must also be enhanced where wider demand means that few space is available for those residents of the Borough that rely on rail services.

The draft Mayor's Transport Strategy was published in June 2017, this policy will guide TfL's work to develop the rail and transport network. There are a series of overall policies that inform the specific actions that will be developed to improve the rail network.

In addition, proposals are put forward throughout the MTS for schemes that will help to achieve the policy aims. These are included in this Vision document alongside the scheme to show wider policy support for our schemes.

MTS Policy 11: The Mayor, through TfL and working with other transport operators, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.

MTS Policy 17: The Mayor, through TfL and the Boroughs, Network Rail and train operating companies, will seek the development of London's public transport services to support the growth of the night-time economy.

MTS Policy 19: The Mayor, through TfL and the Boroughs, will ensure that new homes and jobs in London are delivered in line with the transport principles of 'good growth' for current and future Londoners by using transport to: a) create high-density, mixed-use places, and b) unlock growth potential in underdeveloped parts of the city.

Goals of Lewisham's Rail Vision

Taking into account the policy published by the Mayor of London, and Lewisham's own policy aspirations, we have developed a set of Vision Goals which allow us to appraise the schemes we have identified to measure whether they will support our policy aims. Our Vision Goals are:

Lewisham Vision Goals	
1.	To provide better links and sufficient rail capacity between all areas of Lewisham Borough and central London employment areas.
2.	To provide sufficient rail capacity between all areas of Lewisham Borough and East London employment areas.
3.	To increase rail access to and from Lewisham's growth areas.
4.	To improve rail connectivity across the Borough, especially east-west links and services to the south of the Borough.
5.	To enhance the quality of stations and provide step-free access at all station in the Borough.
6.	To improve the connectivity between stations and their local areas.

Proposed Schemes

In order for the the Borough to contribute its role in supporting London's growth, more transport access is needed to enable the growth potential we have identified.

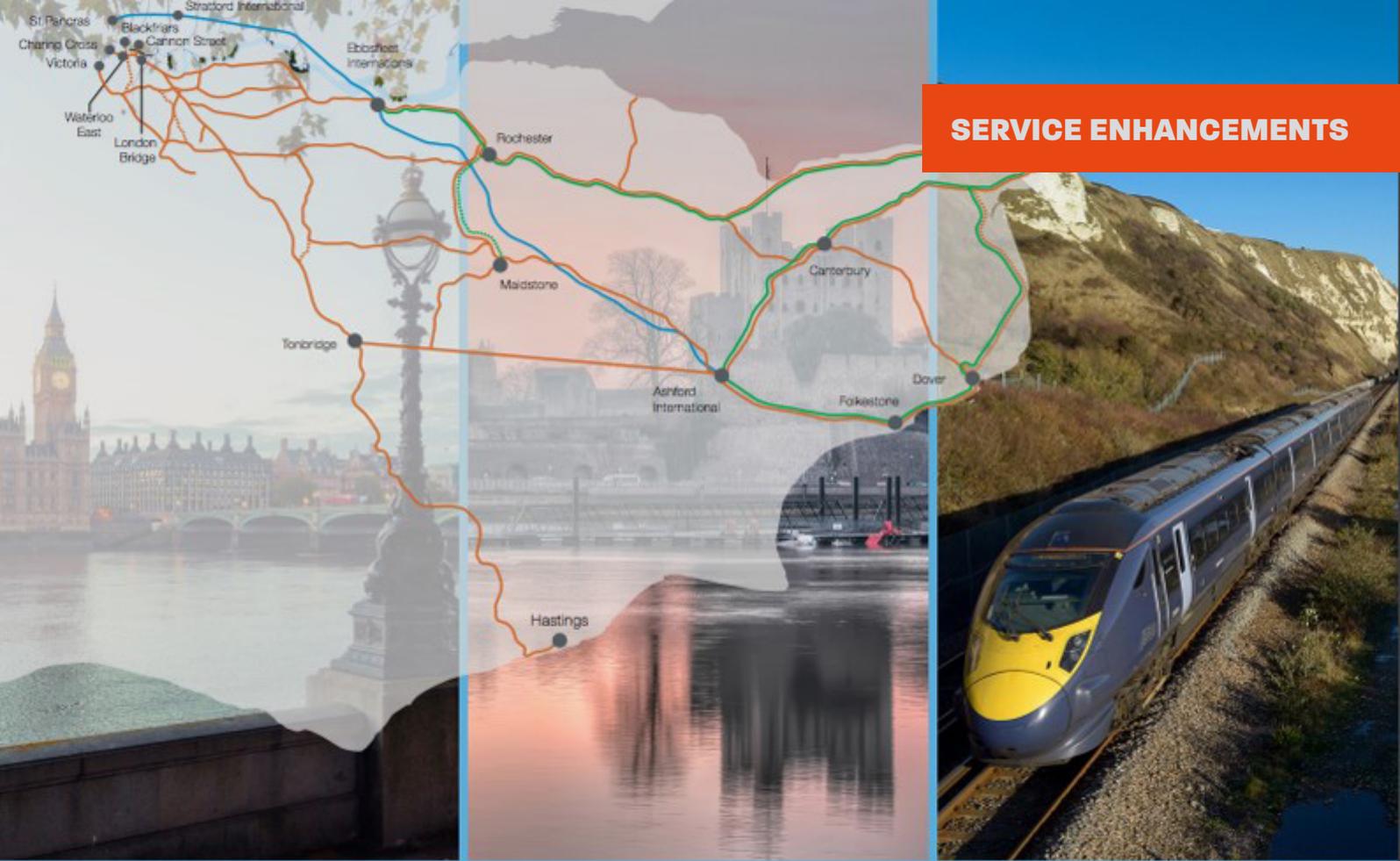
In some cases, major transport infrastructure will be needed to overcome a constraint; in others, we have identified a series of minor enhancements to unlock local area development.

These schemes are at various stages of the planning the development process. We have presented them in this section as:

- Service Alterations
- Proposed Major Schemes
- Proposed Minor Schemes
- Improving Local Connections



Service Enhancements



SERVICE ENHANCEMENTS

New Southeastern Franchise

KEY DETAILS

New franchise to begin in 2018.

Principles to:

- Provide more capacity
- Reduce delays
- Improve compensation for passengers affected by delays
- Improve passenger experience
- Embrace innovation

LEWISHAM VISION

Lewisham Council wants to improve the travelling experience for residents and has called for the new franchise to include:

- Commitment to all station and service improvements identified in Lewisham's Rail Vision.
- Sufficient TVMs to meet demand at all station entrances.
- Any train lengthening needs to be complemented by platform and stations works to increase capacity and allow passengers to use the space efficiently.
- Better integration of stations into regenerations schemes.
- Better use of derelict or under used station spaces.
- All services from Hayes branch to call at Lewisham.
- Better integration with other services across London with integrated ticketing, fares and service planning.
- Better management of service planning.
- Better conditions on board, especially in hot summers.
- Sunday services to match at least Saturday frequencies.

MTS Proposal 59: The Mayor, through TfL, will work to encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.



Services into Central London	NOW		PROPOSED	
Morning Peak Hour	TPH	Total Capacity	TPH	Total Capacity
From Catford	2	2,292	4	4,584



Crofton Park Transport Users' Group (CPTUG) was formed in 2010 to advocate for improvements on the rail service on the Catford Loop. Including:

- A reliable service and an end to frequent delays
- Eight carriages on all trains in the morning and evening peaks
- Four trains per hour each way in the morning and evening peaks
- Reinstatement of services to London Victoria

Thameslink Service

KEY DETAILS

The full Thameslink service will be introduced from 2018. This service will make use of the significant works undertaken at London Bridge and Blackfriars. According to the most recent proposal for the service, residents of Lewisham will see:

The introduction of 4tph on Catford Loop line (Monday to Saturday) - following the successful Cinderella Line campaign.

Stopping services on the Sydenham Corridor will be increased to 6tph in the morning peak.

