

Caroline Pidgeon MBE AM

City Hall
The Queen's Walk
London SE1 2AA
Tel: 020 7983 4362

20 December 2019

Bakerloo Line extension

I welcome the opportunity to respond to this important consultation regarding the proposed Bakerloo Line extension.

I have for a very long time actively supported the extension of the Bakerloo Line, as have Liberal Democrat councillors in Southwark. South East London is at present poorly served by the Underground network. The Bakerloo extension is vital for regeneration in Southwark and Lewisham and to open up new employment opportunities for thousands of people. Just as the extension of the Jubilee Line and the new underground stations at Southwark and Bermondsey have brought huge benefits to local communities, so too will the extension of the Bakerloo Line.

The Bakerloo Line extension will save time and greatly assist people in south east London who wish to travel into central London (although not London Bridge or Cannon Street) and the West End. It would allow many people in south east London to reach locations such as Whitehall, Oxford Street, Regent's Park and Paddington via a single Tube journey. It will also allow people in Southwark, Lewisham and potentially Bromley to enjoy far better customer experience from new air cooled trains, with walk through carriages, once the Bakerloo Line is upgraded.

The Bakerloo Line extension will further play a critical role in reducing car journeys and tackling the severe road congestion that currently exists on many roads in Southwark and Lewisham and thereby bring huge environmental benefits. I welcome in particular the huge benefits it will provide in opening up step free access to a number of new stations, but in addition to a number of existing stations if the extension goes beyond Lewisham. Crucially it is a vital infrastructure project that will provide the capacity to support the steep growth in the working age population, which is currently much higher in Southwark and Lewisham than in many other parts of London.

The extension of the Bakerloo Line could also open new public transport options to different parts of London, for example people in Southwark could travel to Canary Wharf by using the Bakerloo Line to Lewisham and then the DLR, instead of relying on the Jubilee Line at present. Equally it could also open up new public transport options for many people to travel to Croydon and Merton by public transport as it would allow people to quickly access the Tram via Elmers End and Beckenham junction.

Responding to specific questions in the consultation

Proposal for a new combined Bakerloo line and Northern line ticket hall at Elephant and Castle station

In relation to the proposals for a new combined Bakerloo Line and Northern Line ticket hall at Elephant and Castle station I support the proposals. It would have the benefits of both providing step-free access and an improved interchange.

Proposed new route for the Bakerloo line between Lambeth North and Elephant & Castle

In relation to the proposed new route for the Bakerloo line between Lambeth North and Elephant & Castle I recognise TfL's methodology in choosing this revised route, which will enable a shorter, quicker route for the existing line from Lambeth North to Elephant & Castle. It is obviously disappointing that the previous proposed route, with the potential for a further station at Bricklayer's Arms no longer exists, but if the proposed route improves the chances of the overall extension of the Bakerloo Line going ahead (which of course is currently unfunded), it is a route that I feel must be supported.

Proposed primary tunnelling worksites

In relation to the three possible tunnelling worksites for the proposed extension at New Cross Gate, Hither Green and Catford I strongly support the worksite being New Cross Gate. Both the extension to Hither Green and especially Catford have very serious downsides. If the extension of the Bakerloo Line continues beyond Lewisham there will be disruption to local residents while the track is replaced, leading to periods of time when bus replacement services will be necessary. In addition some residents using stations such as Ladywell and Catford Bridge, while benefiting from more frequent trains, will face the continual disadvantage of having to transfer at Lewisham to reach London Bridge or Cannon Street, whereas at present there are direct trains from these stations to London Bridge and Cannon Street. It would simply be intolerable for these residents to in addition face the added disadvantage of the green space at St Dunstan's College Jubilee Ground and sports facilities (which are overviewed and enjoyed by many local residents) being occupied for many years during construction. Indeed it should be noted that the Catford site would also create the inconvenience of the Waterlink Way section of the National Cycle Network running across Catford Hill Retail Park needing to be diverted and the businesses on the Catford Hill Retail Park needing to cease operating during construction. The area is also at risk of flooding, adding further to the immense challenges of this site.

The construction site at New Cross Gate as the preferred primary worksite has the immense advantage that tunnelling could take place in both directions at the same time, possibly shortening the time of construction and disruption for many people.

The size and location of the site that has been identified at New Cross Gate has the further important advantage of allowing new rail sidings to enable the use of trains to upload materials and load spoil for transport out of London on the rail network. The reduction of the environmental impact of the Bakerloo line construction works from the use of this site is in complete contrast to the other possible two worksites.

