

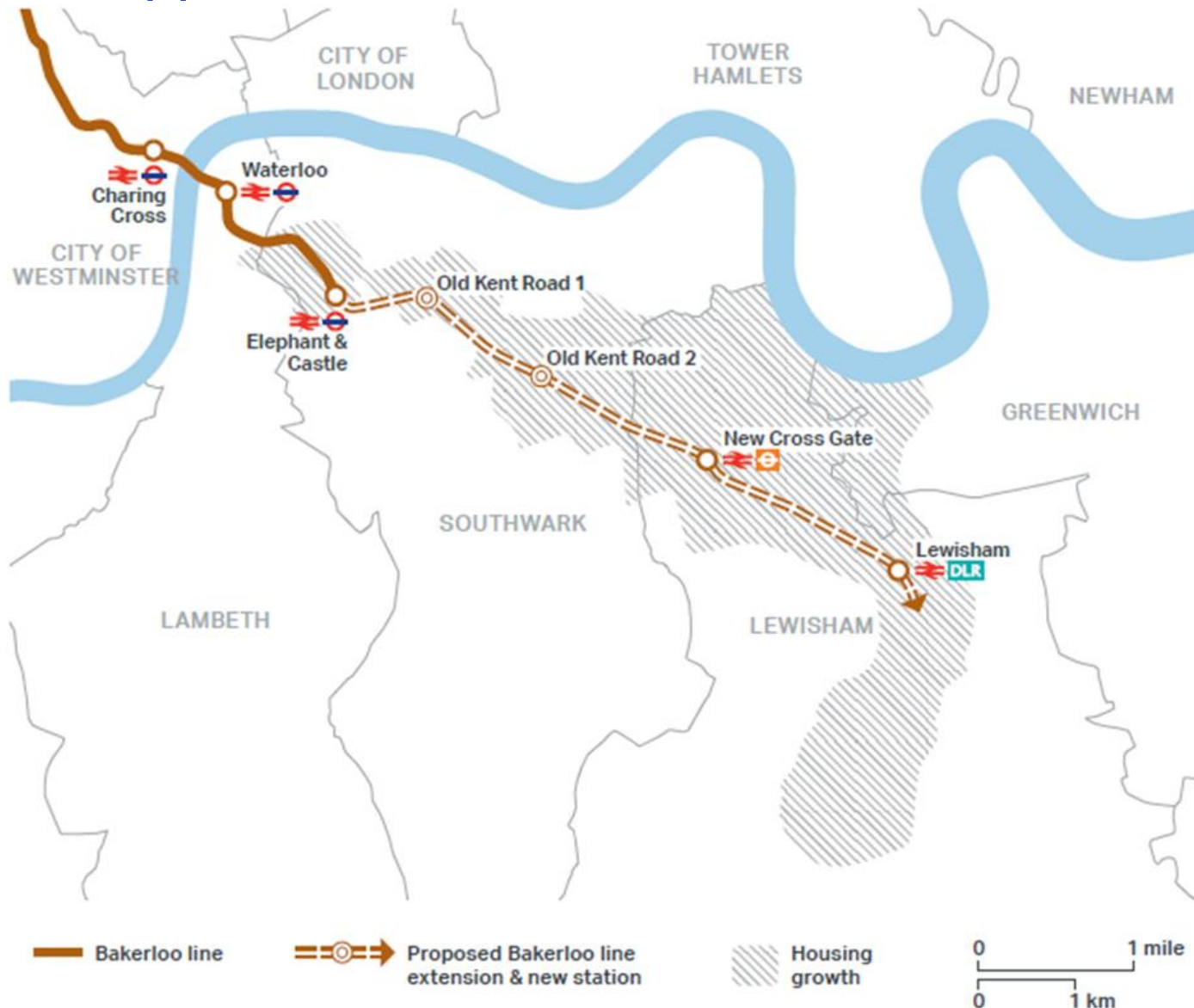
Old Kent Road – Bakerloo line extension and healthy streets : new connectivity for London