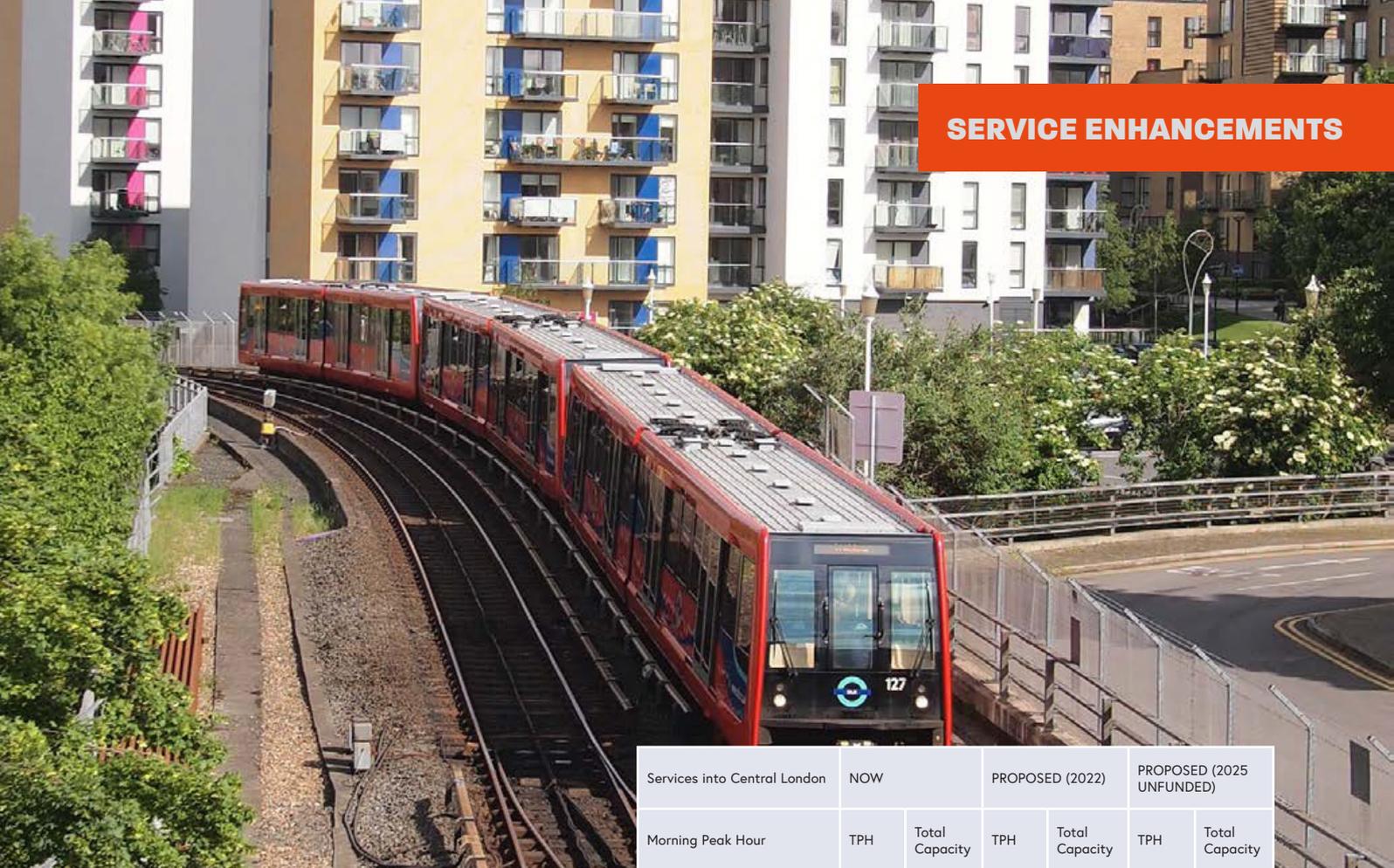
The diversion of 2tph stopping services on the Sydenham Corridor to West Croydon.

LEWISHAM VISION

Lewisham Council seeks to ensure that services on the Catford Loop are included in the through London section to maintain links with the Central London stations and See through-running of Catford Loop services.

The Council will work with stakeholders to explore options to improve links from the Sydenham Corridor to Gatwick Airport, ideally through the provision of a direct service.

MTS Proposal 59: The Mayor, through TfL, will work to encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.



Services into Central London	NOW		PROPOSED (2022)		PROPOSED (2025 UNFUNDED)	
	TPH	Total Capacity	TPH	Total Capacity	TPH	Total Capacity
Morning Peak Hour						
From Lewisham (includes Canary Wharf)	22.5	9,720	22.5	12,015	30	16,020

DLR

KEY DETAILS

With no major schemes proposed, more capacity is being derived through making more efficient use of capacity available on the current infrastructure.

In May 2017 TfL began the tender process for a fleet of 43 new trains to replace the current train fleet. The new trains will enter service between June 2022 and June 2024 and provide additional capacity onboard with walk-through carriages and more efficient design.

Current services to Lewisham are provided by a mixture of 2 car and 3 car trains, but future services would all be operated by the new trains (equivalent in length to a current 3 car train).

Morning peak services would operate as 15tph to Bank and 7.5tph to Stratford. TfL have expressed a desire to increase this to 30tph (15tph to Bank & 15tph to Stratford); however, this is dependant upon securing additional funding to order additional trains.

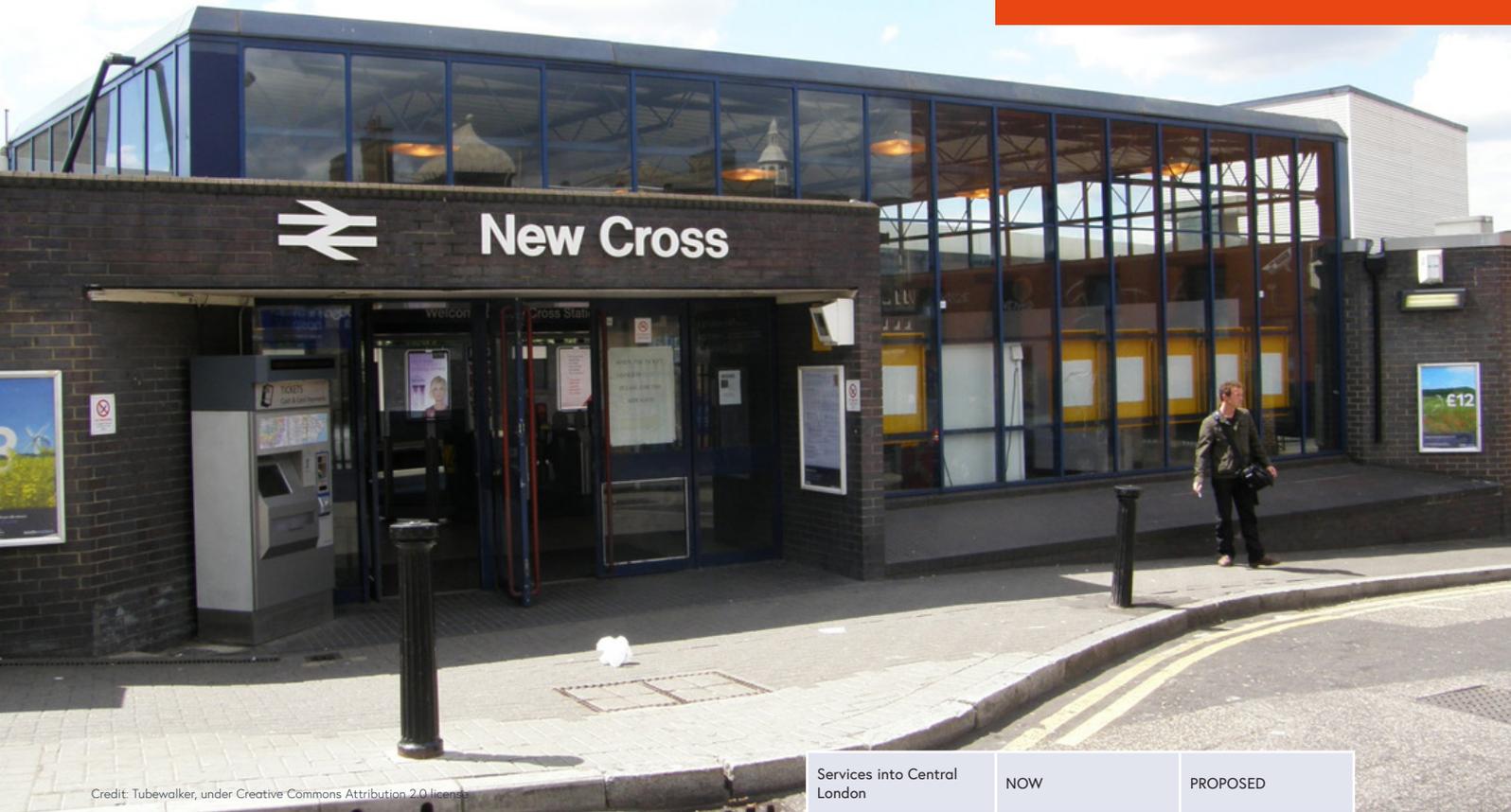
LEWISHAM VISION

The Council seeks that 24 hour operation provided by Night Tube is extended to DLR services.

