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|---------------------|---|---------------------------|-----------------|
| <b>Report Title</b> | <b>Progress Update on Bakerloo Line Extension proposals</b> |                           |                 |
| <b>Key Decision</b> | <b>No</b>   |                           | <b>Item No.</b> |
| <b>Wards</b>        | <b>All</b>  |                           |                 |
| <b>Contributors</b> | <b>Senior Programme Manager – Bakerloo Line Extension</b>   |                           |                 |
| <b>Class</b>        | <b>Part 1</b>   | <b>Date: 10 July 2019</b> |                 |

## 1. Purpose

- 1.1 This report provides an update on the progress of the Bakerloo Line Extension (BLE) scheme, including development of the scheme by TfL and the Council's case-making and planning efforts.

## 2. Summary

- 2.1 TfL continues to develop plans for the BLE to Lewisham, with a view to a further round of public consultation this autumn prior to arriving at a single preferred option in spring 2020.
- 2.2 Recognising the once-in-a-generation opportunity that the BLE represents to the borough, the Council has invested in a dedicated BLE Programme responsible for the Council's corporate strategy commitment to support TfL in progressing the scheme. The Programme team achieves this through leading case-making efforts and ensuring a coordinated approach to planning for infrastructure and growth in the vicinity of BLE stations.
- 2.3 The BLE Programme is currently working with LB Southwark and TfL to deliver two studies which will support the case for investment in the BLE. The first study is a Local Economic Impact Assessment, which will assess the economic impact resulting from new stations at New Cross Gate, Lewisham, Ladywell, Catford and Lower Sydenham. A further study considers different mechanisms through which the BLE could be funded, as part of a wider funding package.
- 2.4 The BLE Programme has also led an external communications programme. This has included a public 'Back the Bakerloo' campaign, which has so far attracted some 18,000 pledges, and various profile-raising activities with influencers and decision-makers at London-wide level.
- 2.5 While local planning policy is supportive of the BLE, officers have been working to ensure that the new Local Plan reflects the opportunities presented by the BLE, and are progressing with site-specific planning efforts for New Cross Gate and Lower Sydenham.
- 2.6 Officers have also been continuing to engage on site-specific spatial planning issues, including coordinating a holistic upgrade of Lewisham Station, and managing development proposals around New Cross Gate and Lewisham stations.

### **3. Recommendations**

The Mayor and Cabinet are recommended to note the contents of this report.

### **4. Background**

- 4.1 Transport for London are developing a scheme for the BLE, underpinned by the Mayors' Transport Strategy (2018) and New London Plan (currently undergoing Examination in Public). The core of the scheme would run from the current terminus of Elephant and Castle to Lewisham via Old Kent Road, incorporating a new interchange at New Cross Gate. If funding and powers are secured, the first trains could be running on the line by 2029.
- 4.2 Policy also makes provision for a future phase of a BLE to go beyond Lewisham. In its 2014 consultation, TfL included the option for a subsequent extension to go to Hayes, by converting the current National Rail line to Underground operation. This would provide high frequency tube services to Ladywell, Catford and Lower Sydenham. The business case for such an extension is considered to be strong. By re-using existing infrastructure and not requiring additional tunnelling, the capital cost would be relatively low, while the benefits would be increased since Hayes trains would no longer require paths into London Bridge, enabling increased peak time rail frequencies elsewhere in south east London.
- 4.3 The Council has been strongly supportive of the BLE scheme. The Council's response to the 2017 consultation outlined the transformative benefits that the BLE would bring to the borough. These include:
- Increased rates of housing delivery, enabling the Council to realise its housing targets and associated growth ambitions.
  - Improved productivity through provision of homes within easy reach of central London and which are better connected to Lewisham's business and higher education community.
  - Improved access to the central London employment market for our residents and expanded market for our existing businesses.
  - Increased transport capacity and connectivity, including better connections for residents outside of the immediate BLE station catchment area.
- 4.4 The Council's response also made clear our concerns around the consequences if the BLE were not built, including that some parts of Lewisham's public transport network will be unable to meet demand at peak times.
- 4.5 The consultation response also set out the Council's strong support of an extension beyond Lewisham to Hayes, recognising that to do so would provide a catalyst for housing and economic growth in the south of the borough, particularly in Catford and the areas surrounding Lower Sydenham station.
- 4.6 In its response to the 2017 consultation (published in September 2018) TfL did not rule out the possibility of an extension beyond Lewisham in a single phase. Specifically it was stated 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".