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London

Old Kent Road Forum,
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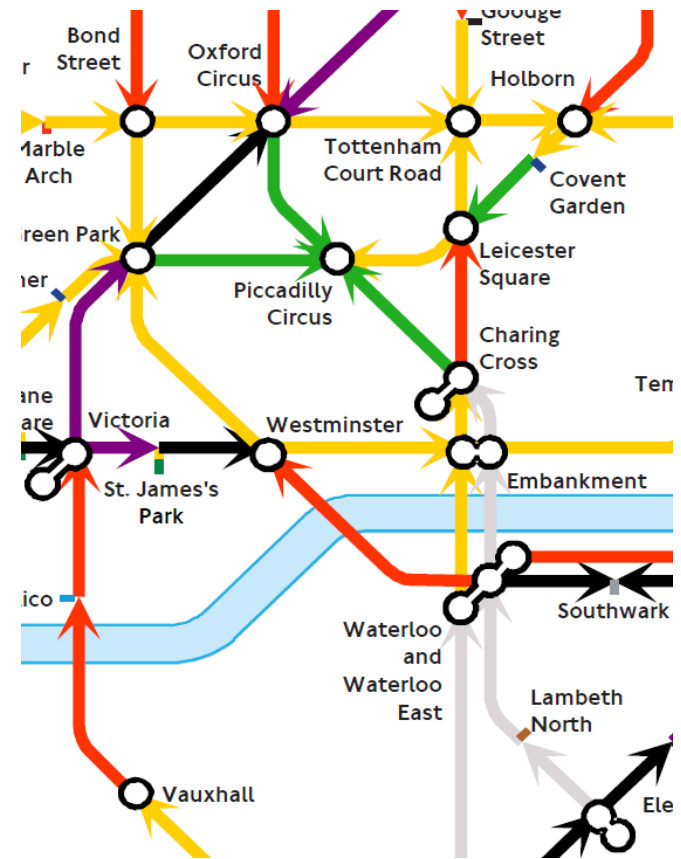


The Bakerloo line extension (BLE) – one of London's greatest opportunities



Current Bakerloo line

- Operates a 22 train per hour service with 46 year old trains
- Life extension of existing trains underway with an upgrade planned for 2029.
- The upgrade is currently planned to deliver a 27 train per hour service
- The line has significant spare capacity northbound to central London now and this will increase with any upgrade
- The line connects to all other London Underground lines and from 2019 to the Elizabeth line



Current southeast London Transport services

- National rail network in south east London suffers from a range of factors
 - Inner suburban services- can be infrequent and slow
 - Longer distance faster services & freight
 - Lack of 'turn-up-and-go' rail services to the south of river Thames
- Current limits on the extent local buses can meet the radial transport needs in this area
 - Road constraints exist on current road system slowing journeys and generating unreliability on road network
 - Increased bus provision alone would still not meet growth demand



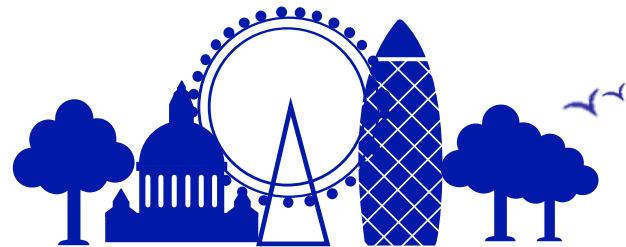
What is the BLE for?

- Supporting London's growth – at least 20,000 homes and 10,000 jobs in the Old Kent Road Opportunity Area and a further 5,000 homes in Lewisham.
- Provide a sustainable transport for sustainable neighbourhoods
- Enable ease of access and movement that supports existing and new residents and businesses
- Help London grow in a balanced way, ensuring south east London can play its fullest role.



The Delivery: What will the BLE itself will provide?