More direct services are needed at all times of the day to Stratford to link with new employment sites and growth areas in Lea Valley

High frequency DLR services should be continued throughout the weekday, weekend and late evening. The Council seeks that the service frequency continues to operate every 5 minutes until the end of service (services headway currently decreases to 10 mins after 22.30 each day, 19.30 on Sunday).

MTS Proposal 65: The Mayor, through TfL, will upgrade the DLR with the introduction of a new higher-capacity train fleet, improved frequencies (towards 30 trains per hour across more of the network) and greater station capacity at major development sites and transport interchanges. The Mayor's aim is to increase capacity on existing DLR lines by 120 per by 2040.



Credit: Tubewalker, under Creative Commons Attribution 2.0 license

Services into Central London	NOW		PROPOSED	
	TPH	Total Capacity	TPH	Total Capacity
From New Cross Gate	8	6,720	12	10,080
From New Cross	4	3,360	4	3,360

Overground

KEY DETAILS

The Council understands that TfL have an aspiration to increase services on the East London line to 16tph. These additional services would be operated on the Sydenham Corridor, via New Cross Gate.

Further capacity increases would result from the introduction of longer trains on the line.

LEWISHAM VISION

The Council wishes to ensure that services on all branches of the Overground are enhanced.

Extended operating hours, to include overnight operation, would provide a comparable service to that provided to other parts of London served by the Underground.

MTS Proposal 63: The Mayor, through TfL, will work with the DfT to continue to increase capacity on the London Overground network, with the aim of a 45 per cent increase in capacity by 2030.



Services into Central London	NOW		PROPOSED	
	TPH	Total Capacity	TPH	Total Capacity
From Beckenham Junction	6	1,236	7.5 (aspiration)	1,545

Trams

KEY DETAILS

The Borough is not currently served by Trams. The Beckenham Junction branch of the Trams network terminates close to the southernmost point of the Borough.

At the eastern part of its network, no extensions are planned but it may services could be enhanced. Longer trams would also help to provide additional capacity on the network.

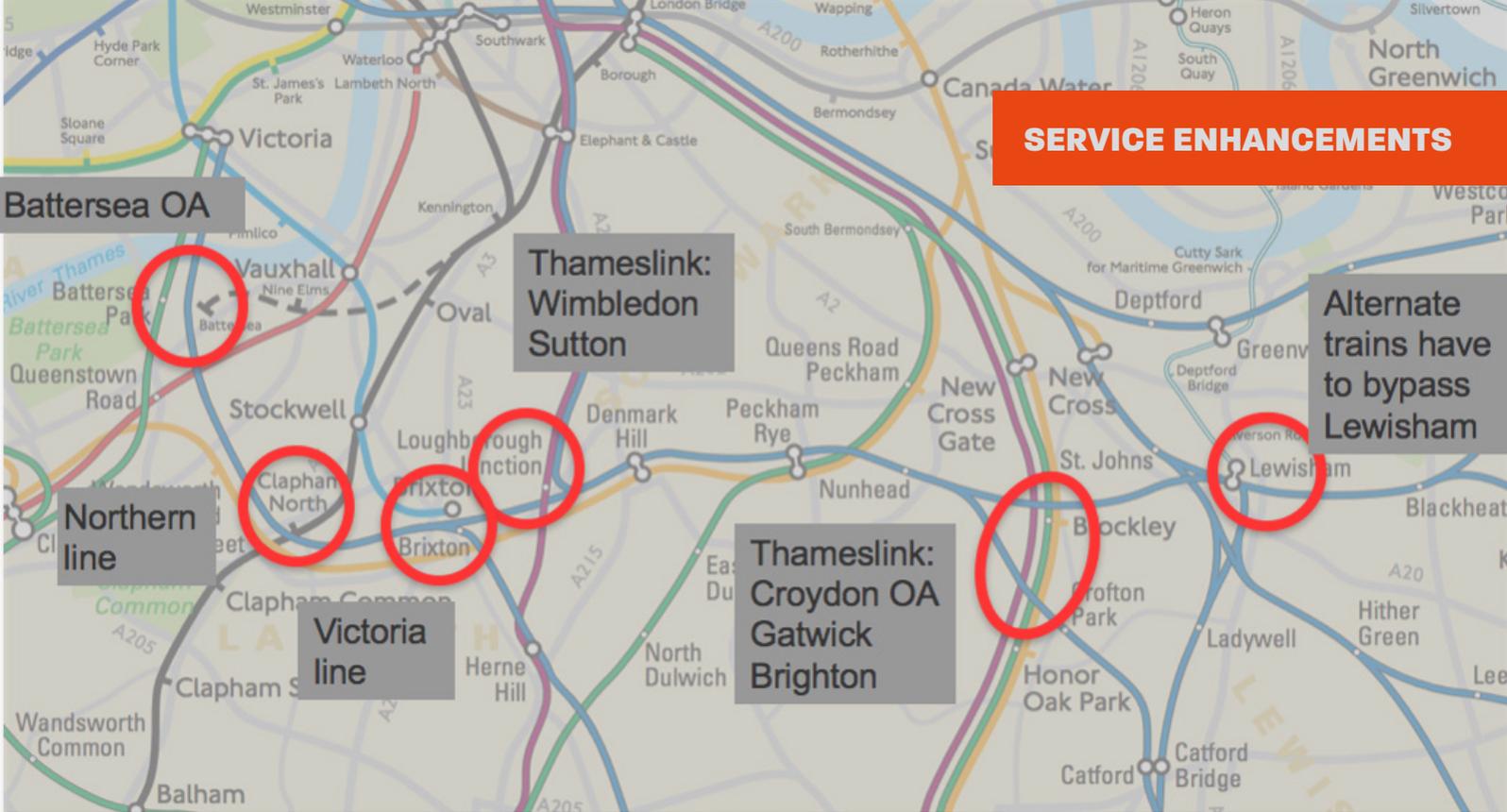
LEWISHAM VISION

The Tram provides access from south of Borough to Croydon town centre. Enhancements to services would increase the connectivity to this employment centre.

The Council believes that better east west links would be delivered through the extension of the tram beyond Beckenham Junction.

In the longer term, it is the Borough's aspiration for trams to play a role in improving connectivity in the south of the Borough.

MTS Proposal 66: The Mayor, through TfL, will upgrade the tram system to improve its reliability and to increase its capacity by 85 per cent to/from Croydon by 2030.



SERVICE ENHANCEMENTS

Rail Services between Lewisham and Victoria

Connectivity Across South London

KEY DETAILS

Due to the lack of stations along the route, National Rail services from Lewisham to Victoria do not provide interchange opportunities with many other services along the route. There are many points along the route where the line crosses other services yet no platforms are provided.

