

<b>Committee</b>	Sustainable Development Select Committee	<b>Item No.</b>	4
<b>Report Title</b>	Integrated Transport – Bakerloo Line Extension		
<b>Ward</b>	All Wards		
<b>Contributors</b>	Scrutiny Manager		
<b>Class</b>	Part 1	<b>Date:</b>	15 March 2012

## 1. Summary

- 1.1. The item will give a chance for the Committee to further consider the possible Bakerloo Line Extension that could extend to the London Borough of Lewisham.

## 2. Purpose of the Report

- 2.1. To update the Committee on the status of a possible extension to the Bakerloo Line into the London Borough of Lewisham. Information was provided at the September 2010 meeting outlining the process that will be followed if the extension takes place and information will be presented at the meeting by Jonathon Roberts of JRC Consulting.

## 3. Recommendations

- 3.1. The Select Committee is recommended to note the information presented here and at Committee and use it to inform discussion on how future action.

## 4. Background

- 4.1. Within the London Mayor's Transport Strategy (published May 2010) the Bakerloo Line is acknowledged as having an important role in London's transport geography, serving the strategic northwest-southeast corridor. It states that a Bakerloo southern extension "would allow the line to serve inner and outer southeast London. This would create a new southeast to northwest strategic route through the Capital, serving areas with poor transport accessibility and freeing up National Rail capacity at London Bridge for other service Improvements".
- 4.2. Within the strategy, proposal 22 states that the Mayor and associated partners and stakeholders will seek longer-term enhancements and extensions to the Underground network, including a potential southern extension to the Bakerloo line. This would "utilise spare line capacity, improve connectivity and journey times, while providing relief to congested National Rail approaches to central London from the south/southeast, subject to resources and the results of further study". It is anticipated that the cost of the scheme would be high, with a completion date post 2020.
- 4.3. At the September 2010 meeting the Committee heard from Jonathan Roberts, who outlined the background to underground line extensions in general, and the Bakerloo in

particular as well as potential route options. Members were informed that a Bakerloo extension is in the London Mayor's transport strategy as a possibility, but that it is competing for funding and was unlikely to be affordable until the late 2010s or 2020s. There is also potential for a Crossrail 2 project at a similar time, and HS2, the high speed national rail project (now given the go ahead). It was pointed out that a project such as this would need more than one borough to support it. There would need to be a strong case put forward from a wide range of places across the region, with all-party political support as well as strong support from community groups.

- 4.4. Members discussed a series of issues surrounding a potential extension including whether it would be possible to extend the DLR southwards to provide a more extensive Canary Wharf link. This could be a complementary addition to a possible Bakerloo extension, as the DLR line to Lewisham was designed with potential for extension, and this is not a 'classic' central London access route. In addition the benefits of the East London Line were discussed, which included redevelopment, and whether there are enough opportunities for this in such a suburban setting. It was felt that Section 106 contributions or equivalent could help with paying for construction of the extension, but that every item of added revenue and benefit that could be made would help to make a business case. The future spatial and economic growth strategies would be important.
- 4.5. Jonathan Roberts also raised a number of points with the Committee concerning the implications that a Bakerloo extension could have including freeing up capacity at London Bridge, the replacement of a mainline route wholly with a tube route if the extension goes ahead and issues around capacity of smaller tube trains running frequently or larger rail trains running less frequently.
- 4.6. Jonathan Roberts indicated that a key idea was to think of what London will look like in 10 to 20 years time and design a service that will be fit for purpose then not now. It was pointed out that London Bridge station could still be overwhelmed due to increased population in the south east of London and the south east in general.
- 4.7. At the end of the meeting the Committee resolved that the information presented should be referred to Mayor and Cabinet in order for them to be made aware of it. Lewisham Council should consider whether a Bakerloo extension would benefit Lewisham, whether it would be practical to pursue it and whether it should start contacting other local authorities and/or relevant bodies across London and the south-east in order to start lobbying for it to be a top priority for approval and construction.

## **5. Financial Implications**

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

## **6. Legal Implications**

- 6.1. There are no legal implications arising from this report.

## **7. Equalities Implications**

- 7.1. There are no legal implications arising from this report.