Obviously the selection of any primary worksite does create huge challenges and inevitable disruption for local residents over a period of years. While firmly rejecting the other two potential worksites I believe the challenges facing New Cross Gate should nonetheless not be underestimated. Local residents will of course face the loss of the current Sainsbury's supermarket, other retailers and a petrol station during construction. In addition there will inevitably be significant lorry movements to the worksite, even with every measure taken to maximise the use of rail for the transfer of material and spoil. Indeed I understand that at present Lewisham Council is proposing that the Hatcham conservation area (the area directly to the west of Sainsbury's/New Cross Gate station) will be reopened to traffic to service the new development. It is vital that TfL brings forward far more detailed assurances about working hours, lorry movements, and measures to reduce noise and air pollution at the worksite. TfL and Lewisham Council must also assure local residents by adopting similar measures as to what has recently been adopted in the development of Queen's Square in Croydon where the local authority has set as part of its planning condition a requirement for the applicant to provide a Construction Logistics Plan (CLP), which covers the monitoring of airborne pollutants, noise and vehicle and non-road mobile machinery movements, with the information provided to the council and the local community in near real-time. Similar measures should also apply to every proposed construction site for the Bakerloo Line extension. Strict restrictions facing every construction site, which are actually enforced, are essential. During the construction phase it is also important that local residents and businesses are constantly listened to and their concerns addressed in a prompt manner. In terms of public engagement I believe TfL could learn some lessons from the communication and public engagement process that has been adopted during the construction of the Thames Tideway Scheme.

I also remain concerned that Sainsbury's and Mount Anvil have now submitted a Planning Application for their site at New Cross Gate. The site lies on the west side of the existing New Cross Gate rail station. It is vital that TfL seeks to ensure that this development does not commence and takes measures to protect the whole route of the Bakerloo Line extension.

Wearside Road Council depot

In relation to the proposals for the Wearside Road Council depot where empty trains could be stabled it would help if TfL could provide far more information as to the actual impact these would have on local residents, both during the construction phase, but also after completion. Again I would reiterate my comment that TfL could provide much clearer assurances to the public by the adoption of a Construction Logistics Plan (CLP), covering the monitoring of airborne pollutants, noise and

vehicle and non-road mobile machinery movements, with the information provided to the council and the local community in near real-time. Ongoing community engagement and dialogue will also be needed.

Proposed names for Old Kent Road 1 and Old Kent Road 2 stations

In relation to the names of Old Kent Road 1 and Old Kent Road 2 stations my personal preference would be for Old Kent Road 1 to be called Burgess Park. However, I believe it is important that there is extensive consultation with local residents over the naming of these stations. While I welcome this wider consultation inviting comments on this issue I believe a separate consultation solely on this specific issue of the naming of the stations should be undertaken to engage with the local community.

Potential further extension of the route beyond Lewisham to Hayes and Beckenham Junction

This consultation raises the potential for the further extension of the Bakerloo Line to Hayes and Beckenham Junction. I fully support this proposal, but I believe TfL does need to engage with communities south of Lewisham far more effectively over these proposals. Indeed, it should be noted that at the outset of this consultation TfL did not even have proposals to hold public exhibitions south of Lewisham. TfL's consultation on the extension of the Bakerloo Line opened on the 14 October 2019, but it seems almost as an oversight, and only after concerns were raised with TfL (including a Mayoral Question that I asked 2019/20151), that a decision was made on the 15 November 2019 to announce that four new public exhibitions in Catford, Beckenham and Hayes would take place.

If TfL is to persuade people of the benefits of extending the Bakerloo Line beyond Lewisham, through taking over the Hayes Network Rail line, a far more active level of engagement is needed, including effective communication and the provision of much clearer assurances of its benefits in terms of more regular trains in particular.

In relation to potential improvements in step free access there are 10 stations between Lewisham and Hayes and Beckenham Junction that would form part of the Bakerloo line extension. At present all these stations except Clock House and Eden Park on the Hayes Branch are supposedly step-free, although it must be stressed only from each platform to street level. Indeed, none of the stations provide full step-free access from street to train. Moreover only Hayes, which has an island platform, provides step free access between platforms within a station. Transforming all these stations to genuine step free access, from street to train and within each station, including by adjusting the track level or adjusting the platform levels, would be a huge step forward. It is a development which TfL needs to actively communicate in terms of the immense benefits it would provide to disabled people, older people, people with buggies and prams as well as people carrying luggage. Regrettably this vital information appears not to have been actively communicated by TfL during this consultation process.

Many residents south of Lewisham also wish to have assurances about the impact that the extension of the Bakerloo Line will have on their journeys into London Bridge and Cannon Street. Many residents are used to continual journeys into London Bridge and Cannon Street. It should be recognised that some people have even opted to live in the areas south of Lewisham due to the existence of direct train links to London Bridge and Cannon Street.

The current consultation, in the specific document on the further extension to Hayes and Beckenham Junction, states on page 8 (paragraph 3.1.4): “Any Bakerloo line service on the existing Hayes line would be scheduled to operate in a regular service pattern”. It is further stated that “we expect that these services would be replaced by a higher frequency service that could provide a train up to every 2 – 3 minutes.” Such a frequency of service would indeed bring huge benefits, yet at present the Bakerloo Line frequency is as follows through the Central London core section of the Bakerloo Line:

Line	Trains Per Hour	
	AM Peak	PM Peak
Bakerloo		
Northbound	22	22
Southbound	22	22

Currently, even at peak hours, the frequency of the Bakerloo line is barely once every three minutes in the Central London core section. In other parts of the line the frequency is much less. TfL must therefore give an absolute assurances about the frequency (and hours of frequency) of trains on the Bakerloo line serving stations south of Lewisham, to persuade people currently using the Hayes line south of Lewisham that extending the Bakerloo line and forcing many people to change at Lewisham to reach London Bridge or Cannon Street, would be advantageous to the current arrangements they face.