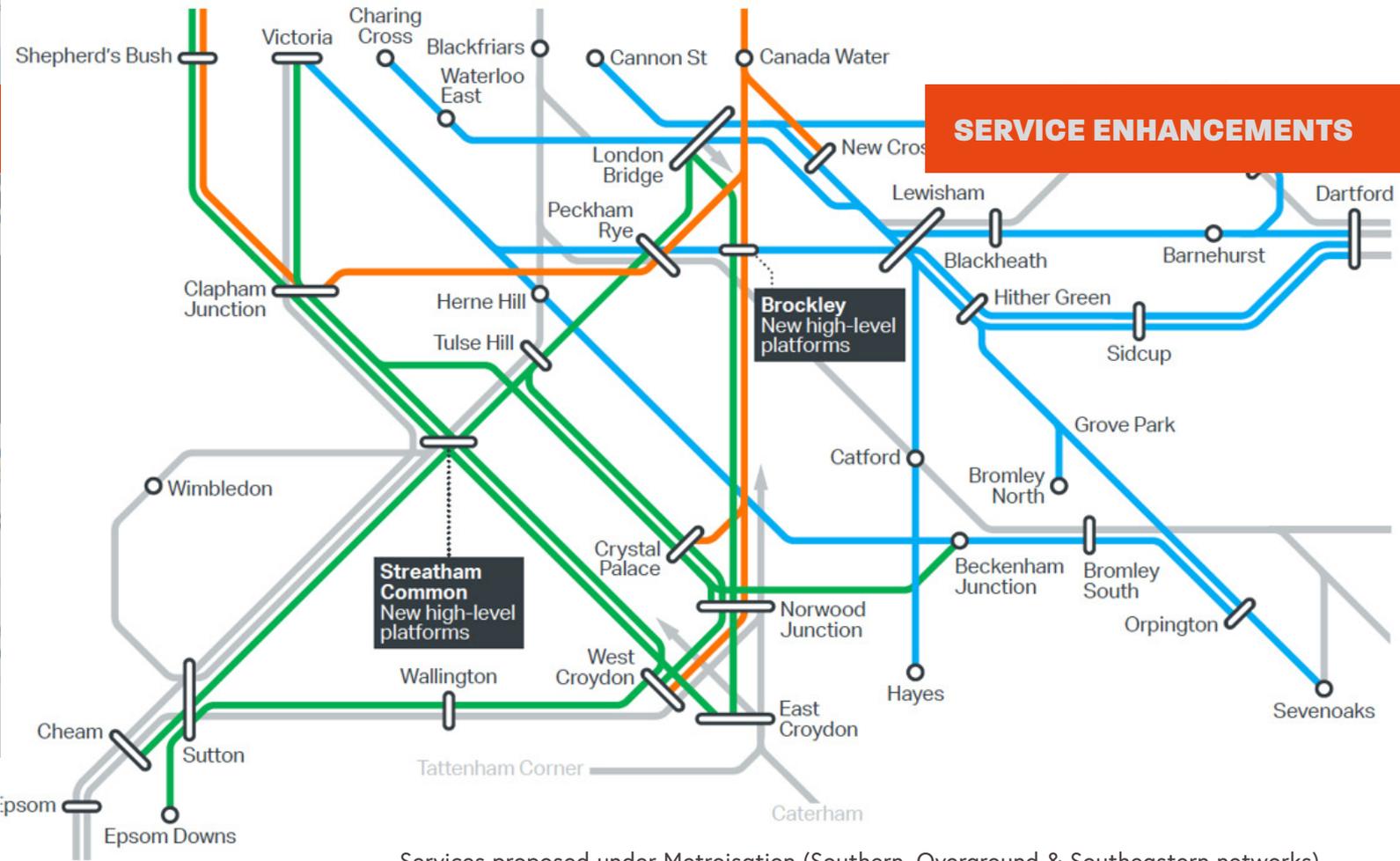
The Mayor's Transport Strategy (MTS) recognises the need for strategic interchanges and improved orbital connections.

LEWISHAM VISION

Given the emerging status of Lewisham as the strategic interchange for south east London (see page 9), it is critical to better link Lewisham into the Overground orbital network. The Council seeks that a much more regular service is provided between Lewisham and Victoria so that more convenient journeys are possible. It is essential that platforms are provided at Brockley as this would provide a connection to the high frequency services on the Sydenham Corridor, including services to Croydon and Gatwick Airport.

Orbital service would be enhanced with a service that links Lewisham with Clapham Junction so that residents can access the South West Trains network and Overground services to west London.

MTS Proposal 62: The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.



Services proposed under Metroisation (Southern, Overground & Southeastern networks)

Metroisation

KEY DETAILS

TfL have proposed that south London metro services be reorganised to provide a metro style service with frequent services on standardised routes.

Passengers would benefit from more frequent, reliable services.

It may be possible to provide new services on a more simplified network.

TfL has stated that it would like this to be delivered through devolution of the services to the Mayor of London.

LEWISHAM VISION

The concept of providing more regular trains on a simplified route network would be supported providing that no residents of the Borough saw significant increases in journey time.

Along with the provision of a new interchange station at Brockley, Lewisham would seek that metroisation of services did not impact the ability of longer distance services to call at stations in the Borough.

The Council supports the Mayor of London in efforts to secure devolution of services.

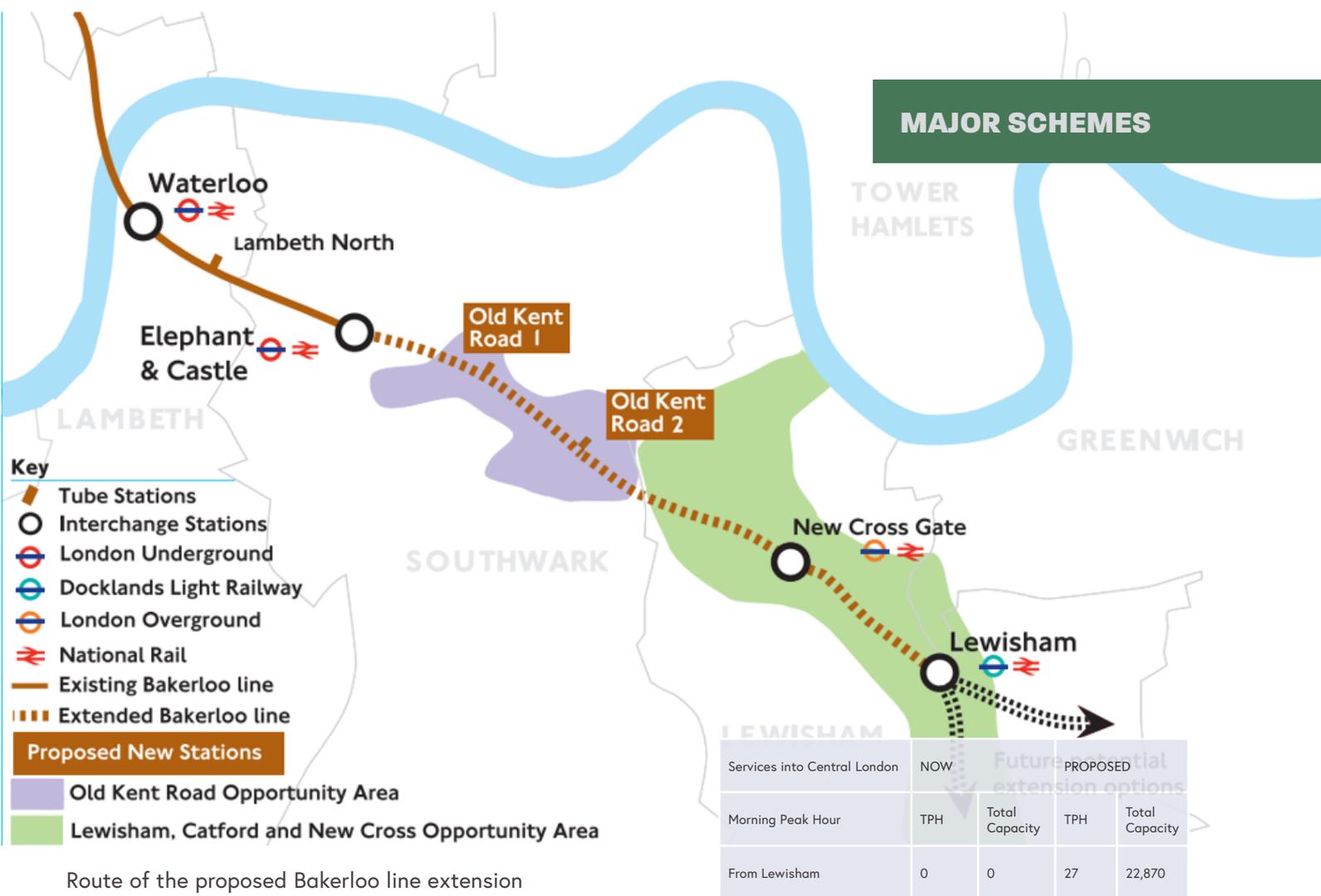
MTS Proposal 60: The Mayor, through TfL, will work with Network Rail, train operating companies and stakeholders to seek the modification of the planning of local train services from Moorgate, Victoria and London Bridge to create a London suburban metro, offering improved frequencies, journey times and interchange opportunities by the late 2020s.

MTS Proposal 61: The Mayor, through TfL, will continue to seek the devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.



Proposed Major Schemes

MAJOR SCHEMES



Route of the proposed Bakerloo line extension

Bakerloo Line Extension to Lewisham

KEY DETAILS

TfL proposes to extend the Bakerloo line beyond its current terminus at Elephant & Castle to Lewisham. This would provide a direct link from Lewisham town centre to central London and the West End providing capacity for an additional 65,000 journeys in the morning peak.