- 4.7 In its 2018-2022 Corporate Strategy, the Council has a commitment to work with TfL to extend the Bakerloo line. Reflecting this, the Council has established a dedicated Bakerloo Line Extension Programme with two core functions. The first is to lead the Council's case-making efforts to secure the BLE investment. The second is to coordinate planning for BLE infrastructure and growth around BLE stations. The programme has a dedicated team which consists of a BLE Planning Manager (Julia Robins) and Senior Programme Manager (Stuart Clapham), with part-time support and oversight from a Regeneration Adviser (Claudette Forbes).

## **5. TfL scheme development progress**

- 5.1 In its September 2018 response to the 2017 consultation, TfL outlined several further decisions in relation to the BLE design. These include the desire to explore providing a station at Elephant and Castle which integrates Bakerloo and Northern line services, and the decision not to proceed with a station at Bricklayers Arms on Old Kent Road. Along the section of the route within LB Lewisham, TfL are working to define the siting of the New Cross Gate underground station and developing plans for how a new tube station at Lewisham Station would integrate with National Rail and the DLR.
- 5.2 Council officers meet regularly with TfL counterparts to coordinate planning efforts. Based on these conversations, we understand that TfL have been progressing work on:
- 5.2.1 Refining the design for the core section of the route between Elephant and Castle and Lewisham, including making enhancements to the route alignment (for example to reduce tunnel length and reduce journey times) and finalising proposals around station siting and layout.
  - 5.2.2 Developing the construction approach for the BLE, including tunnelling programmes, works sites and construction logistics. They have been considering a number of options for construction of the line, including the 2014 consultation option of extending down the Hayes line which we consider there is a good business case for.
  - 5.2.3 Leading high-level investigations of the scope and process of any conversion of the Hayes line to Underground operation.
- 5.3 TfL aims to arrive at a Single Preferred Option in spring 2020 which will provide a definitive outline of the preferred BLE scheme including details such as the route alignment and locations of ventilation shafts, stabling, construction sites and other pieces of operational infrastructure.

- 5.4 Prior to this, TfL expects to publish refinements to the proposals in a public consultation in autumn 2019.
- 5.5 The BLE has always been dependent on the upgrade of the existing Bakerloo Line, with new signalling and trains to increase frequencies and reliability. This upgrade, amongst other capital projects, was not committed to in the TfL Business Plan issued in December 2018 owing to TfL funding constraints. Subject to TfL's future funding, the upgrade can be delivered providing the necessary foundation for the extension.
- 5.6 Given their complementary nature, TfL has announced the merger of the two projects into a single Bakerloo Line Upgrade and Extension (BLUE) project. This announcement, the process of which is ongoing, is an exciting development in that it is likely to create cost and logistical synergies between the two projects, and also opens up the opportunity for joint campaigning with boroughs in Northwest London.

## **6. Overview of the Council's BLE Programme**

### **6.1 Casemaking**

- 6.1.1 In terms of casemaking, the BLE Programme consists of workstreams covering evidence to support the BLE business case, alongside communications activities to articulate that case to decision-makers and influencers (including the Back the Bakerloo campaign, industry engagement events and an emerging advocacy component). These are outlined in sections 6.2 and 6.3 below.

### **6.2 Complementary studies**

#### ***Local Economic Impact Assessment***

- 6.2.1 A full understanding of the local and borough-wide impacts of the BLE will strengthen the business case for investment in the BLE and will help the Council to plan for the changes that the BLE will make possible. With this in mind, the Council has partnered with LB Southwark to jointly commission a Local Economic Impact Assessment. The contract for this study has been awarded to regeneration specialists Hatch Regeneris following a competitive tender process.
- 6.2.2 The study will assess the benefits and disbenefits that the BLE will bring to Lewisham's economy both during construction and operation. This will involve looking at a range of factors grouped under three broad categories of 'people', 'place' and 'economy', with impacts ranging from housing development through to economic growth and impacts on employment and deprivation levels.
- 6.2.3 The scope of work includes the potential impacts at all proposed stations between New Cross Gate and Lower Sydenham. The consultants have conducted site visits to all station areas together with officers from the Council's BLE Programme, and have finalised their impact framework and early baseline investigation.

