

London Chamber of Commerce and Industry response to Transport for London's Bakerloo Line Extension Consultation

20 December 2019

INTRODUCTION

1. London Chamber of Commerce and Industry (LCCI) is the largest capital-focused business advocacy organisation representing the interests of small and medium-sized enterprises through to large, multi-national corporates. Our member companies operate within a wide range of sectors, including transport and logistics, education, manufacturing and retail, across all 32 London local authority areas and the City of London – genuinely reflecting the broad spectrum of business opinion.
2. As the voice of London business, we seek to promote and enhance the interests of the capital's business community through representations to central government, the Mayor and London Assembly, Parliament and media, as well as international audiences. Through business surveys and commissioned research, LCCI seeks to inform and shape debate on key business issues.
3. LCCI continues to be a vocal campaigner across a broad range of issues that impact our members and the wider business community throughout the capital. For the past 140 years, LCCI has supported establishing: Heathrow and Gatwick airports, Docklands Light Railway (DLR), Crossrail and London City Airport. More recently, LCCI has and continues to campaign for East London river crossings and Crossrail 2.
4. The capital's population is expected to reach 'megacity' status by 2030 with over ten million people. This rapid population growth will place London's infrastructure – particularly its transport networks – under considerable pressure. It is vital London's transport network continues to grow, including through the extension of existing lines, including the Bakerloo Line Extension (BLE).
5. Transport in London serves to do much more than move its people around. Efficient networks maintain economic growth, support jobs and unlock housing development. In short, it creates opportunities for people and for businesses. Sustained investment in infrastructure and a long-term outlook on future need is critical to ensuring that the capital can continue to function, grow and thrive.

Background to LCCI's policy position on the Bakerloo Line Extension

4 December 2014

LCCI supported extending the Bakerloo line from Elephant & Castle station through Southwark towards Lewisham, Bromley and Hayes in the 2014 public consultation.

26 January 2016

In our **Towards A Greater London: Business Agenda 2020** we called on the next Mayor of London to drive forward network enhancements to London's transport infrastructure, including the Bakerloo Line Extension.

9 February 2017

LCCI welcomed the **next stage of Bakerloo Line consultation** as essential to press ahead with the project to reduce congestion, but also to unlock housing development.

4 October 2019

Our response to the **London Assembly Transport Committee investigation: 'London's transport, now and in future'** reiterated support for the Bakerloo Line Extension.

OVERCROWDING & CONGESTION

6. With the capital's population expected to reach around 10 million by 2030, London's transport system will continue to face increased overcrowding and congestion. This will impact on commuters, tourists and Londoners alike. Therefore, it is critical that there is sustained and targeted investment in the capital's transport network.
7. Recent statistics released by the Mayor of London indicate that during the morning peak hour, capacity on the London Underground has exceeded 100% on four lines: the Northern line at 130%; the Central line at 116%; the Jubilee line at 115%; and the Victoria line at 105%. The Bakerloo line is operating very close to capacity at 95%¹.
8. Even if approval and funding are secured, construction is not expected to start until 2023, with the first trains anticipated to run from 2030². With the Bakerloo line almost at operating capacity, it is vital that this project is given the required funding and approval to begin work on the extension as soon as possible.
9. The BLE will improve transport links, while providing additional capacity on the existing line through trains and signalling upgrades, which will take place at the same time as the extension³. Moreover, this extension will boost connectivity by reducing journey times between key destinations and improve the resiliency of the transport network⁴. This will go some way to easing existing congestion and overcrowding.
10. In addition, the BLE will benefit existing and new communities by relieving congestion on roads, reducing carbon emissions and air pollution. It will also offer direct links into Central London, with connections to every other underground line, improving access to the rest of capital. With Lewisham⁵ and Southwark⁶ both ranking relatively high on the Index of Multiple Deprivation, the BLE will significantly improve connections between local communities and the rest of London's economy.
11. In view of both Lewisham's and Southwark's growth potential, especially around the Opportunity Areas (Old Kent Road and New Cross/Lewisham/Catford), existing bus services alone will not be able to meet future demand and alternative forms of transport will be necessary. The extension of the Bakerloo line will be critical to ensuring that extra capacity is available to accommodate the tens of thousands of extra journeys anticipated⁷.
12. With just 29 stations south of the River Thames, compared to 250 north of the river⁸, it is clear more needs to be done to boost connectivity in the south of Greater London. Consequently, LCCI would advocate extending the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction. This would improve public transport connections while supporting growth in both the London boroughs of Lewisham and Bromley.
13. Moreover, the BLE will play a crucial role in supporting the Mayor of London's Transport Strategy's goal of achieving 80% of all trips to be made by foot, cycle or public transport by 2041⁹.

