



Back  
the Bakerloo



BAKERLOO LINE  
UPGRADE AND  
EXTENSION

BUILDING FOR  
LONDON'S  
FUTURE

Supported by



TRANSPORT  
FOR LONDON  
EVERY JOURNEY MATTERS

FOREWORD

# Rebalancing London

For centuries public transport has powered London’s economy. It has underpinned its growth, development and creativity – allowing London to reinvent itself time and again as a global capital.

Today’s London is testament to the simple truth that boosting connectivity delivers prosperity. It’s why every tube extension has been a success. We have seen this at Canary Wharf and Stratford, and will soon see it at Battersea too. As London looks to build back better, we must take forward the schemes that can create inclusive economic growth, drive transformation and tackle the climate crisis.

### Levelling up London

South East London is a stand-out opportunity for investment, it has some of the highest levels of poverty in Europe and the only part of London not extensively connected to the underground network. The Bakerloo line extension would unleash the transformational power of the tube for Londoners for those living on the Old Kent Road, Lewisham and Catford.

South East London’s omission from the tube by the Victorians has held back the region’s potential for over a century. But it’s a legacy we can fix affordably and smartly – with a simple line extension to the Bakerloo line it would turbocharge a decade of house building and economic recovery in London, meeting the needs of ordinary Londoners.

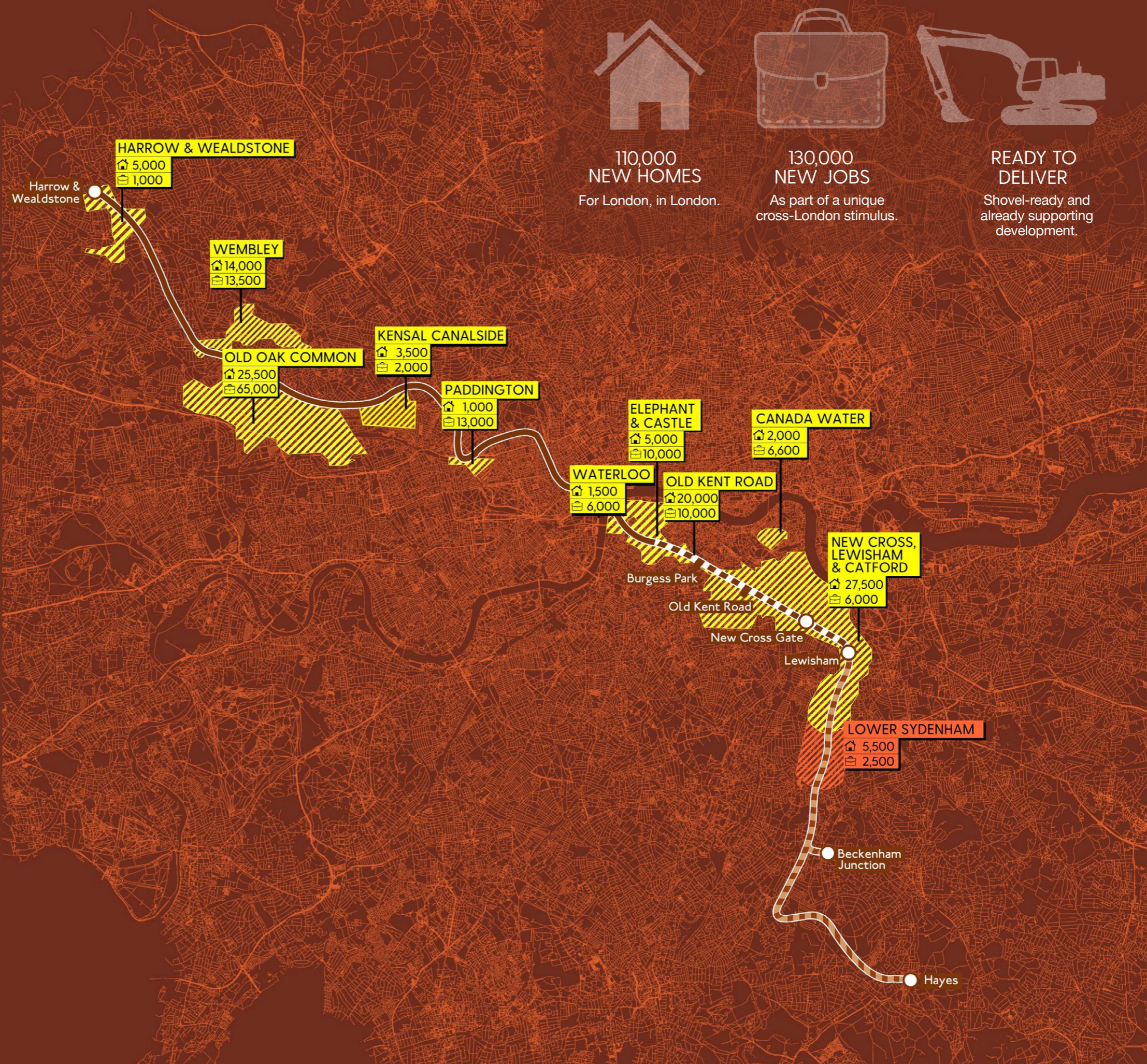
Extending the Bakerloo line will support 130,000 new jobs and 110,000 new houses, and an immediate cross-London stimulus. More than this, it will signal our ambition and target some of the UK’s very poorest areas, those most in need of rebalancing.