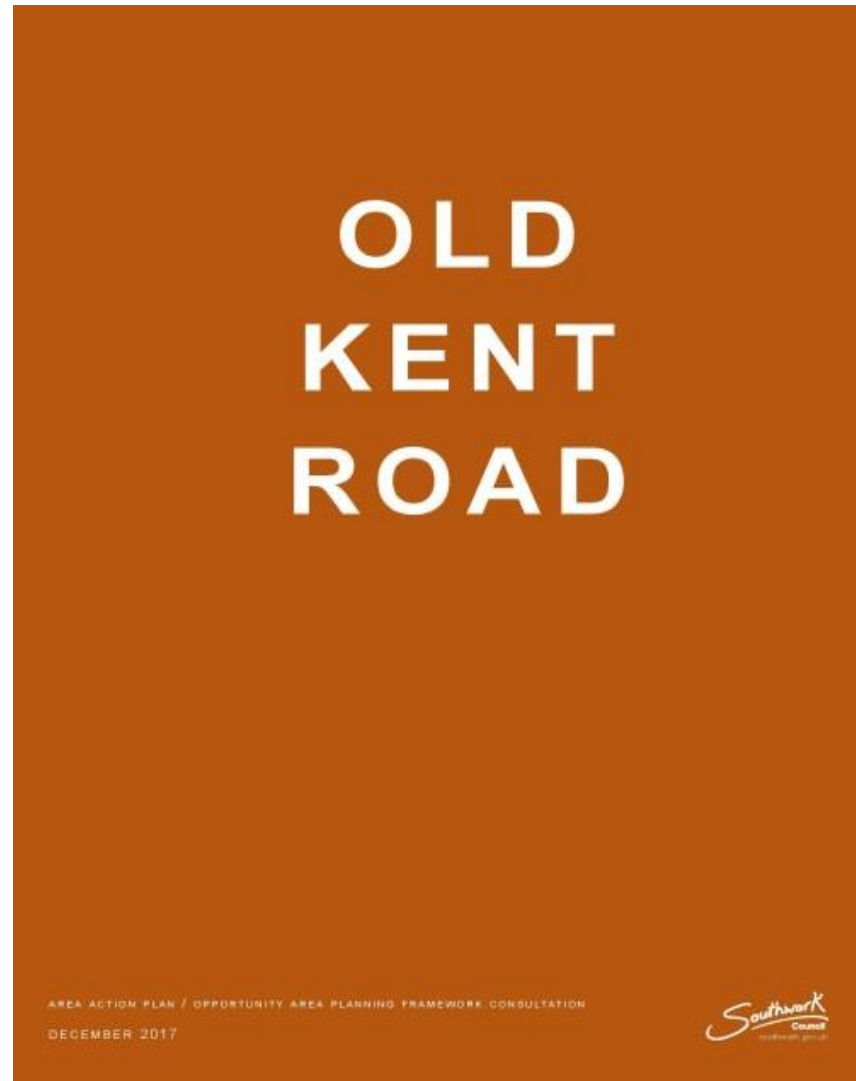
- Accessible and visible stations at the heart of new and revitalised town centres.
- Fast interchanges with existing rail networks to increase the range of routes, ease of connections and resilience of the system.
- A train at least every 2 to 3 minutes into south east London.
- New capacity for over 65,000 passengers each morning and evening.
- Journey's between central London and the Old Kent Road reduced by up to 20 minutes.



The BLE is an integral part of the Mayor's Transport Strategy and London Plan.....



