

Lewisham local plan examination in public

Transport for London written statement on the planned Bakerloo line extension

1 Purpose

- 1.1 This note responds to a request made by the inspectors on 18 June 2024 at the session on Matter 3 (Vision, Objectives and Spatial Strategy) at the examination in public of the Lewisham local plan for Transport for London (TfL) to provide further information to be submitted to the examination on the expected programme and current funding position of the Bakerloo line extension (BLE). It presents the position with regards to the scheme as of June 2024.

2 Context

- 2.1 TfL is proposing to construct an extension of the Bakerloo line to serve southeast London. The proposed extension would run underground from Elephant & Castle to Lewisham via new stations at Burgess Park, Old Kent Road and New Cross Gate. A reversing and stabling facility would be constructed beyond Lewisham at the site of the Wearside Road Council depot. There is also the opportunity for a further extension (Phase 2) beyond Lewisham to Hayes and Beckenham Junction. This further extension would make use of existing Network Rail infrastructure and could be delivered at the same time as Phase 1 or at a later date.
- 2.2 The BLE is supported by the London Plan and the Mayor's Transport Strategy as well as the Southwark local plan and draft Lewisham local plan. The London Plan has identified the BLE as a key infrastructure project that will deliver significant opportunities within the Old Kent Road and New Cross/Lewisham/Catford Opportunity Areas.
- 2.3 TfL have carried out three public consultations on the BLE, in 2014, 2017 and 2019. The responses to the public consultation have been overwhelmingly positive and the feedback has informed the ongoing development of the scheme. This includes work to develop the Phase 2 extension to Hayes and Beckenham Junction which was strongly supported in the 2019 public consultation.
- 2.4 Informed by the response to the public consultations, in March 2021, the Secretary of State for Transport issued Statutory Safeguarding Directions for the Phase 1 part of the scheme, between Lambeth North and Wearside.

3 Current Stage of Work

- 3.1 TfL continues to progress the development of the BLE in collaboration with Lewisham and Southwark councils and other partners. The current stage of work involves updating the feasibility design to develop the plans for the potential Phase 2 part of the scheme and to enable confirmation of the preferred option for the scheme, as well as updating the funding strategy and business case. This stage of work is fully funded and is due to run until autumn 2025.

3.2 As part of this, different scheme options are being considered including the delivery programme. The outputs of this stage of work will be an identified preferred option to consult upon and progress. The options under consideration are set out in Table 1 below:

Table 1: Summary of options under current consideration

Option	Option Route Description
Phase 1 only	BLE to Lewisham only
Phase 1 and 2 together	BLE to Hayes and Beckenham Junction
Phase 1 initially followed by Phase 2	BLE to Lewisham followed by Lewisham to Hayes and Beckenham Junction at a later date

3.3 Upon the conclusion of this work, the preferred option will be subject to public consultation, before the development of a concept design that would be the basis of an application for a Transport and Works Act 1992 order (TWAO) to be submitted to the Secretary of State for Transport to seek powers to build and operate the BLE. The TWAO application would be accompanied by an application for planning permission for the BLE.

4 Programme Delivery

4.1 The anticipated programme to delivery would vary depending upon which option is pursued and the chosen delivery programme. As is common for major infrastructure projects, the programme to delivery remains dependent upon confirmation of funding, planning, further public consultation, and the chosen delivery and contractual mechanisms to construct the scheme.

4.2 The three programme options are set out in appendix 1. This shows that regardless of whether Phase 1 is delivered alone or Phases 1 and 2 are delivered together, the BLE could be operational by 2038. This is because both phases can be delivered in parallel. In a scenario where Phase 2 is delivered sometime after Phase 1, there is flexibility over the delivery timetable. However, we anticipate construction of Phase 2 would commence shortly after the main construction works on Phase 1 are completed.

4.3 All three programmes are considered achievable and remain viable options. They have been developed alongside the scheme design and have been informed by TfL’s experience of delivering similar large-scale infrastructure projects such as the Northern line extension to Battersea, the Elizabeth line (Crossrail), the extension of the London Overground to Barking Riverside, and the Bank and Victoria station upgrades.