**Damien Egan**  
Mayor of Lewisham



**Kieron Williams**  
Leader of Southwark Council



## Connecting the South East

London needs rebalancing. The lack of tube services in South East London has held back growth and investment for over a century. The Bakerloo line extension (BLE) is an 8km link through London's biggest opportunity corridor. Delivered alongside the renewal of the existing Bakerloo line, it will transform connectivity in South East London and unlock a decade of growth across the capital.

## A new gateway

Lewisham is South East London's strategic gateway at the confluence of six key lines into London. Connecting Lewisham to the tube is key to providing long-term capacity into London and tackling strategic bottlenecks.

## Cross-London Stimulus

The Bakerloo line extension (BLE) is an essential part of a programme to transform the ageing and underused Bakerloo line into a world class railway and catalyst for growth from Harrow in the north west to Hayes in the south east.

## Regional boost

The BLE connects with all main lines in South East London, creating new interchanges serving a substantial catchment area. 63 stations will be just one change from a rapid, cross-London tube service.

## 10km Growth Corridor

The BLE growth corridor will transform 10km of South East London across two key opportunity areas: the Old Kent Road Opportunity Area, and New Cross, Lewisham and Catford Opportunity Area.

# London's Opportunity Quarter

## Firing on all cylinders

London is Britain's global city, but it cannot fire on all cylinders until we bring tube-connectivity to South East London. No other capital in the G7 has a metro system that leaves behind a quarter of the city. It is time to end a Victorian hangover and demonstrate London's ambition for the 2020s.

## Unlocking a decade of growth

While South East London has some of London's most pro-growth boroughs, the transport deficit suppresses employment and opportunity, limits future housing potential, and makes the region the most car-orientated in London - with 45% of all journeys made by private vehicle.

The BLE will transform the economic geography of South East London: delivering 14 new tube stations. It will underpin a new commercial centre for Lewisham and is the heart of the regeneration of the Old Kent Road.

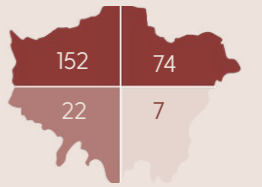
Further, by creating four interchanges the BLE will spread the economic stimulus across a far wider area.

## Affordable and Focussed

The BLE has been developed as a smart but simple extension - converting the underused Bakerloo line into South East London's main transport artery. It will alleviate the critical congestion at Lewisham, Canada Water and London Bridge, and free up capacity across the national rail network.

## A pivotal moment

As planning for the Old Kent Road, Lewisham and the deep tube upgrade finalises, we are reaching a once-in-a-generation decision point. Thousands of homes and major new commercial schemes are now ready to go. A green light for the BLE will have an immediate effect and kick-start a decade of growth.



2%

Only 2% of tube stations are in South East London.



14

14 new tube stations in London, acting as growth hubs.

80%

Connecting with all major lines and 80% of stations in South East London.



+£17bn

Fiscally and operationally positive: projected to deliver a £17.3bn uplift in tax returns and to operate at profit.

## The Transport Deficit

South East London's economy has been shaped by its long-term transport deficit. Crunch points at Lewisham and New

Cross sit at the heart of a tangled Victorian network that is now at its limits.

