
Secretariat memorandum

Author: Tim Bellenger

Agenda item: 5

PC106

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Bakerloo line extension

1 Purpose of report

- 1.1. To advise members of Transport for London's (TfL) consultation on the proposed extension of the Bakerloo line from Elephant & Castle to Lewisham

2 Recommendation

- 2.1. Members are recommended to agree to support the proposal to extend the Bakerloo line to Lewisham subject to the following:
- That the existing Elephant & Castle station(s) are made fully accessible
 - That a feasibility study is made of substituting a station for the ventilation shaft at Bricklayer's Arms
 - No preference for the sites for stations at Old Kent Road 1 and 2.
 - That Lewisham station should have additional entrances from the Brookmill Road and Tesco superstore sides.
 - That the extension works do not preclude further extensions onto existing Network Rail operated lines at Lewisham.

3 Background

- 3.1. In Autumn 2014 TfL consulted on a number of options for an extension of the Bakerloo line further into South East London from the current terminus at Elephant & Castle, and as a result now come forward with a firmer proposal. London TravelWatch responded¹ to the original consultation with support for the concept of an extension.
- 3.2. The details of the new consultation can be found at:-
<https://consultations.tfl.gov.uk/tube/bakerloo-extension/> .

¹ http://www.londontravelwatch.org.uk/documents/get_lob?id=3940&field=file

4 What is proposed?

- 4.1. TfL propose to extend the Bakerloo line to Lewisham via a route with two stations on the Old Kent Road and an interchange with the East London Line and Southern services at New Cross Gate.
- 4.2. At this stage the proposals do not include any further extension of the Bakerloo line beyond Lewisham using railway lines currently operated by Southeastern. However, the terminus arrangements at Lewisham and 'overrun' tunnels at Ladywell would allow a connection to be built at a later date. TfL and Network Rail are continuing work on possible routes for the Bakerloo line beyond Lewisham.
- 4.3. The route via Old Kent Road has been chosen because it offers the most opportunity for the construction of new homes. The sites for all three new stations (Old Kent Road 1, Old Kent Road 2 and New Cross Gate) are currently occupied by superstores operated by Tesco, Toys R Us and Sainsbury's. The method of construction proposed for stations on these sites would allow these shops to continue trading during the building period. This would remove the need for users of these shops to travel to alternative sites for food shopping. In addition there are two sites proposed for ventilation shafts and also extensive alterations to Elephant & Castle and Lewisham stations.
- 4.4. The alternative route via Camberwell was rejected due to the additional journey time penalty that it would have imposed on trains and because it offered less opportunities for additional housing. TfL and London Borough of Southwark are exploring the feasibility of reopening Camberwell station on the Thameslink route between Loughborough Junction / Denmark Hill and Elephant & Castle as an alternative to a Camberwell station on the Bakerloo line.
- 4.5. The construction of this route is closely tied to the upgrade of the rest of the Bakerloo line and the need to replace the existing rolling stock at around the time this extension is proposed for completion. Combining each of these projects will be beneficial to passengers as it would reduce the amount of time that services are disrupted and also mean that costs are minimised.

5 Discussion

- 5.1. The extension of the Bakerloo line further into South East London is a major opportunity to improve the journeys of passengers in this area. The two Old Kent Road stations are in locations relatively remote from other rail services and would substantially improve the public transport accessibility of their potential catchment areas.
- 5.2. The air ventilation shaft site at Bricklayers Arms also has the potential to be used as a station rather than as a simple ventilation shaft. It is in an area remote from the rail network and people living nearby are dependent on buses to get to the current terminus at Elephant & Castle.
- 5.3. The proposed new station buildings and platforms at Lewisham offer the opportunity to provide additional passenger entrances to the existing station(s) particularly from the Brookmill Road direction. However, there is also a need to improve access from the north easterly (Tesco superstore) direction.

- 5.4. The ability to extend the Bakerloo line beyond Lewisham onto existing Network Rail tracks to replace Southeastern services is a vital part of the viability of this extension. This is because without this, the wider benefits of releasing train paths on the approaches to London Bridge for reuse by services from other routes cannot be realised. It is therefore very important to ensure that extension beyond Lewisham is not precluded at a future date.

6 Equalities and inclusion implications

- 6.1. All new stations on the proposed extension would be fully accessible and the extension may also facilitate an upgrade to Elephant & Castle station to allow full step free access.
- 6.2. The extension will also allow greater access to jobs and services from areas of South East London with relatively low public transport accessibility levels.

7 Legal powers

- 7.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).
- 7.2. Section 252A of the Greater London Authority Act 1999 places a duty upon London TravelWatch (as the London Transport Users Committee) to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

8 Financial implications

- 8.1. There are no financial implications for London TravelWatch arising from this report.