It would enable significant housing development along the Old Kent Road, New Cross and Lewisham growth areas.

It is estimated that TfL will submit an application for a Transport and Works Act Order to construct the extension in 2019 and it is expected to be open in 2028/29. It will create an interchange between National Rail and Underground at Lewisham station.

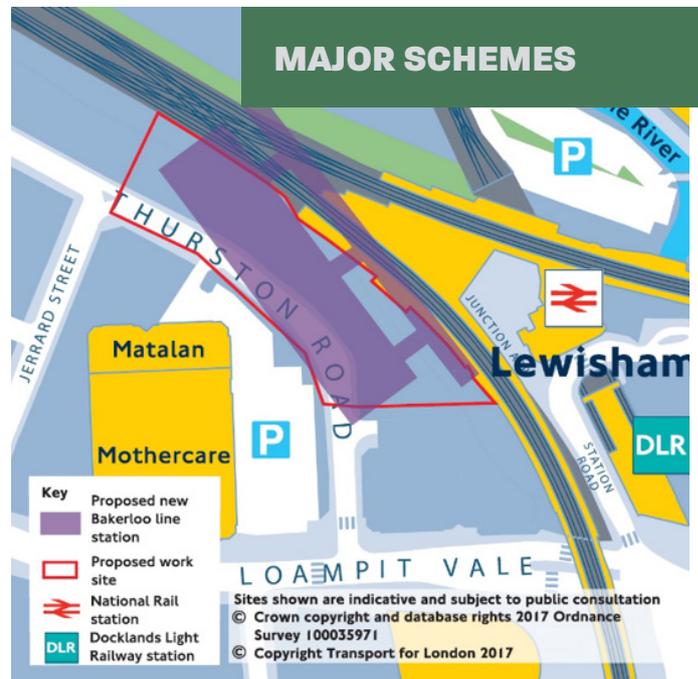
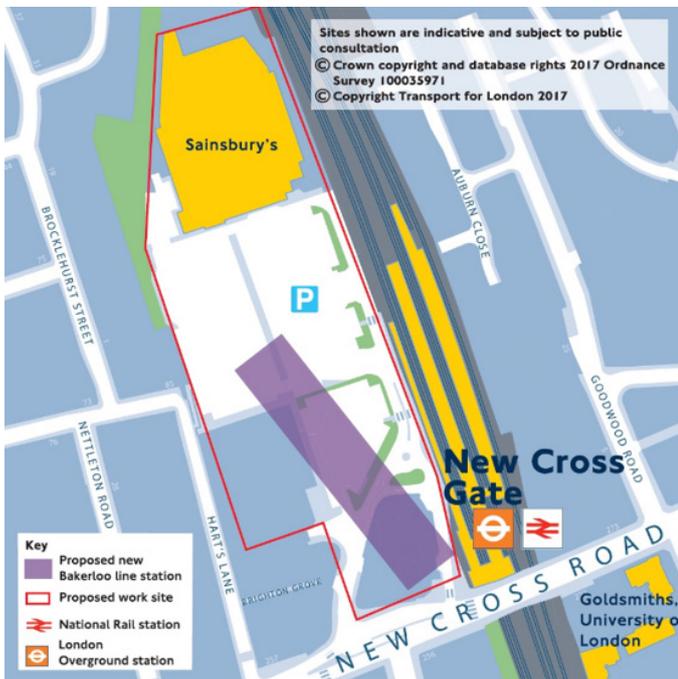
LEWISHAM VISION

Lewisham Council are actively engaged with the project. The Council welcomes the transformative proposals to bring the Tube to the Borough, but strongly urges the delivery of the full extension to Hayes in a single phase (see page 25).

The extension will enhance Lewisham town centre as a destination, as well as enhancing the station as a strategic interchange (see pages 9 and 27).

The BLE is critical to the ambitions of delivering much needed housing in the Borough, and will provide a step-change in capacity and connectivity, with direct access to the West End and four central London rail termini.

MTS Proposal 75: The Mayor, through TfL, the relevant Boroughs and Network Rail, will seek to extend the Bakerloo line to Lewisham and beyond in order to improve public transport connectivity in this part of London and support the provision of new homes and jobs. The extension will be designed to enable the creation of an attractive, dense area in inner London, with sustainable travel behaviours and a mix of uses.



TfL consultation proposals 2017

Bakerloo Line Extension to Lewisham

In February 2017, the current TfL proposals on the Bakerloo Line Extension stations and shafts were published for public consultation. Within Lewisham there are two proposed station interchanges: the first at Lewisham; and the second at New Cross Gate.

NEW CROSS GATE STATION

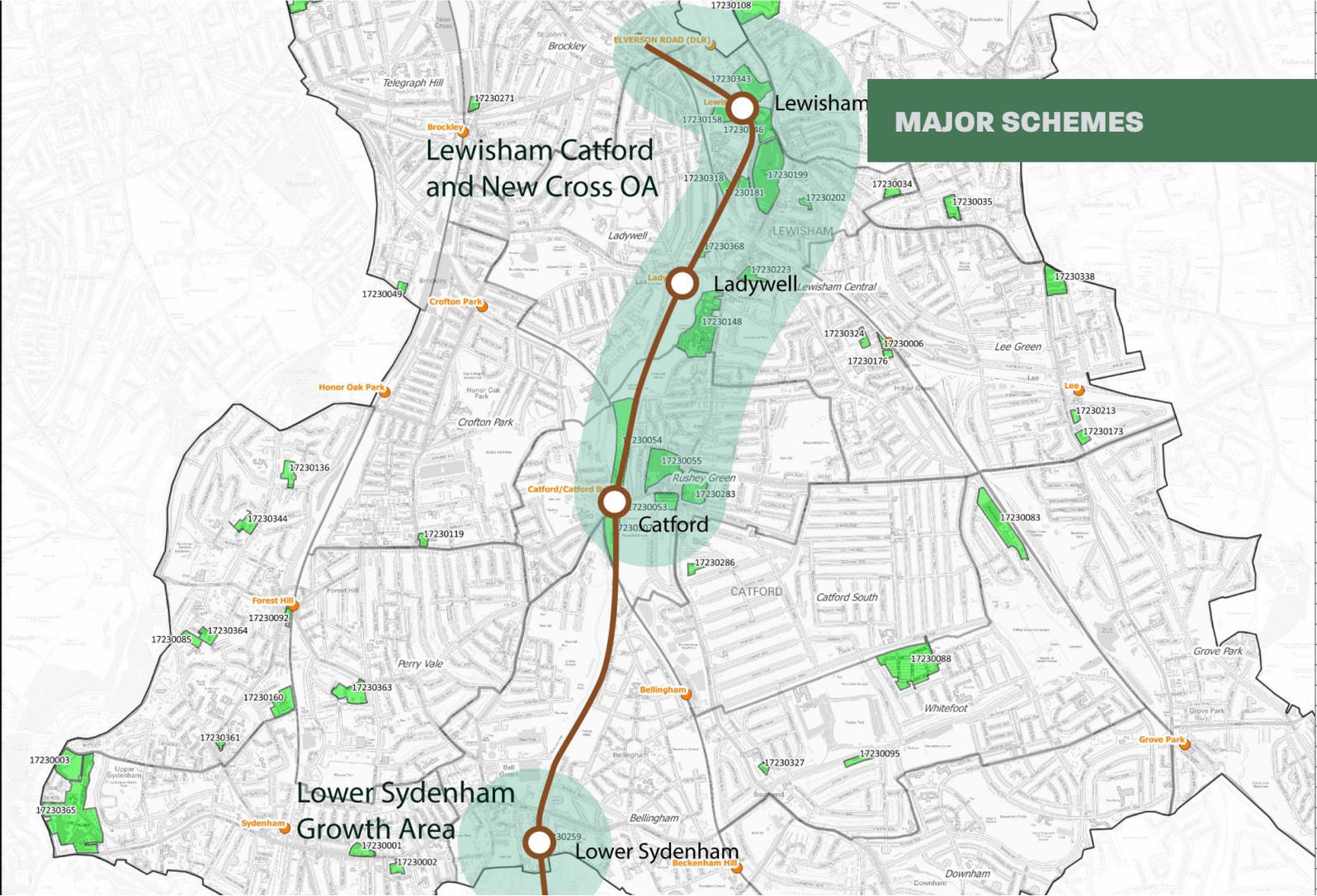
The Bakerloo Line Extension at New Cross Gate would sit next to existing National Rail station and provide a connection from services on the Brighton Mainline and Overground. Passengers would be able to change at these stations to reach Lewisham town centre. It would also be possible for residents near Lewisham station to connect here for services towards Croydon and Gatwick Airport.