Major economic corridors like the Old Kent Road fall between the cracks in a network designed for the London of Dickens and Faraday – a generation before

the first underground line. It is a legacy that means today frequencies and journey times between South East and Central London remain so much poorer than equivalent journeys elsewhere – stifling investment in what should be an economic powerhouse.

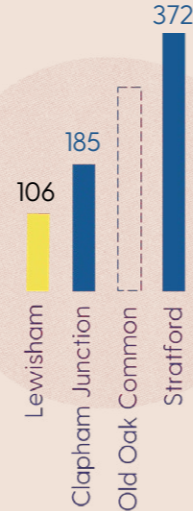
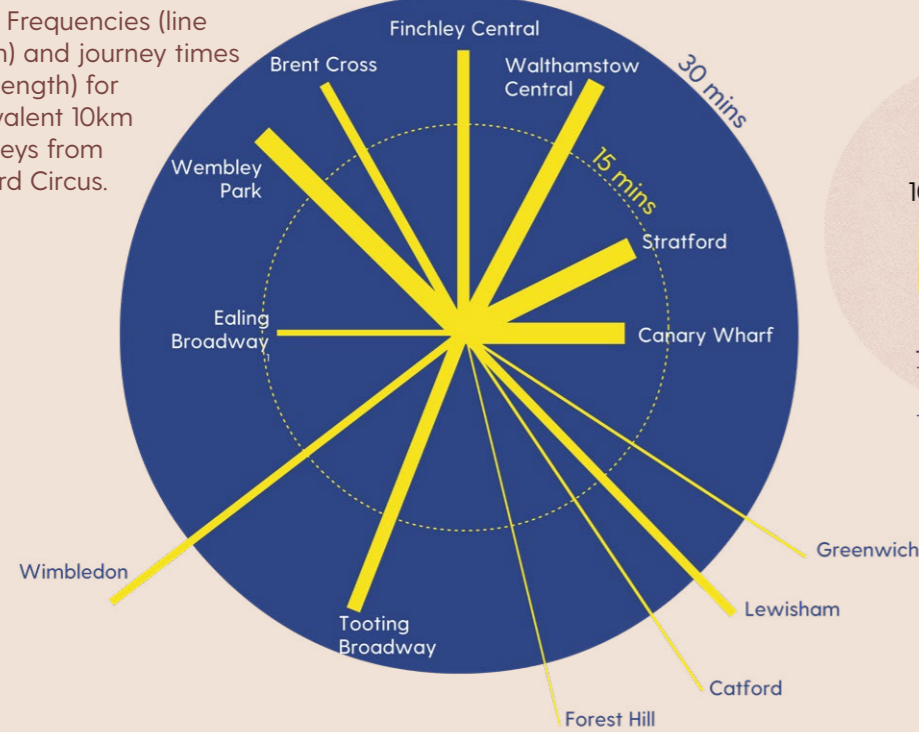
Demand is set to rise over the next decade, and the ambitious regeneration of the Old Kent Road, Lewisham, Catford and Lower Sydenham is only possible with the BLE bringing new bandwidth across South East London.

## MIND THE GAP

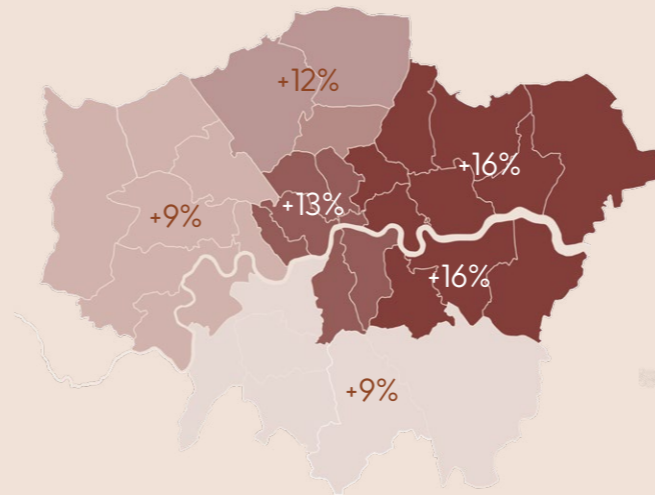
While the Old Kent Road is one of London's biggest bus corridors, it's left off the capital's rail network. Addressing this historic injustice and putting the Old Kent Road on the tube

map is a unique opportunity to expand the central London economy, building on the area's existing momentum and proven ability to attract investment.