- 6.2.4 To ensure that the outcomes of this study are relevant and compatible with the business case and complement their existing understanding, officers from TfL have been participating in client meetings with the consultants, alongside LB Lewisham and LB Southwark colleagues.
- 6.2.5 The economic assessment of the BLE is expected to be completed in late summer. This will enable its findings to feed into TfL's formal business case prior to definition of the single preferred option in early 2020. It will also enrich the content of the Back the Bakerloo campaign.

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

- 6.2.6 While the current TfL Business Plan includes funding for the development of the plans for the scheme, the capital cost of delivering the BLE has not yet been committed and funding remains the principal risk to making the line a reality. While a settlement with national government will almost certainly be required to deliver the line, a local contribution from London will also be required in some form, as has been the case with other infrastructure projects such as Crossrail and the Northern Line Extension to Battersea.
- 6.2.7 To this end, in mid-2018, Lewisham Council, Southwark Council, and TfL jointly commissioned a study by KPMG to investigate the potential of a range of possible existing and new funding mechanisms, including Land Value Capture techniques, to assess their potential to contribute to the capital cost of the BLE.
- 6.2.8 The study looks at a set of potential funding mechanisms associated with property uplift impacts and related revenue streams. 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. While it does assess the extent to which these mechanisms can contribute to servicing and repaying BLE related borrowings, it does not assess the overall funding position of the whole BLE project (recognising that other funding will also be required).
- 6.2.9 The consultants have analysed a set of land value uplift estimates in a localised area which, in agreement with the client group, is generally a 1km radius around each BLE station. The study area contains 65,643 homes and 925,535m<sup>2</sup> of non-residential floor space.
- 6.2.10 The study assesses the impact of the BLE on the study areas in terms of the number of homes and volume of non-residential floorspace and its 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' (both of which assume that the BLE is constructed and delivers either comparatively moderate or comparatively higher levels of growth).
- 6.2.11 The study is at a high level and provides an insight as to what may be possible as the basis for further investigation. The Mayor is scheduled to be briefed on the

emerging findings of the study in mid-July, while the aim is for the study to be finalised in Autumn.

### **6.3 Communications**

#### ***Back the Bakerloo campaign***

- 6.3.1 In September 2018, LB Southwark and LB Lewisham launched a joint public campaign to raise the profile of the BLE on the local public agenda, under the banner of 'Back the Bakerloo'. The call to action associated with the campaign is to sign a public petition on a dedicated website, [backthebakerloo.org.uk](http://backthebakerloo.org.uk).
- 6.3.2 The Council's communications team and BLE Programme have been actively promoting the campaign and petition through various channels. These have included:
- Lewisham Life enewsletter
  - Lewisham Life magazine
  - Internet and Intranet homepages
  - Joint press release with Millwall FC
  - JC Decaux outdoor advertising boards
  - Blackheath Fireworks
  - Council social media

The Back the Bakerloo petition now has 17,244 pledges (at 4/06/2019).

- 6.3.3 The nomination of the BLE for a New London Award in June 2019 (decision to be announced on 3/7/19) has provided an further opportunity to engage supporters to 'Back the Bakerloo' by voting for the scheme for the 'People's Choice Award'. Officers have been engaging supporters through the Back the Bakerloo mailing list, social media channels, and the council's e-newsletter.

#### ***Communications to councillors and MPs***

- 6.3.4 The Programme has been providing a bi-monthly update to councillors on BLE-related news to ensure that the momentum of TfL and the Council's work to secure the line is disseminated more widely. Feedback on the update has been positive and Officers would welcome further comments and suggestions on how this can be strengthened in future.

#### ***Presentation at Ward Assemblies***

- 6.3.5 Officers on the BLE Programme have presented the BLE scheme and the Council's work towards securing it at a Rushey Green Ward Assembly. We would welcome opportunities to attend future assemblies elsewhere along the proposed route to build momentum for the project.

#### ***Profile raising***

- 6.3.6 The BLE Programme has been working together with colleagues at LB Southwark to raise the profile of the scheme among influencers in the London-wide development and business community. The need for the two council's to promote the project has been increased since TfL and the GLA have been focusing their

infrastructure communications on completing Crossrail 1 and pitching to government for the Crossrail 2 scheme. Other projects competing for investment include HS2, Crossrail to Ebbsfleet (C2E) and West London Orbital Rail.

