

Cabinet

Tuesday 18 November 2014

4.00 pm

Ground Floor Meeting Room GO1A, 160 Tooley Street, London SE1
2QH

Supplemental Agenda No. 1

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Date: 10 November 2014

Item No. 20.	Classification: Open	Date: 18 November 2014	Meeting Name: Cabinet
Report title:		Approval of the Council's Consultation Response to the Transport for London (TfL) Bakerloo Line Extension Consultation	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Mark Williams, Regeneration, Planning and Transport	

FOREWORD – COUNCILLOR WILLIAMS, CABINET MEMBER FOR REGENERATION, PLANNING AND TRANSPORT

Extending the Bakerloo Line will provide long overdue improved access to public transport and employment opportunities for residents and businesses in Southwark. It is therefore essential that this project is funded, prioritised and delivered as soon as possible. This report set outs the key principles of the council's proposed response to the current TfL consultation. We will put the case for the extension of the Bakerloo Line further into the borough in the strongest terms. In doing so we will first and foremost take on board the needs of our affected communities both now and in the future. Our response will be underpinned with a carefully considered review of the consultation from a technical, operational and land use planning perspective. We are committed to fighting for both proposed routes through Southwark as we believe both are required and justified by the feasibility work carried out to date. In 2013, the Council Leader secured a commitment from the Mayor of London to extend the Bakerloo line into Camberwell and Peckham and we intend to hold him to that pledge. We are equally clear that the extension should also serve the development area of the Old Kent Road.

I commend the proposals outlined within this report. The Bakerloo Line Extension will provide a significant long term benefit to both local residents, businesses and visitors to the borough.

RECOMMENDATION

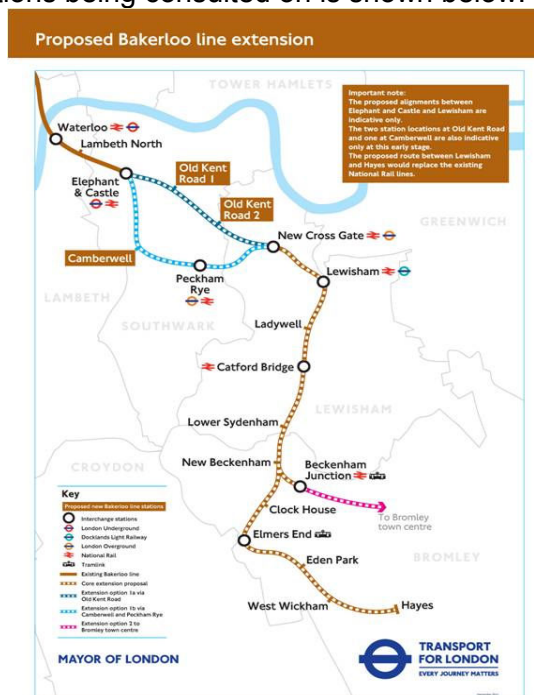
1. That cabinet approves the information contained within this report which forms the council's response to Transport for London's consultation for the Bakerloo line extension (BLE).

BACKGROUND INFORMATION

2. Transport for London (TfL) is currently (between 30/09/14 and 07/12/14) undertaking a consultation of the public and interested parties about the possible extension and associated route options for the Bakerloo line from Elephant & Castle through Southwark towards Lewisham, Bromley and Hayes.
3. The proposals are currently unfunded and it is envisaged that an extension as far as Hayes would cost between £2 and £3 billion. If funding is identified, construction could commence as early as 2023 and begin operating as early 2030. The Mayor's recent policy document 'London 2050', however, has delivery planned for around 2040.

4. The extension of the line is designed to improve transport connections for south east London. Growth is forecast in areas such as Lewisham, Catford, New Cross and the Old Kent Road. Predicted population growth will place additional pressure on these area's road and rail networks.
5. A number of potential benefits arise from the development of the Bakerloo line which will impact upon Southwark residents. These include:
 - Long overdue improved access to public transport and employment opportunities for local residents.
 - The inclusion of southeast London on the Tube network will help support the development and regeneration in the area.
 - Improved journey times and network capacity with a high frequency Tube service.
 - Enhanced connections between southeast London and central London and the Docklands via the Docklands Light Railway (DLR) at Lewisham.
 - Improved capacity and relieving crowding on National Rail by allowing train paths to be reallocated to other routes to better match demand.
 - Reduction in traffic congestion and air pollution by offering a new public transport opportunity.
6. There are three route options that are being consulted upon which relate to the tunnelling alignment through Southwark and southern end destination of the line. These include:
 - Option 1a – Elephant & Castle to Hayes and Beckenham Junction, via Old Kent Road, New Cross Gate and Lewisham.
 - Option 1b – Elephant & Castle to Hayes and Beckenham Junction via Camberwell, New Cross Gate and Lewisham.
 - Option 2 – Elephant & Castle to Hayes and Bromley town centre.