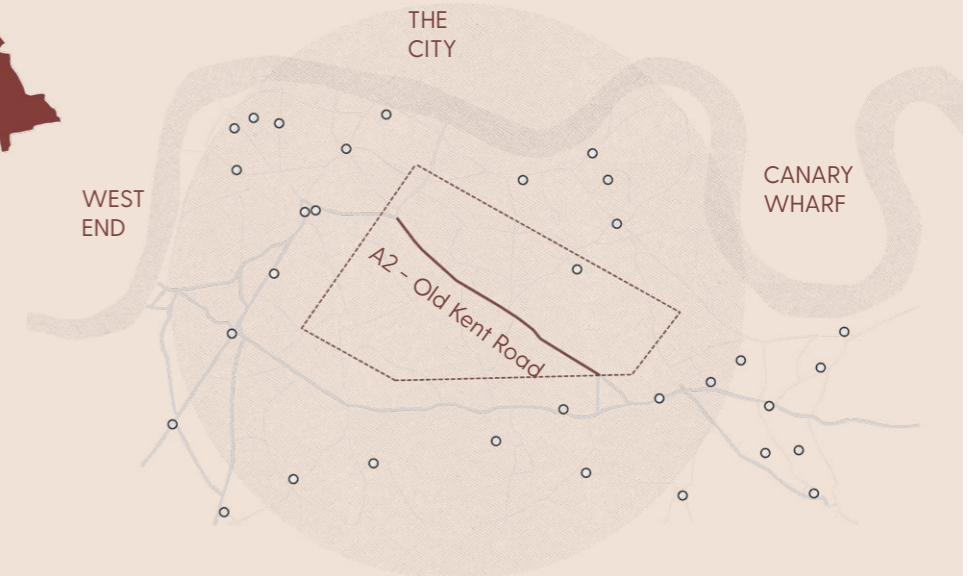
**Fig 1.** Frequencies (line width) and journey times (line length) for equivalent 10km journeys from Oxford Circus.



**Fig 2.** Lewisham is by far the poorest served of London's strategic gateways. (Source: timetable and rolling stock analysis)



**Fig 3.** Population growth 2008-2018: Lewisham and Southwark among fastest growing boroughs.



**Fig 4.** Mind the gap: area of South London centred on Old Kent Road, showing all train stations.

## Delivering affordable new homes for Londoners

Lewisham and Greenwich are the only Inner London boroughs with average house prices under £500,000.

**Fig 5.** Average house prices

- £900k+
- £750k-900k
- £600k-750k
- £450k-600k

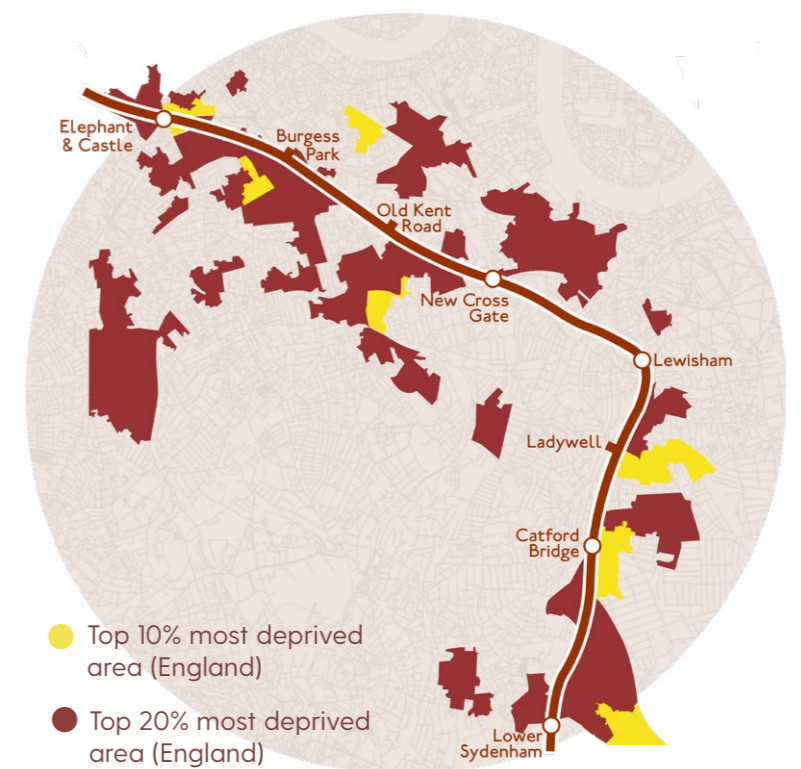


## Tackling deprivation

Poor transport negatively affects economic and life opportunities across South East London.