6.3.7 To this end, Lewisham and Southwark Councils have been attending and participating in industry events both to increase awareness of the project and the commitment of the two councils to see it delivered. The Bakerloo Line Extension has had stands and presented at each of the below events, in each case together with LB Southwark colleagues.

- London Real Estate Forum (LREF) 2018
- MIPIM UK 2018 (Property forum)
- London Infrastructure Summit 2018
- LREF 2019

6.3.8 The events have proven to be excellent forums to raise general awareness of the BLE and the Council's support of it, as well as to gain a platform alongside senior officers and political figures from organisations including the GLA, Network Rail, National Government and major developers.

6.3.9 The Programme has confirmed its attendance at the London Infrastructure Summit in September 2019, where Mayor Damien Egan and Southwark Council Leader Peter John will share a stage with Michelle Dix (Crossrail 2 Managing Director) on a panel discussion entitled "Unlocking housing through infrastructure investment"

6.3.10 The BLE Programme team are currently in the process of further developing the events programme, in discussion with LB Southwark.

### ***Advocacy***

6.3.11 As outlined above, the principal risk to construction of the BLE is securing funding. Officers have already advocated on behalf of the Council for the designation of the BLE as a strategic infrastructure project in order to qualify for MCIL2 funding.

6.3.12 A future advocacy moment is likely to arise around the upcoming Comprehensive Spending Review. Given that TfL have numerous other infrastructure funding priorities, not least Crossrail 2, it will be necessary to ensure that the BLE is adequately represented at this by Lewisham and Southwark Councils, alongside other important stakeholders along the route. The merging of the BLE into the Bakerloo Line Upgrade project presents additional possibilities for joint representations to the Treasury as part of this.

6.3.13 Officers on the BLE Programme are in the early stages of exploring a programme for the Comprehensive Spending Review, and would welcome the input and suggestions of members in this.

## **6.4 *Planning update***

6.4.1 In terms of planning, the Programme consists of a number of workstreams including planning policy and coordination of transport and spatial planning around specific

future BLE stations at New Cross Gate, Lewisham, Catford and Lower Sydenham. BLE planning activities are outlined in the below sections 6.5 and 6.6.

## **6.5 Planning Policy**

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

- 6.5.1 The Council's existing planning policy (contained within the development plan) comprises the Core Strategy, Development Management Local Plan, Lewisham Town Centre Local Plan. These pre-date the BLE project. However, these policy documents promote growth along in the designated Regeneration and Growth corridor which is consistent with the BLE route in covering New Cross/Deptford, Lewisham Town Centre and Catford.
- 6.5.2 To ensure that there is a clear and consistent application of the existing policy position to support the delivery of the BLE, a Direction of Travel document was prepared in November 2017 in advance of a new local plan. The resulting document, "Direction of Travel: Accommodating the Bakerloo Line Extension" sets out how the Council's existing planning policy framework supports the delivery of the BLE and how the Council will proactively support, plan for and sustainably deliver growth and development associated with its arrival to the benefit of the whole Borough.
- 6.5.3 The document 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 brought forward in a managed and coordinated way.

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

- 6.5.4 A draft of the new Lewisham Local Plan is expected to be published for consultation in early 2020. The BLE and the opportunities it will bring form part of the spatial strategy contained within the new plan.

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

- 6.5.5 The draft London Plan was published on 29<sup>th</sup> November 2017 which gives support to the BLE in Policy T3 and Table 10.1.
- 6.5.6 The draft London Plan Examination in Public has now completed and is pending the final inspectors report, with adoption expected in late 2019.

### ***Mayoral CIL***

- 6.5.7 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.

- 6.5.8 The Examination in Public was held in September 2018 when it was confirmed by the Examiner that the approach taken by the Mayor of London is that Crossrail 2 should be given priority for funding from MCIL2 as a major strategic scheme that would have wide-spread benefits. In the event that Crossrail 2 is not taken forward, the Mayor would apply the proceeds from MCIL2 to other strategic infrastructure projects in London.
- 6.5.9 MCIL2 was adopted in February 2019 and has been charged on new development from April 2019.

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

- 6.5.10 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. Further to approval by TfL and the GLA, this document has now been adopted.
- 6.5.11 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.
- 6.5.12 The benefits of the Bakerloo Line Extension are noted throughout the LIP3, which strongly supports the extension to Hayes in a single phase. It notes that the BLE and associated Lewisham Strategic Interchange will support the expected housing growth by providing increased capacity and more frequent, reliable services. The refreshed Rail Vision document also includes an aspiration for the relocation of Lower Sydenham station, which would be on the BLE, to the north to facilitate enhanced bus interchange on Southend Lane, and to support growth opportunities at Bell Green.

