

Transport for London
By email only

Direct line: 01732 227134
Ask for: Simon Taylor
My ref:
Your ref:
Email: simon.taylor@sevenoaks.gov.uk

Date: 7 December 2014

Dear Sir or Madam,

SEVENOAKS DISTRICT COUNCIL RESPONSE TO TFL'S BAKERLOO LINE EXTENSION CONSULTATION

Sevenoaks District Council (SDC) welcomes the opportunity to respond to the recent Bakerloo Line Extension consultation. While the Sevenoaks District lies outside of the proposal area, the Council wishes to express its opinions on how the proposals will impact the District and the wider South East area.

SDC is supportive of the holistic objectives of the proposal, especially improving capacity on the National Rail network. The Kent Route Utilisation Strategy (RUS) (2010) and London & South East Route Utilisation Strategy (2011), highlight the increasing pressures on the rail network in Kent, with high levels of overcrowding and very limited opportunities to address it. The Kent RUS shows that overcrowding will remain a problem throughout the strategy period (2020) with all trains to London terminals beyond Sevenoaks station exceeding 120% capacity on peak AM services. This is also true of services on the Swanley line towards London Victoria, where overcrowding is between 100-120% during peak AM services during the same period. Furthermore, the increased pressures on capacity and services outside of London have a knock-on effect on journeys that are taken within the London Metro area. For example, fast services from Orpington and Bromley South are already severely overcrowded with passengers from Kent before they arrive.

The consultation document states a number of options including the extension of the Bakerloo line going beyond Lewisham to Beckenham Junction and Hayes. SDC supports the core proposal with the line extension running to Hayes. Both the Kent and London & South East RUS state that by converting the Hayes line as part of the extension, it would free up six train paths into London and therefore it would free up capacity for other London-bound services along the Southeastern corridor through London Bridge. They both conclude that the potential increased capacity would reduce overcrowding, with an additional two trains per hour operating between Orpington/Sevenoaks/Tonbridge. This is required in addition to the current Thameslink upgrade to London Bridge, which is due to be completed in 2018. As the Bakerloo line extension scheme progresses, opportunities should also be explored to provide a high frequency bus service between Orpington and Hayes stations, which could allow passengers to transfer to the

Underground network earlier, where this is more convenient, and provide further journey opportunities.

The option that SDC most strongly supports is the Extension Option 2 to Bromley town centre, subject to it having no negative impacts on capacity for mainline train services from West Kent. SDC considers that the extension to Bromley would improve connectivity and choice for passengers on lines travelling through Bromley South wishing to access central London. At present, passengers from Kent must change at Bromley South or Bickley to access Beckenham Junction and so the benefits of an extension to this location would be much more limited. Furthermore, the London & South East, South London and Kent RUSs state that the line extension to Bromley town centre would be an additional benefit, for easing overcrowding and increasing service frequency. Therefore, SDC believes that it would be a logical step to include Bromley town centre within the proposals, to ease overcrowding on Southeastern services as well as improving connectivity, accessibility and choice for passengers to central London and the wider region. The Council assumes that Bromley South will be the station that would benefit from this additional extension but seeks confirmation of this.

The Council notes that the earliest timeframes for construction are 2023, with completion set for 2030. The Council expects that the pressure on rail services will continue to increase during this period. It suggests that the planning and implementation of this scheme should be given high priority by TfL and other partners, such as Network Rail, to ensure that the scheme is delivered as soon as possible and in a coordinated manner that recognises the wider benefits

Yours sincerely,

Cllr. Robert Piper
Portfolio Holder for Local Planning and Environment