.....and the cornerstone of the draft Old Kent Road AAP
as well as the New Southwark Plan



The Extended Bakerloo line – more than just SE London

- In tandem with the planned upgrade, the BLE has the potential to unlock wider benefits across London beyond just the extension.
- The extended Bakerloo line would serve more Opportunity Areas than any other – from Harrow & Wealdstone in North West London to New Cross, Lewisham and Catford.
- Passenger demand from the extension could drive a greater capacity uplift on the whole line with service levels approaching those on the Jubilee or Victoria lines
- Better utilising the planned upgrade the extension would enable access to the key growth areas both on the extension route and the existing line from central London and from further afield via a single interchange

Bakerloo line



The Bakerloo line upgrade

- The BLE will utilise new trains and signalling from the necessary line upgrade.
- Latent capability of those assets can be exploited fully and potentially expanded by extending the line.
- The trains required for the Bakerloo line upgrade, including any required for the extension could follow the recent £1.5bn order for new Piccadilly line rains as part of the Deep Tube Upgrade Programme

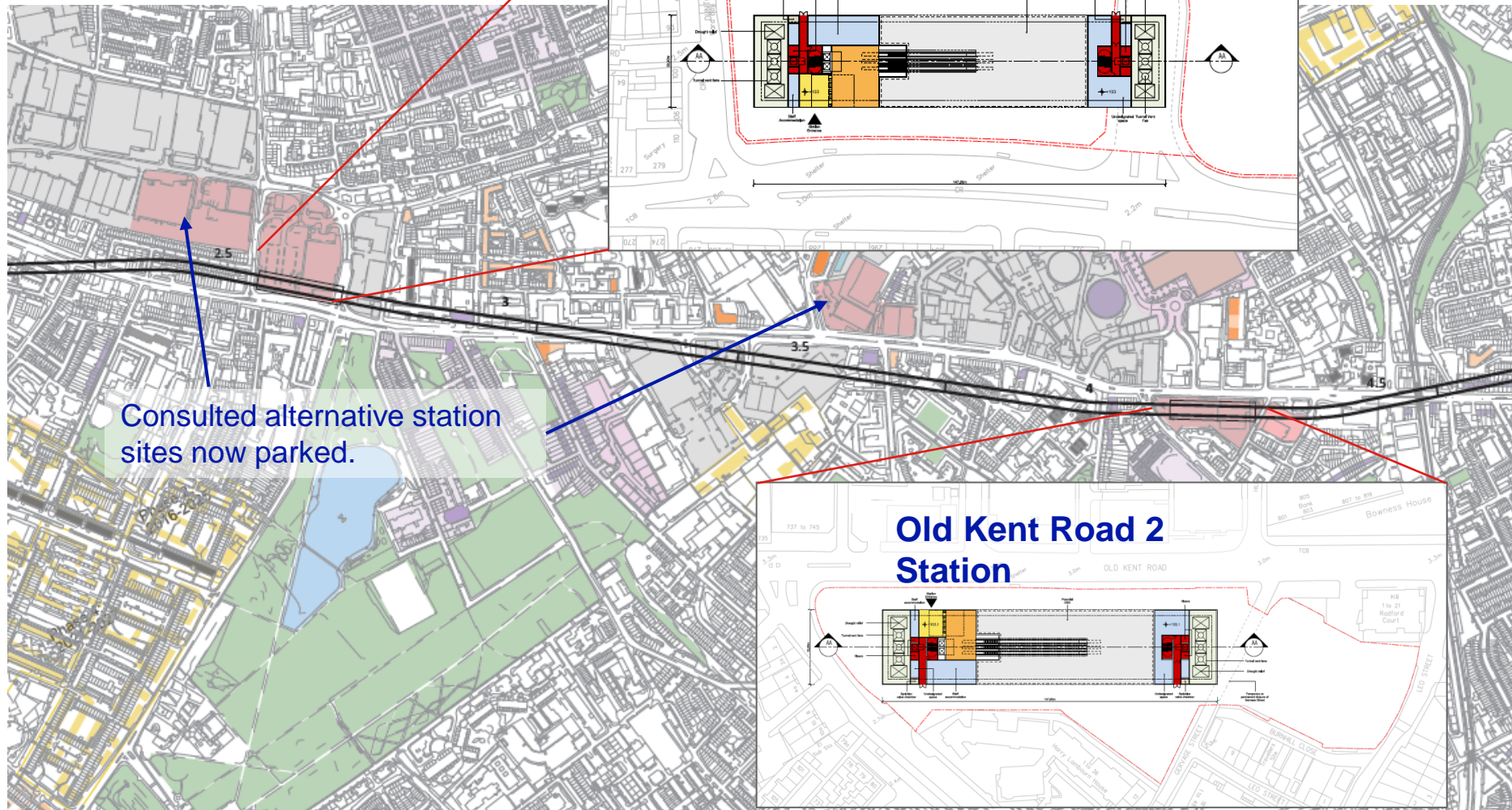


Current status of BLE planning

- Over 15,000 people responded to the 2014 consultation with 96% supporting the extension
 - Following a comprehensive assessment of route and destination options in 2015 we have been developing extension proposals to Lewisham
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- We consulted on options for specific sites for new stations in 2017.
 - We received 4,800 responses and are now considering these as we develop our proposals further.
 - We published a Response to the Consultation in September.



Old Kent Road Proposals



Current programme

Subject to a funding package being secured, scheme completion is planned by 2029 – alongside the current planned completion date for the existing Bakerloo line upgrade.

Stage	Indicative Dates
Develop scheme proposals, further consultation	2018 to 2020
Obtaining funding and applying for planning powers to construct and operate the extension	Estimated 2021
Construction start	2023
Completion	2029

What next for BLE?

- We have a clear remit to deliver the BLE.
- Obtaining planning powers will require greater certainty of the cost and funding package for achieving the outcome.
- We expect to carry out further public and stakeholder consultations engagement on the details of the route in 2019.