### **6.6 Site specific planning**

#### ***New Cross Gate***

- 6.6.1 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.

6.6.2 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.

6.6.3 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:

- The New Cross Area Framework covering an area of approximately 1km radius around New Cross Gate station. This includes a detailed Station Opportunity Study.
- An A2 Corridor Study

6.6.4 These projects have investigated the implications of the BLE and opportunities that it would bring at various scales. Each study has informed an implementation plan that details individual projects, sites and interventions contained within them, and identifies potential timeframes, partners and funding opportunities.

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

6.6.5 The Council recognises that the BLE offers a huge range of opportunities to New Cross as a place and that these need to be balanced with the area's existing character. Led by the Council, and working together with TfL and the GLA, the New Cross Area Framework covers an area of approximately 1km radius around New Cross Gate station and includes:

- 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 how an improved public realm and traffic impact mitigation measures could improve the environment.
- 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 as well as their typology; assessing how key assets within the area including Goldsmiths University, Lewisham College and the creative industries can be supported and grow.
- 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

6.6.6 The Area Framework and Station Opportunity Study was reported to the Mayor and Cabinet meeting in April 2019 for approval. It was resolved that:

- (1) the content of the New Cross Area Framework and Station Opportunity Study be approved as part of the evidence base for the new Lewisham Local Plan;

- (2) the LB Lewisham Strategic Planning team be authorised to progress the New Cross Area Framework and Station Opportunity Study to full Supplementary Planning Document status.
- (3) the report be referred to Council.

The study is currently being viability tested by consultants, BPS, with a view to a Supplementary Planning Document being processed later this year.

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

- 6.6.7 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.

### ***Lewisham***

#### ***Lewisham Station Interchange***

- 6.6.8 The 2017 consultation TfL identified a location for a new Bakerloo line station adjacent to the existing station in Thurston Road.
- 6.6.9 The Mayor of London'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.
- 6.6.10 Lewisham Station currently suffers from a number of issues related to capacity, legibility and quality of the station environment. It also presents a number of issues in terms of access and severance to sites to the west (Thurston Road) and north (Conington Road/Lewisham Road). Collectively, these issues mean that the current Lewisham Station does not provide an adequate sense of arrival to the town centre, especially considering the aspiration that Lewisham will become a Metropolitan Centre. The arrival of the BLE to Lewisham has the potential to further complicate the station layout and legibility. However, conversely it also represents an opportunity to provide a fitting gateway to a revitalised metropolitan centre.
- 6.6.11 With a view to addressing these issues, the Council, Network Rail and TfL funded and commissioned the Lewisham Interchange Study. 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 both on the station itself and in its relationship and impact on the surrounding area. The study was completed in 2017 by consultant team Studio Egret West and Atkins.
- 6.6.12 Following this, the three parties are working to deliver a holistic scheme for the station interchange area which meets a commonly-agreed vision and objectives:

### *Vision*

To work together to create a strategy for 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.

### *Objectives*

1. A well designed, high-quality, integrated interchange between modes which has sufficient capacity to meet current and future demand
2. A station which is well connected with the local area and easy to access by active modes
3. A station which actively supports growth in Lewisham town centre and the surrounding area.

6.6.13 The Council is working with TfL, GLA, Network Rail and Southeastern Trains to develop a deliverable station upgrade scheme which addresses the issues and delivers the shared vision and objectives to secure a high quality interchange. The Council is currently working with Network Rail to develop a Strategic Outline Business Case for a large-scale station enhancement scheme, and seeks to use the basis of the 2017 study as the foundation for this.

6.6.14 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 Lewisham Station Interchange meeting is scheduled for 24th July 2019.

6.6.15 The Council has been working to formalise the commitment to joint working with Network Rail and TfL to ensure that efforts lead to a holistic approach across the different parties and interests. To this end, a MoU has been drafted to agree the strategy and mechanisms for continued joint working.

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

6.6.16 Officers have been working to ensure that developments around Lewisham Station facilitate the arrival of the BLE and the future upgrade of the station interchange.

6.6.17 There are two schemes which have specific provision for the BLE within them: The Carpetright scheme provides passive provision for a future station entrance to the BLE station; and the Connington Road scheme 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.

