

Response ID [REDACTED]

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Introduction

1 What is your name?

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4 If responding on behalf of an organisation, business or campaign group, please provide us with the name:

Organisation:
Railfuture (Head of Infrastructure & Networks Group)

5 Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle?

Strongly support

6 Please use this space for any further views/comments on the above question

Please use this space for any further views/comments on the above question:
We consider that extension of the Bakerloo Line is essential to support the economy of London by providing access to rail transport in the area of South East London between Elephant and Castle, Bermondsey, Peckham and Camberwell. The extension would also allow the existing Bakerloo Line station at Elephant and Castle to be relocated to create an effective interchange with the Thameslink line station, as the basis of a transport hub serving local bus routes and the high-density housing in the area.

7 One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?

Yes

8 Please use this space for any further views/comments on the above question

Please use this space for any further views/comments on the above question:
New developments are required to stimulate economic growth in south-east London, and the Bakerloo Line extension is required to support those development schemes. Therefore some funding for the extension should be provided by developers of those schemes and by capturing some of the growth in property values that will result from the easy access to London that the extension will provide.

9 One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (option 1a). Do you support a route along the Old Kent Road?

Support

10 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:
The route option which will generate the most economic growth and the most new rail passenger traffic should be chosen. We consider this would be achieved by a route via an intermediate station on the Old Kent Road near the Aylesbury Estate to Peckham, where a double ended terminal station could provide exits to Peckham Rye station (for interchange with orbital Overground rail services and the existing rail link to Lewisham) and nearer Peckham High Street (for the shopping centre). This route would support development in the areas of both Old Kent Road and Peckham, rather than choosing one or the other. A second intermediate station could also be provided on the Old Kent Road if needed.

11 Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (option 1b). Do you support a route via Camberwell and Peckham Rye?

Oppose

12 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

The route option which will generate the most economic growth and the most new rail passenger traffic should be chosen. We consider this would be achieved by a route via an intermediate station on the Old Kent Road near the Aylesbury Estate to Peckham, where a double ended terminal station could provide exits to Peckham Rye station (for interchange with orbital Overground rail services and the existing rail link to Lewisham) and nearer Peckham High Street (for the shopping centre). This route would support development in the areas of both Old Kent Road and Peckham, rather than choosing one or the other. Access to the rail network at Camberwell can be provided more cost-effectively by reopening the station at Camberwell New Road.

13 We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham?

Strongly oppose

14 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

Extending to Old Kent Road and Peckham will capture most of the potential opportunity for economic development. Extending the Bakerloo Line further creates the risk of overloading the Central London section of the Bakerloo Line, and thereby preventing it from effectively carrying out its key function of dispersing passengers arriving at Waterloo on South West Trains services. Extending to Lewisham would create few new journey opportunities, whilst the Thameslink Programme will provide sufficient additional capacity between Lewisham and London for the foreseeable future.

15 Do you support the proposed extension terminating at Beckenham Junction and Hayes?

Strongly oppose

16 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

Extending from Lewisham to Hayes would be a purely tactical solution. We are not convinced that capacity would exist on a tube gauge railway to meet the needs of the existing metro demand on the Hayes line in addition to the new demand from serving inner South East London and the existing central area demand currently met by the Bakerloo line. We also consider that the existing line between Lewisham and Elmers End offers a strategic opportunity as part of a new metro railway providing a direct route between south London, southeast London and Docklands, which will provide more new transport capacity and therefore have a greater impact on the economic development of London – see our answer to question 19.

17 There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre?

Strongly oppose

18 Do you have any further views/comments on the above option?

Do you have any further views/comments on the above option?:

We consider that a better strategic use for this potential alignment between Beckenham Junction and Bromley town centre would be as part of the outer orbital rail route proposed by the London 2050 Infrastructure Plan and/or as an extension of Croydon Tramlink.

19 Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?

Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London? :

(1) A new station at Brockley on the line between Lewisham and Peckham Rye would create an interchange with Overground and Southern services from Croydon, providing new journey opportunities between Woolwich/Bexleyheath/Dartford/Lewisham and Croydon/Gatwick.

(2) When the Thameslink Programme is complete the paths between New Cross and London Bridge will all be taken up but there will still be spare paths south of New Cross as a result of the grade separation at St Johns. In the same way that Overground services have been extended south of New Cross Gate, Overground services could be extended south of New Cross to Bromley North via grade separated junctions at New Cross and (possibly) Grove Park. This would provide direct access from Bromley to Docklands and the north-eastern edge of the City via the East London Line, creating new journey opportunities which the experience with New Cross Gate shows would be quickly taken up, validating the business case.

(3) A recent Network Rail presentation predicted 400% traffic growth through the day on the East London Line by 2043, mostly journeys originating in the London area. This cannot be met by development of the East London Line, so a new metro line will be required.

The London 2050 Infrastructure Plan presentation shows standing at 3-4 people per sq. metre on the Jubilee Line between London Bridge and Canary Wharf. The Network Rail Sussex Route Study also shows 2-4 people per sq. metre standing between East Croydon and London Bridge. A significant proportion of the demand on both these routes is passengers travelling between East Croydon and Docklands, via London Bridge. This is a symptom of the expansion of Central London eastwards, which is reflected by the latest version of the Central London tube map as displayed on tube trains.

Creating a direct heavy rail metro route between East Croydon, Canary Wharf and Stratford via the Hayes branch between Elmers End and Lewisham would address these issues and provide direct access between southeast London and the employment centres of both Docklands and Croydon. By providing an

additional river crossing it would also help to overcome the barrier effect of the Thames highlighted in the London 2050 Infrastructure Plan. Services between Hayes and London Bridge could continue, whilst services from East Croydon to Docklands could be extended on to the North London and West Anglia lines.

This link will need to be in service before 2043 to meet the predicted traffic demand.