A map of the options being consulted on is shown below.



7. To inform the further development of the scheme, Transport for London are undertaking the consultation to seek views on the BLE and gauge understanding on the following issues:
- Potential support for the proposal in principal and considering future development in the affected areas
 - Which route between Elephant & Castle and New Cross Gate is preferred through Southwark (Option 1a via Old Kent Road or Option 1b via Camberwell and Peckham Rye).
 - Levels of support for the extension terminating at Lewisham or going on to Beckenham Junction and Hayes.
 - Support for an additional extension into Bromley town centre.

KEY ISSUES FOR CONSIDERATION

8. The consultation being undertaken into the route options for the BLE raises numerous borough and cross boundary issues concerning the proposed tube service specification for the BLE, existing and future national rail train service specification, station provision and future development/land use pressures across the proposed corridor(s).
9. The following table summarises the key issues raised by the consultation together with a proposed policy response.

Issue	Suggested policy response to the consultation
Route options through Southwark	The council strongly supports the development and delivery of both route options through Southwark. The business case is strong for both options. We fully expect that both route options via Old Kent Road and via Camberwell and Peckham Rye will be taken forward for further consideration.
Southern terminus options	<p>The council considers that the BLE should improve transport connectivity across the sub-region, including to our neighbouring boroughs Lewisham and Bromley. In particular, the council considers that the proposed extension to Bromley town centre would be beneficial, in addition to the extension to Hayes. We will continue to work positively to build a broad coalition of support for this project.</p> <p>The extension to Hayes has the potential to release train paths which could in turn reduce congestion on rail services in the sub-region. Should these paths into London Bridge become available they should be re-allocated wherever feasible, to benefit as wide a number of passengers as possible.</p> <p>In any event, the choice of southern terminus option should have no adverse impact upon existing local rail services that originate outside the borough and serve stations within Southwark. For example, existing Southern Beckenham Junction to London Bridge services</p>

Issue	Suggested policy response to the consultation
	should not be withdrawn or reduced in frequency if BLE services started there.
National rail network development options and the re-opening of Camberwell station	The council strongly supports the consultation background paper's recognition that improvements to the national rail network in south east London would provide value and should be further considered. In particular the council strongly supports the re-opening of Camberwell Station and is currently pro-actively developing the case for this.
Old Kent Road station locations	Regarding the Old Kent Road route, the council would expect to see a comprehensive site selection process. This must take into account both serving existing residential and commercial development and future planned development needs.
Journey time and passenger demand analysis	The journey time analysis presented provides no indication of journey times between intermediate stops. This should be provided for both routes through Southwark to understand the journey time implications on each route. Accompanying passenger demand forecasting for each route option and cross modal impact should be provided. This helps to build the wider transport planning case of each route option.
Elephant & Castle station capacity (Bakerloo Line booking hall)	Elephant & Castle Bakerloo line station is currently served by 3 lifts. The extra potential passenger demand generated by the extension will increase station usage. Therefore, access arrangements between surface and platform level must be improved. Without this, the full benefits of any extension would not be realised. Residential and business development pressures in the Elephant & Castle area will create sustained additional demand.
Funding and delivery	The council is prepared to work proactively with TfL to develop a funding package for delivery of the BLE. Nonetheless significant funding for the project must come from a national level. The scheme supports vital growth in London and the sub region which in turn will support the national economy. The BLE must be prioritised and a firm timetable for delivery established. The target date for commencement of services should be 2030 or earlier.

Policy implications

10. The extension of the Bakerloo line into south London would make long overdue public transport improvements to the area. It would assist in the re-generation and economic development of the area. The extension is supported by the council's Transport Plan 2011, Southwark Plan and emerging New Southwark Plan.

Community impact statement

11. The BLE will increase opportunities in the long term to use public transport and will improve the overall health and life chances for all people.

Resource implications

12. No significant resource implications are noted other than the continuing need for officer input in dialogue with TfL over development of the proposals.

Consultation

13. The submission to the consultation draws on clearly expressed community views and the council will continue to work closely with local stakeholders on this matter.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Cabinet Member	Councillor Mark Williams, Regeneration, Planning and Transport	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Simon Phillips, Acting Transport Policy Manager	
Version	Final	
Dated	10 November 2014	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Legal Services	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	10 November 2014	

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