The station would provide interchange opportunities to local bus routes on the east-west corridor through south London, as well as opportunities to connect by walking and cycling to education opportunities at the nearby Goldsmiths University. The Council is currently working with GLA and TfL on a New Cross Gate Master Plan Study, a jointly funded project to understand the opportunities the extension offers to New Cross as a place.

LEWISHAM STATION

The Mayor has identified Lewisham Station as a future interchange hub and is seeking to enhance a number of interchanges that maximise public transport connectivity across inner and outer London.

The Council has been working with key partners on an initial design response for Lewisham Interchange that would also tackle existing capacity constraints at the station (see page 27).



Options for the potential Bakerloo line extension beyond Lewisham

Bakerloo Line Extension Beyond Lewisham

KEY DETAILS

The extension to Lewisham would complete the first phase of a Bakerloo line extension further into south east London.

The current extension proposals include an overrun tunnel beyond Lewisham which would enable a further extension to be constructed without impacting passengers using Lewisham station. These overrun tunnels point south (due to location of the shaft site at Wearside Road) but would still facilitate a southerly or easterly extension.

The proposal to extend beyond Lewisham station has been included in various National Rail strategies, including the Network Rail Kent Route Utilisation Strategy.

LEWISHAM VISION

The Council is making the case for the extension to go beyond Lewisham, southwards taking over the Hayes branch.

This would serve the Borough's growth areas at Catford and Lower Sydenham and facilitate more journeys from the south of the Borough to the employment and transport hub at Lewisham town centre.

The extension is critical to the Mayors Transport Strategy (MTS) aim of reducing car trips, as it would provide essential capacity between central, inner and outer London, providing the infrastructure required to support car-free lifestyles in south east London.

An extension beyond Lewisham would also act as a catalyst to improve orbital bus routes across the south of the Borough to feed into the new link and connect to existing National Rail services to the east and Overground services to the west.



Services into Central London	NOW		PROPOSED	
	TPH	Total Capacity	TPH	Total Capacity
From Lewisham (Overground)	0	0	4	3,360 (5 car)

London Overground Extension New Cross – Lewisham

KEY DETAILS

Due to the complex nature of the network in the Borough the service pattern is irregular. Only a proportion of trains through Lewisham can stop at Lewisham so a disruption can have serious implications. Lewisham believes that connectivity and resilience would come from an extension of the Overground.

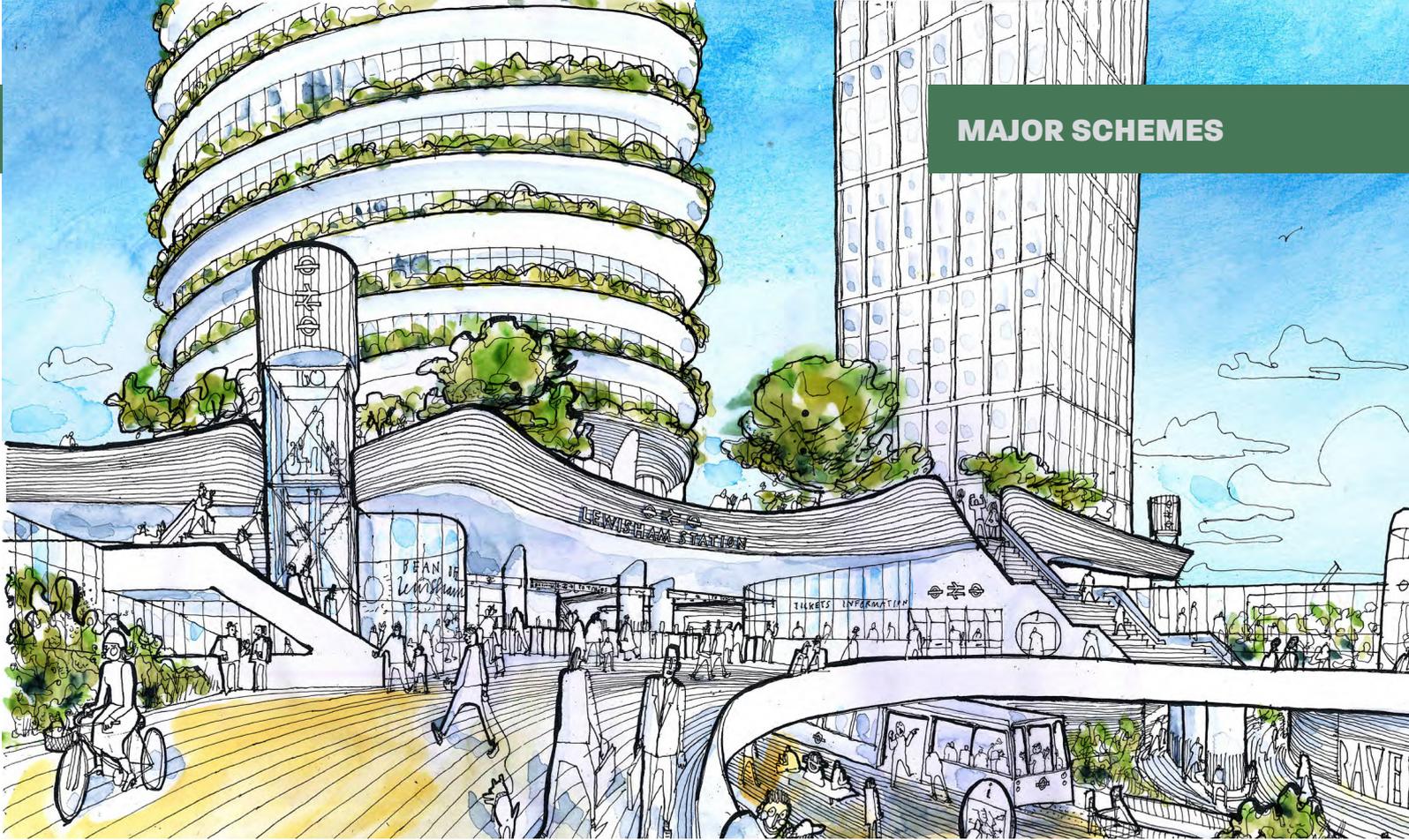
Initial work was undertaken by TfL to identify the physical works required to deliver the junctions and platforms for this extension. It concluded that while it may be possible to construct the extension, timetable constraints would impact the service that could be offered. Until the final Thameslink timetable is published it would not be possible to identify suitable paths to deliver the service on the existing line to Lewisham.

LEWISHAM VISION

An extension would provide more capacity, a greater increase in public transport access, and better connect south east London to central London. It would ensure that Lewisham joined the 3 other Strategic Interchanges as gateways to the Overground for passengers on longer distance services, and would compliment an orbital east-west connection between Lewisham and the proposed Brockley Interchange.

The Council will continue to advocate for safeguards that would allow the extension to be provided and will engage with the service planning process to ensure that suitable paths are reserved for this extension.

The Council will also lobby for any works to Lewisham station to allow for delivery of an Overground extension later.



Lewisham Station: 10.60 million entry/exit 2015/16

Lewisham Station Strategic Interchange

KEY DETAILS

The Council, along with TfL, Network Rail and the GLA, are working on a collaborative study into crowding relief at Lewisham station and its surrounding area to develop a common vision for the station to fulfil its role as a Strategic Interchange.

Upgrading the entry and exit capacity and circulation space is high on Network Rail and Southeastern's priorities for investment to accommodate growth and maintain safe operation.

Network Rail has published a study, "Lewisham Feasibility Assessment: Station, Platforms and Subways" identifying the constraints on the station:

- Crowding is limiting interchange flows between Southeastern and DLR services.
- Crowding prevents the opening of the subways to provide new entrances east and west of the station
- Passenger using National Rail services are expected to double between 2011-2031 to approximately 10,000 in the morning peak.
- It is currently forecast that, if constructed, c.18,000 passengers may want to interchange to the Bakerloo line at Lewisham station in the AM peak.

LEWISHAM VISION

Through the study, the Council has advocated for improvements to Lewisham station to enable local housing development and provide access to Lewisham town centre. These upgrades should be a requirement on the new Southeastern franchisee in order to secure any possible increases in capacity before major schemes can be delivered. Better access to National Rail services and DLR could be secured through minor projects in the interim. The option to extend the Overground should be secured through any station upgrade project.