ECONOMIC DEVELOPMENT

14. The BLE and wider upgrade would support the delivery of over 110,000 much-needed homes and 130,000 jobs in 10 Opportunity Areas in the capital. The extension would support plans for 20,000 new homes on the Old Kent Road and a further 27,500 across New Cross, Lewisham and Catford.

¹ London Underground weekday capacity utilisation by hour https://www.london.gov.uk/questions/sites/default/files/MQ2019_19838%20-%20Tube%20Capacity%20%281%29.xlsx

² <https://www.backthebakerloo.org.uk/>

³ Ibid

⁴ Mayor of London's draft London Plan – consolidated suggested changes (clean) July 2019

⁵ <http://www.lewishamsna.org.uk/health-inequalities/index-of-multiple-deprivation>

⁶ <http://modern.gov.southwark.gov.uk/documents/s85676/Document%20Indices%20of%20Deprivation%202019%20-%20JNSNA%20Factsheet.pdf>

⁷ <https://consultations.tfl.gov.uk/tube/bakerloo-extension/>

⁸ <https://www.mylondon.news/news/south-london-news/south-london-tube-stations-none-16430621>

⁹ Mayor of London's Transport Strategy 2018

This is in addition to creating an estimated 16,000 jobs – 10,000 at Old Kent Road and 6,000 at New Cross, Lewisham and Catford.¹⁰

15. The Mayor's draft London Plan also identifies the New Cross/Lewisham and Catford Opportunity Area as a significant area for redevelopment, especially around its stations. This would complement the existing education, leisure, employment and retail offer in New Cross, while providing improvements to the public realm. With Lewisham's potential to become a town centre of metropolitan importance, the BLE will support this development and growth¹¹.
16. Transport for London's latest business plan makes a strong case for the overall benefits of the BLE, highlighting its role in supporting development and regeneration in the south east and stating that it "is one of the best examples of how we [TfL] could improve connectivity, increase the capacity of the transport network and reduce journey times to key destinations"¹².
17. London's business community also recognises the benefits that extending the Bakerloo line would bring, with polling conducted by LCCI and Savanta ComRes finding that nearly half (44%) of firms say that the BLE would have positive impact on their business¹³.

LOW COST, HIGH BENEFIT

18. At an estimated cost of £3.6 billion, with limited tunnelling and use of existing rail infrastructure, the Bakerloo Line Extension would appear to be a deliverable project offering transformational benefits to London¹⁴.
19. However, the key challenge will be to identify and secure funding for the project. With a changed political landscape and focus now on other parts of England, the prospects for significant financial backing by Whitehall may have lessened somewhat. With that in mind, the promoters of the BLE should explore innovative and realistic options to (at least) part-fund the project.

CONCLUSION

20. The BLE is a vital piece of transport infrastructure, which the capital urgently needs to meet future demand as London's population continues to grow. With congestion and overcrowding becoming an increasing issue for Londoners and local businesses – and with the Bakerloo line operating at near capacity during peak hours – this project must be delivered.
21. Furthermore, this extension, coupled with upgrades to the line, will deliver job creation and new housing development, bolstering the growth potential of the 10 Opportunity Areas along the line.
22. While existing proposals are for the Bakerloo Line to extend through Southwark and stop in Lewisham, LCCI supports extending the line further to Hayes and Beckenham. This will provide additional, and much needed, transport links south of the Thames.
23. Options for funding the BLE should be explored, however, particularly in view of a changing political landscape in which focus is increasingly diverted towards other parts of England.

LCCI would be happy to clarify or provide further comment on any matter raised within this response.

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¹⁰ <https://www.backthebakerloo.org.uk/>

¹¹ Mayor of London's draft London Plan – consolidated suggested changes (clean) July 2019
https://www.london.gov.uk/sites/default/files/draft_london_plan_-_consolidated_changes_version_-_clean_july_2019.pdf pp. 34

¹² Transport for London Business Plan 2019/20 – 2023/24 <http://content.tfl.gov.uk/tfl-business-plan-2019-24.pdf> pp. 31

¹³ LCCI/ComRes poll of 517 London business leaders (14 August 2018 – 11 September 2018)

¹⁴ <https://www.backthebakerloo.org.uk/>