The BLE will play a powerful role in shifting this legacy – transforming the economic geography in the corridor, which contains significant pockets of economic need.

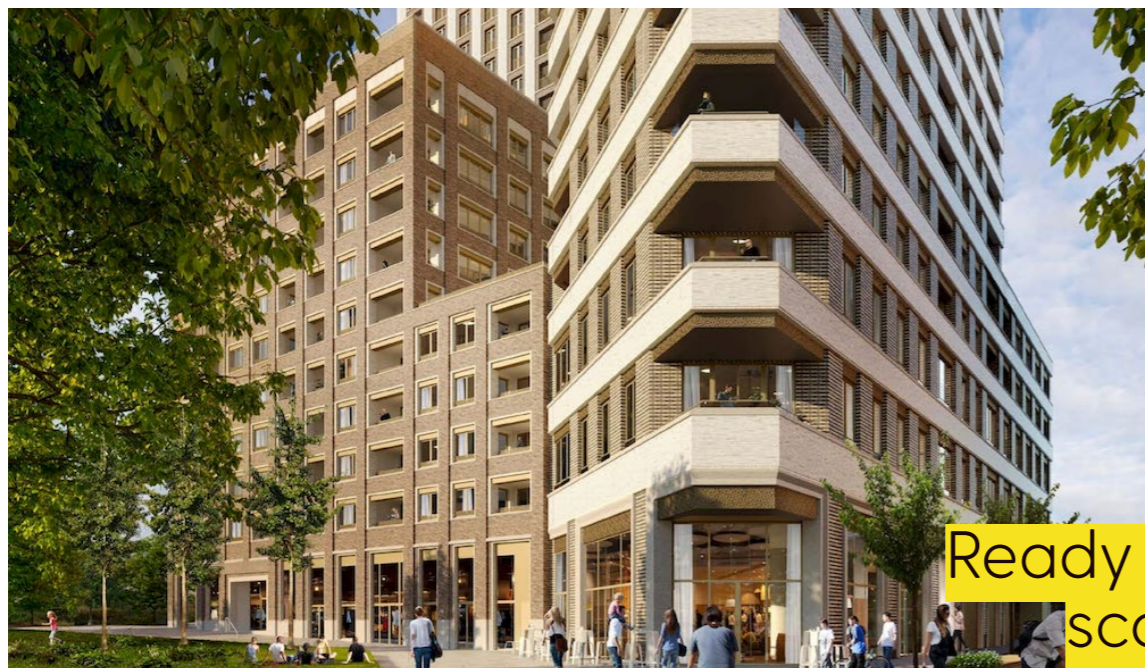
**Fig 6.** (right) Indices of multiple deprivation in England. The BLE route will target areas of long-term economic need as part of government's wider rebalancing focus.



- Top 10% most deprived area (England)
- Top 20% most deprived area (England)