With development sites coming forward at a rapid pace around the station, the opportunity exists now to start safeguarding a future vision for the station. This will ensure that the station in the future can engage with the surrounding area rather than be an inward-focused transit interchange.

MTS Proposal 67: 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.



Services into Central London	NOW		PROPOSED	
	TPH	Total Capacity	TPH	Total Capacity
From New Bermondsey (northbound)	0	0	4	3360 (5 car)

New Bermondsey Station

KEY DETAILS

The regeneration scheme of New Bermondsey will provide for a new station in the heart of the development. This station was safeguarded during the construction of the Overground extension between Surrey Quays and Queens Road Peckham in 2012.

The station would provide greater access to the nearby Old Kent Road OA becoming transport centre to complement the access provided by the Bakerloo line extension.

Funding to provide station was agreed in s106 agreement for the New Bermondsey development.

An Independent Inquiry for the regeneration scheme will be undertaken in 2017.

LEWISHAM VISION

The Council supports the delivery of the station and was an advocate of its inclusion in the planning consent for the development.

The Council is keen to provide the transport access early in the development to ensure that sustainable travel behaviour is embedded in the new development.



Credit: National Rail

Brockley Interchange

KEY DETAILS

Many journeys are impeded due to a lack of opportunity to interchange between services travelling across south London and those travelling north south into central London. This disconnect is particularly evident at Brockley station where trains travelling from Lewisham pass across the existing platforms but there are not platforms at this higher level. This prevents residents from easily reaching key employment locations on the line such as Croydon town centre, Gatwick Airport and the City Fringe OA.

The Mayor's Transport Strategy (MTS) recognises the need for improved orbital connections and, with the emerging status of Lewisham as the strategic interchange for south east London it is critical to better link Lewisham into the Overground orbital network.

LEWISHAM VISION

The Council welcomes the MTS proposal illustrated in on page 9, to create an interchange between the East London Line and the Lewisham-Victoria Line at Brockley Interchange.

The Borough has supported efforts to provide platforms at this station to allow the station to fulfil its role as a key interchange on the rail network. Many residents close to the station would also benefit from greater access to services towards south west London and Victoria.



Proposed Minor Schemes



Catford Interchange Station

KEY DETAILS

The two stations in Catford are a short distance from each other, yet do not act as an interchange due to the physical separation and lack of integration between the two operators, Southeastern (Catford Bridge) and Thameslink (Catford).

The new housing area to the north is accessed through a link road between the two stations but are currently severed from the surrounding area by the two railway lines.

LEWISHAM VISION

Better integration between the stations would enhance journeys for residents of the Borough.

It would support regeneration of Catford town centre by providing improved integration and high quality access between the stations.

Enhancements to the station area would improve quality of the urban realm.

Catford Station services are impacted by Southeastern re-franchise and Thameslink service pattern. The Council have raised these issues during consultations on both of these service. The Council will seek that improvements to Catford Interchange are included in any planning work for the onward extension of the Bakerloo line beyond Lewisham.



MINOR SCHEMES

Ladywell Station Southern Entrance

KEY DETAILS

Ladywell station currently has an entrance at the far north of the platforms. Passengers are required to walk the length of the train to exit the station onto Ladywell Road. This creates crowding in carriages at the rear of out-bound trains.

There have been local calls for improved access to University Hospital. Local consultation has shown that employees at the hospital avoid the long route through Ladywell Fields after dark; they are instead forced to take a detour along Lewisham High Street.

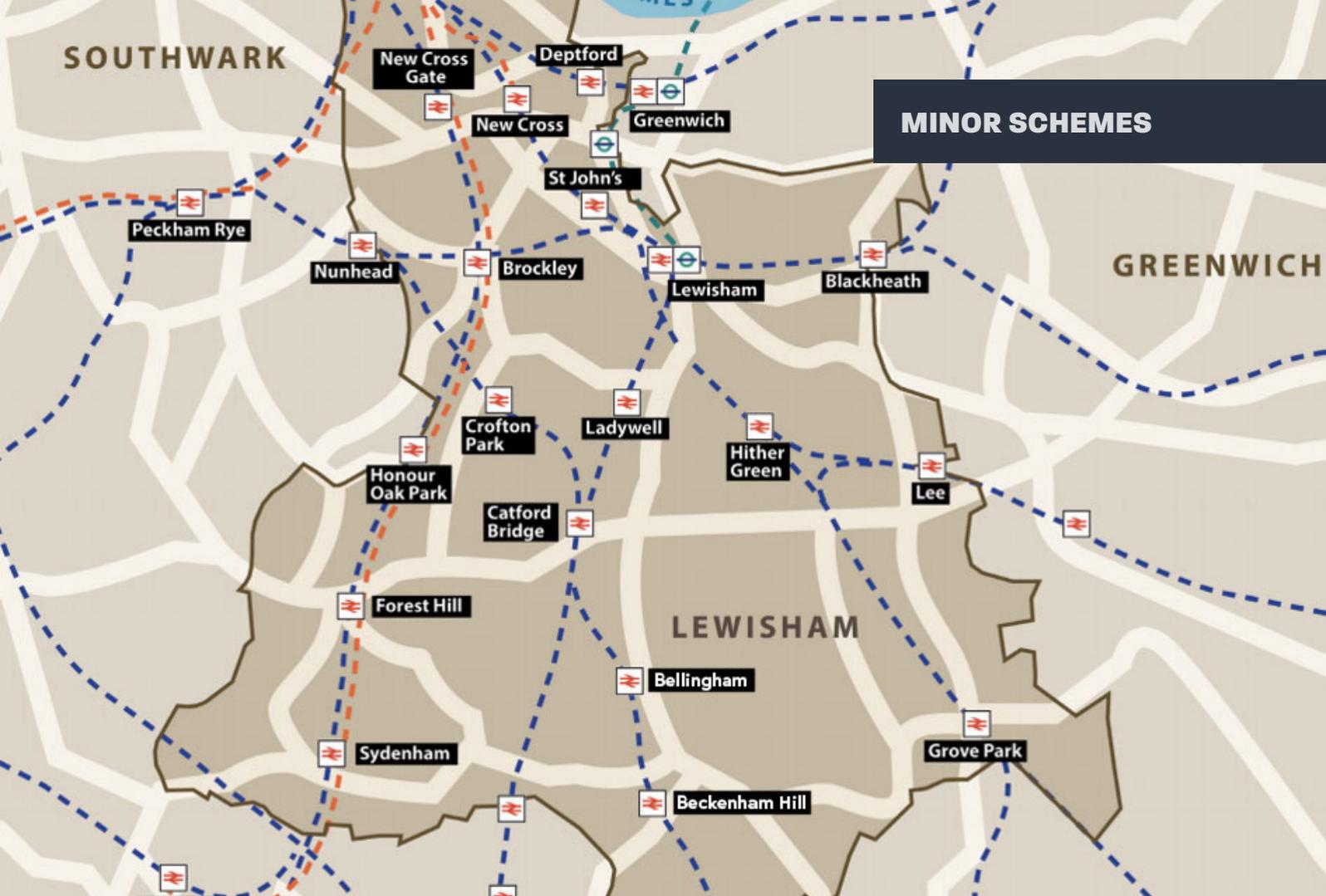
Creating a new entrance at the southern end of the platforms would provide this more convenient access to anyone accessing the hospital. The new entrance would be accessed by a direct link across the park into the hospital campus.

LEWISHAM VISION

Lewisham supports enhanced access to health facilities and believes providing a much more convenient route to the hospital site will improve access to health facilities and encourage more people to use public transport to reach the hospital.

The Council has included this entrance in its input to the new Southeastern franchise and Network Rail's Kent Route Study. The delivery of a second phase of the Bakerloo Line to Hayes would also provide an opportunity to improve local links to Ladywell station.