6.6.18 The Carpetright scheme is due to be heard at Strategic Planning Committee in July. The Connington Road scheme has been the subject of a recent Planning Inquiry, the outcome of which is still awaited.

6.6.19 The Council has also, for the last two years, sought Section 106 financial contributions from major schemes in Lewisham town centre towards improving capacity, efficiency and safety at Lewisham Station.

### ***Catford***

6.6.20 The Council is leading on major regeneration plans to transform Catford town centre by rerouting the South Circular, redeveloping Catford Shopping Centre, redeveloping of Milford Towers, constructing new homes across the town centre, creating pedestrian-friendly areas, open spaces and new community facilities.

6.6.21 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.

### ***Lower Sydenham***

6.6.22 Following a positive response to the prospect of a masterplan for Lower Sydenham, officers have been developing a funding strategy. The GLA and TfL are supportive of the Council 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. Specifically:

- The enhanced opportunities the BLE offers for homes (including affordable homes) and employment, which would support the business case for the BLE beyond Lewisham.
- To support an ambition 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 and public realm issues, including the Bell Green gyratory, rail over-bridge to the east of Bell Green, and sense of arrival at Lower Sydenham Station.
- To reduce development pressure on a number of sites.

6.6.23 A consultation strategy can be established which would draw on the recent positive engagement process in Catford. Residents are active in the area and the council will seek to work with them during the process. Effective stakeholder engagement is the foundation for effective master-planning.

6.6.24 The Council intends to commission a masterplan of the area once suitable funding has been sourced. Indicative outputs of this include:

- A strategic masterplan study for Lower Sydenham and wider area.
- A detailed masterplan study for each of the key sites informed by a high level vision for the place as a whole.
- An investigation into the feasibility of relocating Lower Sydenham station northwards to support growth at Bell Green and improve local bus interchange.

- A detailed transport assessment.
- An employment strategy to identify opportunities for local employment generation, recognising the opportunities that the BLE brings to address high local levels of deprivation.
- An implementation plan that details individual projects, sites and interventions contained within the study, and identifying potential timeframes, partners and funding opportunities.

6.6.25 The Council is currently working with partners to secure funding for this masterplanning work.

## **7. Draft Timescale**

7.1 Key upcoming dates on the BLE programme include:

- Autumn 2019 – Public Consultation
- Spring 2020 – Confirmation of TfL’s Single Preferred Option
- Late 2020 – Submission of Transport and Works Act Order
- 2023 – Construction commences
- 2029 – Line opens

## **8. Financial Implications**

8.1 There are no direct financial implications arising from agreeing the recommendations of this report. As the scheme continues to be developed, officers will ensure that any financial implications for the local authority to consider are reported through to Mayor and Cabinet at the appropriate time

## **9. Legal implications**

9.1 There are no direct legal implications arising from the recommendations of this report

## **10. Crime and Disorder Implications**

10.1 There are no direct crime and disorder implications arising from the recommendations of this report.

## **11. Equalities Implications**

11.1 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.

11.2 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

## 12. Environmental Implications

12.1 There are no direct environmental implications arising from the recommendations of this report.

### Background documents and originator

| Short Title Document                                   | Web Link   | Date | File Location  | File Reference     | Contact Officer | Exempt |
|--|--|------|----------------|--------------------|-----------------|--------|
| Bakerloo Line Direction of Travel Document             | <a href="https://www.lewisham.gov.uk/bakerloolineextension">https://www.lewisham.gov.uk/bakerloolineextension</a>  | 2017 | Laurence House | Planning Policy    | Julia Robins    | No     |
| New Cross Area Framework                               | <a href="https://consultation.lewisham.gov.uk/planning/new-cross-area-framework/">https://consultation.lewisham.gov.uk/planning/new-cross-area-framework/</a>                                | 2018 | Laurence House | Planning Policy    | Julia Robins    | No     |
| Mayor and Cabinet decision on New Cross Area Framework | <a href="http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&amp;MId=5440">http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&amp;MId=5440</a><br>(item 30) | 2019 | Laurence House | Committee Decision | Julia Robins    | No     |

If you have any queries on this report, please contact Stuart Clapham, Senior Programme Manager – Bakerloo Line Extension, 3rd floor, Old Town Hall, Catford SE6 4RU, telephone 0208 314 3319