- Cost certainty is also aided by planning and design certainty. We are working hard with our partners to specify our infrastructure requirements so they can be planned for.

Lewisham interchange
– artists impression



Pre BLE – Healthy Streets Project

The Old Kent Road is set for major regeneration and redevelopment – LB Southwark propose 20k new homes and 10k new jobs in their draft Area Action Plan (AAP)

Improved walking, cycling and bus provision is essential to serve local people and enable homes to be delivered –prior to, and as well as the delivery of the Bakerloo Line Extension (BLE)

Scheme aims:

- Create better environment for active transport trips
- Create a safer environment
- Improve bus reliability and interchange
- Help unlock growth in the area by incorporating sustainable trips into design





Initial research has proposed a road layout-cross section.

Further feasibility design is being done to take this layout and incorporate it to best suit the different characters and growth aspirations of the OKR.



Old Kent Road Buses

- Old Kent Road is served by 9 high-frequency routes (21, 53, 63, 78, 168, 172, 363, 415 and 453) and is crossed by the 381 and P12. There are links to Elephant & Castle and London Bridge and then onto central London and to local centres such as Canada Water, Lewisham and Peckham.
- Traffic congestion reduces reliability and increases journey times. Links across the OKR are constrained.
- Many buses running along OKR in the peaks are full before they reach Bricklayers' Arms.
- New development in the OKR will increase demand on existing corridors especially before BLE.
- Development here and elsewhere will mean new links are required between housing and employment, education, shopping and leisure opportunities.
- TfL is developing proposals to meet these demands such as:
 - Increasing frequencies on existing routes
 - New route from Canada Water via Rotherhithe New Road, along Old Kent Road and beyond
 - New/extended route along OKR and Ilderton Rd to New Bermondsey (Surrey Canal Road)
- A financial contribution will be sought from the developers to help fund improvements to mitigate the impact of their scheme and enable early introduction of the improvements
- The Healthy Streets project and plans for Southwark's highways are important to improve bus journey times and reliability through bus priority measures and deliver better facilities for passengers.
- In order to introduce a new route or change an existing one, a formal consultation would be required. A frequency change does not and so could be introduced more quickly.





Contact

Transport for London

<https://tfl.gov.uk/help-and-contact>