Further issues not specifically raised in questions in the consultation

Fares

TfL’s consultation currently states that:

“3.1.16. The conservation (sic) of the Hayes line to the London Underground operation would mean that London Underground fares would apply to journeys made

using the line. No decisions have been made on the future fare structure for the line.”

This is rather inadequate information and again is not sufficient for residents living south of Lewisham. There is in fact an argument that stations such as Ladywell should be in Zone 2 not Zone 3 as they are at present, and this again should be considered by TfL.

Supporting businesses and residents disrupted by the extension of the Bakerloo line

In recent months the disruption and economic harm that has faced households and businesses near to construction sites on Crossrail have received much attention, such as by the London Gin Club in Soho and private households in Abbey Wood.

I hope lessons can be learnt from Crossrail and I would like to see a similar body as the Crossrail Complaints Commissioner being created for the Bakerloo Line extension. However, it is vital that the powers of such a Commissioner are much stronger, including the power to make financial compensation significantly greater than £5000. A Complaints Commissioner should be fully funded to carry out investigations in a prompt manner. A Bakerloo Line Complaints Commissioner must also be properly publicised, readily accessible to the public and expected to report yearly on their activities.

Ensuring a proper interchange at Old Kent Road station 2

I hope that full consideration is given to the merits of providing a London Overground interchange at Old Kent Road 2.

Lewisham station

The extension of the Bakerloo Line would mean that Lewisham station would become an incredibly important interchange station. It is currently already a poorly designed interchange between the DLR and Network Rail lines, but the extension of the Bakerloo Line would involve thousands of more people at peak hours requiring to change at the station as part of their journey onto London Bridge and Cannon Street. The design of this station, to ensure that there is sufficient capacity and that convenient and quick changes can easily be made from the Bakerloo Line onto Network Rail services or the DLR, needs to be clarified. There may in fact be safety issues if this is not fully addressed.

Night Tube

The consultation is silent on the issue of whether the Night Tube would apply to the Bakerloo Line extension. The inclusion of the Night Tube to Lewisham would be advantageous. The inclusion of the Night Tube further south of Lewisham would also provide benefits to users of the service, but would potentially create noise disturbance issues for nearby residents living near to an above ground rail line. Again TfL needs to provide more information to local residents on this issue and ensure that full consultation is undertaken.

Sliding platform doors at new stations

The Jubilee Line extension is widely associated with sliding platform doors at its stations. Their inclusion on the Bakerloo Line extension is something many people would expect and would bring safety benefits. Their provision must be considered by TfL.

Ensuring all new stations bring environmental benefits and contribute to London's green infrastructure

There has in recent years been a mixed record on major infrastructure benefits bringing environmental benefits, with an example being the transformation of London Bridge which involved no adoption of solar panels, in complete contrast to Blackfriars station where they exist across the whole roof of the station. TfL should not repeat these mistakes by Network Rail and instead ensure that all new stations meet high environmental standards, such as the use of green roofs and the adoption of solar panels. The planting of trees and other environmental improvements near to the stations should be considered as part of the Bakerloo Line extension.

Interim measures to improve train services on the Hayes line

While this consultation does not touch on this matter it will, being realistic, be a number of years before construction starts on the extension of the Bakerloo Line. The extension of the Bakerloo Line beyond Lewisham might in particular be many years away. I believe a priority should be to ensure that the train service improves and that the franchise is taken over by TfL, irrespective of any long term plans for the extension of the Bakerloo line. The Hayes line is ideally suited to become part of the London Overground and this should happen as soon as possible.

Learning from abroad

I have recently seen reports of the extension of the Barcelona metro involving four new stations and also of the extension of the Madrid metro. Both these extensions appear to be far lower in cost per kilometre than the projected cost of the Bakerloo Line extension. Although the challenges of extending the Bakerloo Line might be on a different magnitude to these two extensions it would be useful if TfL made a full


evaluation of both of these projects to examine whether lessons could be learnt in cost control.

Conclusion

In conclusion I firmly support the extension of the Bakerloo Line to Lewisham for the many reasons I have set out. I also support its further extension beyond Lewisham, although I believe for this to happen TfL must adopt a far more effective engagement strategy with communities south of Lewisham, including the provision of much clearer assurances on issues such as the frequency of trains and fare structures.

I hope these comments are useful in your consideration of the Bakerloo Line extension and look forward to the next stage of this project.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Caroline Pidgeon', with a stylized flourish at the end.

Caroline Pidgeon AM
Liberal Democrat Assembly Member