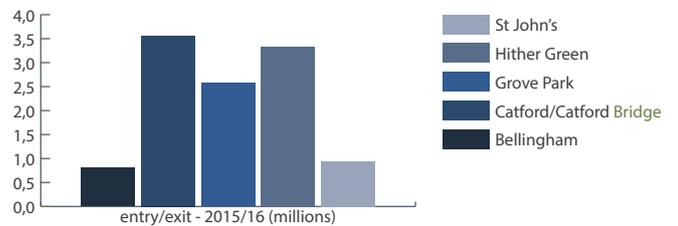
If the BLE is constructed through Ladywell it may be an opportunity to secure these improvements



Step-free Stations

The Council recognise the work undertaken to provide step-free access to some stations in the Borough however, not all stations provide step-free access to all platforms. The following stations require works to provide this access:

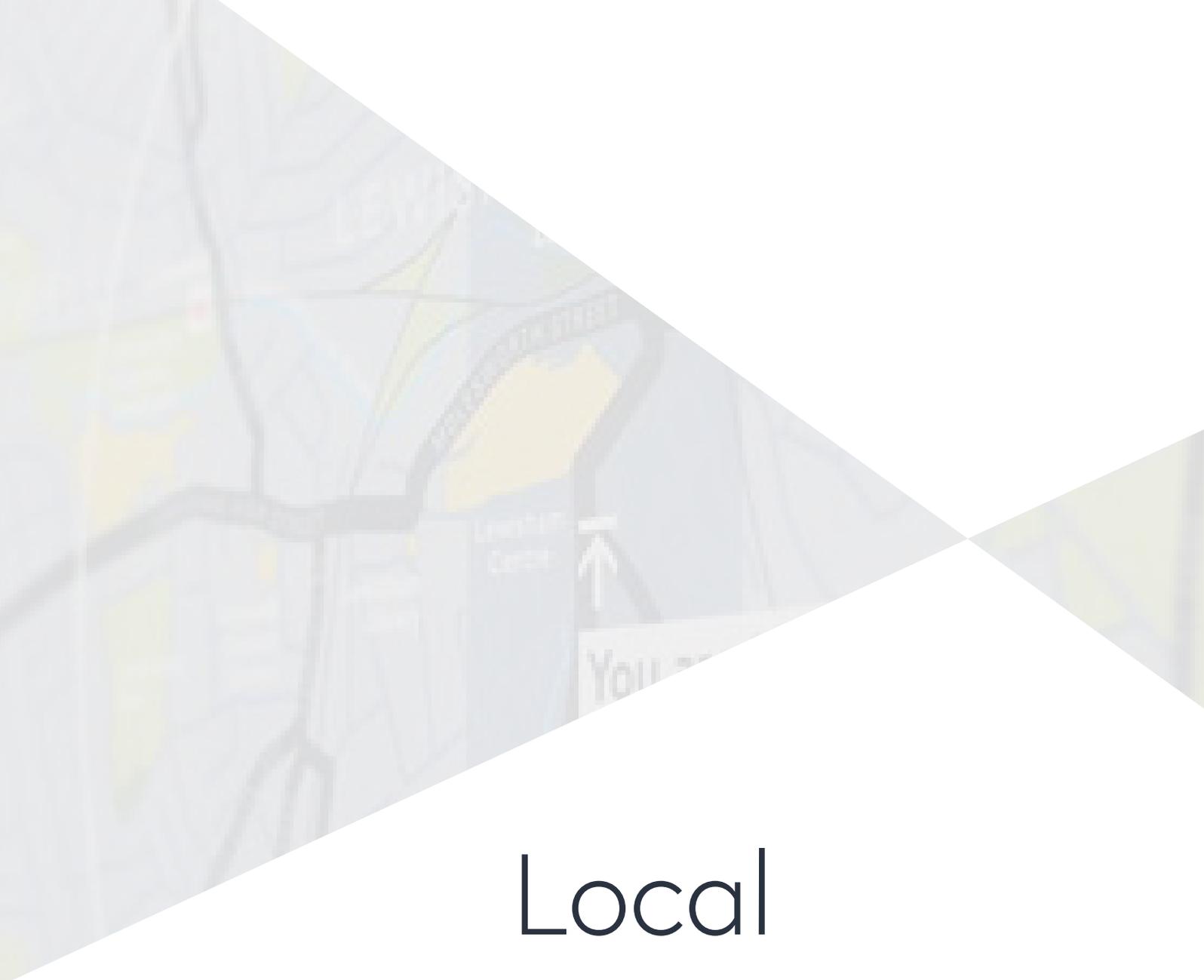
- Grove Park - for the Bromley North service
- Hither Green - Platforms 4 and 5 are the only platforms with step-free access. The Council understands that this station is in Access for All, Design stage.
- Catford/Catford Bridge - Catford Bridge has step-free access but no step-free access is available at Catford. This prevents use of the stations for interchange.
- St. Johns
- Bellingham
- Beckenham Hill - Step-free access is available from each platform to the adjacent street; however passengers must travel along a long detour to reach housing the other side of the station
- Forest Hill - Perry Vale entrance is no step-free; passengers must enter via Platform 1 and cross over the railway to reach Platform 2.



MTS Proposal 52: The Mayor, through TfL and working with Network Rail and other stakeholders, will improve the overall accessibility of the transport network by:

c) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network

d) Providing staff, and facilities to board trains, creating a 'turn-up-and-go' service for wheelchair users.



Local Connections

Improving Local Connections



Local Implementation Plan Strategy



Taxi ranks at station
Ride hailing areas
Future Mobility



Walk routes to stations



Amended bus routes



Access to step-free stations



New entrances
New concourses
Surface strategy linked to Phase 2 of Bakerloo line extension.



Cycle Routes to stations:

- Cycling Strategy – CS4, Quietways
- Cycle parking
- Cycle Hire – safeguarding spaces for future expansion of the scheme.

MTS Proposal 75: The Mayor, through TfL and the Boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.

Contribution Towards Lewisham Vision Goals

Many of the schemes we have identified help contribute towards numerous Vision Goals. We have mapped these contributions below.

Schemes	Lewisham Vision Goals					
	1	2	3	4	5	6
	Rail links and capacity between the Borough and central London	Rail capacity between the Borough and East London	Rail access to and from Lewisham's growth areas	Rail connectivity across and to the south of the Borough	Enhance the quality of stations and increase in step-free stations	Connectivity between stations and their local areas
Southeastern Service	✓	✓	✓	✓	✓	
Thameslink Service	✓		✓	✓	✓	
DLR Service		✓	✓			
Overground Service	✓	✓	✓			
Tram Service				✓		
Interchange Improvements	✓				✓	
Metroisation & Devolution	✓		✓	✓		
Bakerloo line extension Phase 1	✓		✓			✓
Bakerloo line extension Phase 2	✓	✓	✓	✓	✓	✓
Overground extension to Lewisham	✓	✓	✓			
Lewisham Station Upgrade	✓	✓	✓			✓
New Bermondsey Station			✓		✓	✓
Catford Interchange Station			✓	✓		✓
Ladywell Station Southern Entrance						✓
Step-free Stations				✓	✓	✓

Funding Opportunities

Bakerloo Line Extension

In order for the Bakerloo Line Extension (BLE) to be realised it will need to be funded through various funding streams. Some funding has to come from development and as such the Council will require specific contributions from developments within a 1km radius of either proposed BLE station to contribute to the construction of the station interchange.

The Council is working with GLA and TfL to secure and commit necessary funding for the transport infrastructure and associated public realm works for this project. We are also seeking that Mayoral Community Infrastructure Levy (CIL) and Local CIL contribute to the financing of the BLE.

Mayoral CIL

Lewisham consider the BLE to be a strategic transport project as it will create a cross-London rail link from south east to north west. As the BLE Phase 1 is highlighted as critical in the London Infrastructure Plan 2050, and contained within the London Plan, officers therefore consider it should be considered for funding from the Mayoral CIL. MCIL2 is scheduled to be levied in April 2019.

Local CIL

Lewisham's Local CIL Charging Schedule is currently being refreshed to reflect changes in property values and build costs. We will be looking to capture some of the uplift in land value that arise from the BLE and to help fund essential infrastructure. As part of this, the Regulation 123 list is being redrafted to reflect the works proposed as part of the BLE.

Funding Opportunities

Other Schemes

To deliver the schemes in this Vision within a constrained funding environment the Council has identified that there are various options which should be explored. These include:

- Developer Contributions (s106, CIL)
- BLE funding options – NCG and Lewisham
- HLOS process
- Access for All
- BLE enabling works – NCG, Lewisham, Ladywell and Catford
- TfL cycling funding
- LIP funding
- Franchise specification
- Housing Zone funding for Catford

Priorities for Investment

The opportunity to deliver these will be informed by the timing of various investment and service planning activities. The Council is actively engaged with the planning process to ensure that the schemes we have identified are promoted as the suitable interventions to provide necessary capacity and connectivity to deliver our growth targets and improve the quality of life for all residents.