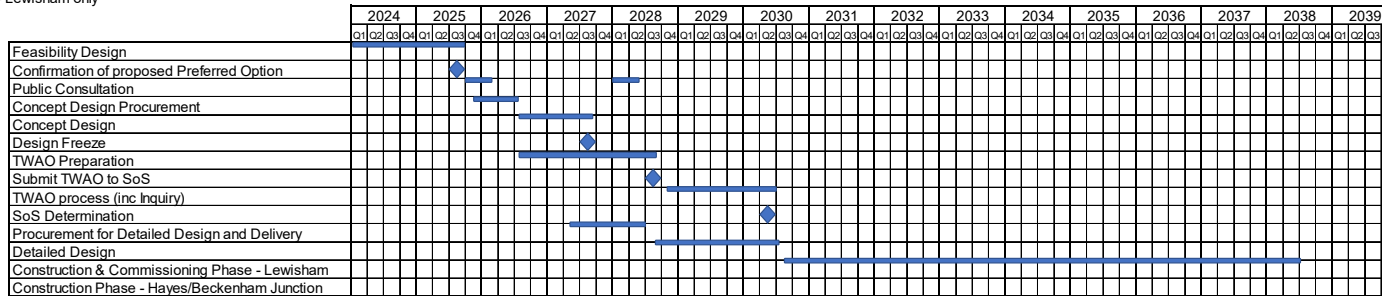
5 Funding position

5.1 In addition to being a priority project in the London Plan and the Mayor’s Transport Strategy, the scheme is included in TfL’s Business Plan and is funded to the end of the current stage of work. Funding for future stages will be agreed through the annual TfL business planning process and through discussions with central Government and other funding partners. It is worth noting that as of March 2024 the London Borough of Southwark have committed 50 per cent of their Strategic CIL to the BLE.

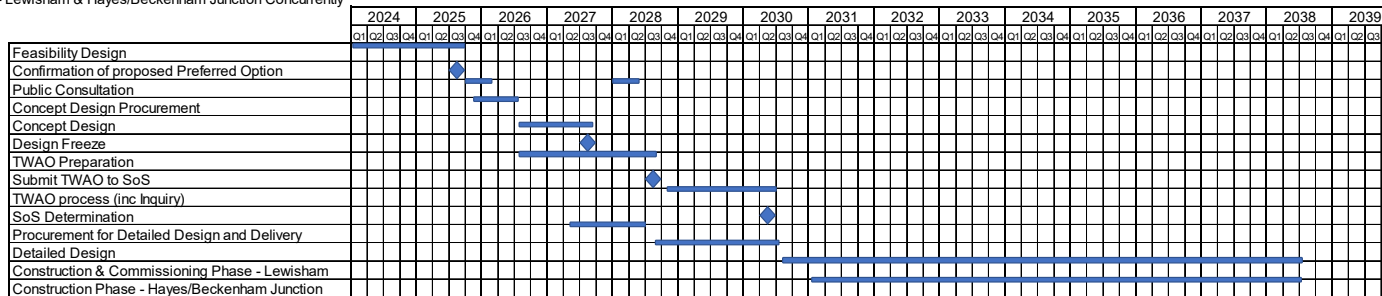
5.2 In keeping with previous schemes for which TfL has made similar applications to build, full funding for delivery of the scheme is not expected to be confirmed until just prior to a TWAO application. As part of the TWAO application process, TfL is required to submit a funding statement that demonstrates that there is a realistic prospect of the necessary funding being available. This is established procedure and is consistent with other similar schemes such as the Northern line extension to Battersea and the Barking Riverside extension.

Appendix 1 Indicative BLE delivery programmes

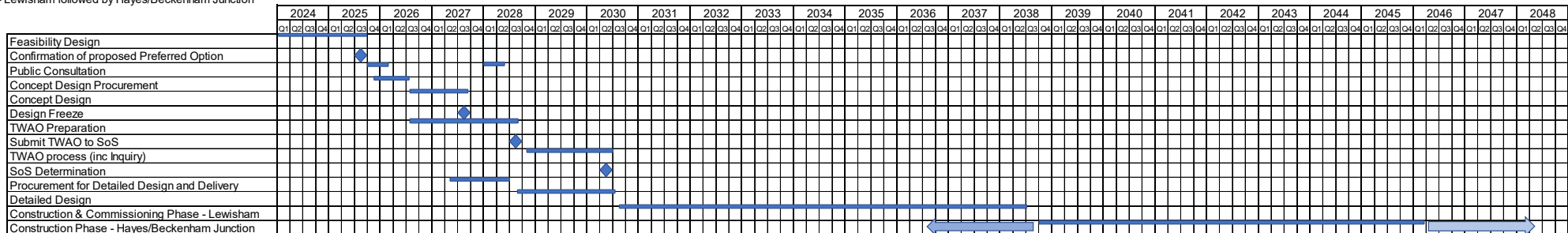
Option 1 - Lewisham only



Option 2 - Lewisham & Hayes/Beckenham Junction Concurrently



Option 3 - Lewisham followed by Hayes/Beckenham Junction



* All indicative programmes are dependent upon funding and planning consent.