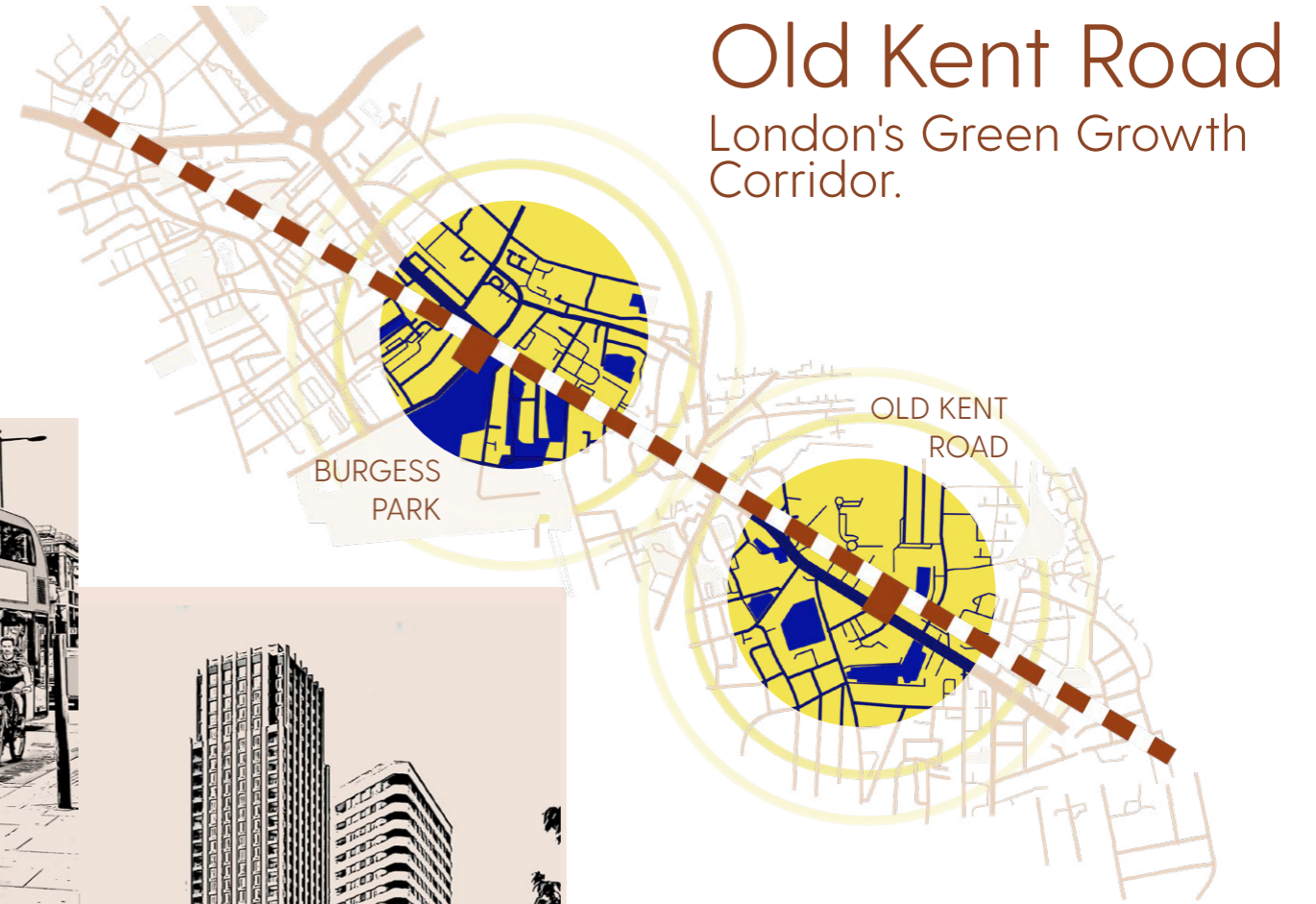
Key to a green recovery



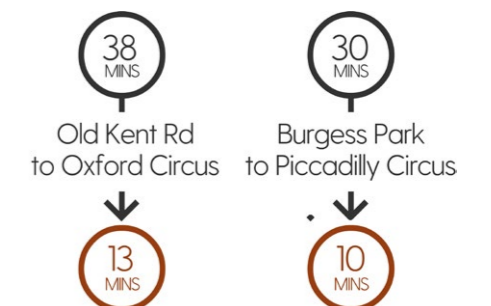
Ready to scale



20,000 new homes



#### JOURNEY TIME ENHANCEMENTS



## THE OLD KENT ROAD

A world-class regeneration already underway

A well-known thoroughfare and London's principal road artery to Kent and the continent, the Old Kent Road is a unique opportunity to expand central London to the southeast.

The extension of the Bakerloo line down Old Kent Road is central to plans to transform the area into a major economic centre, delivering over 2 million square feet of employment space for a range of uses, and

over 20,000 new homes.

### Transforming Central London's South East Corner

Located less than two miles from the City of London, the arrival of the tube on the Old Kent Road will accelerate plans for transformational regeneration of this area, making it a major Central London housing, employment and leisure destination.

### Housing in London, for London.

The Old Kent Road presents a stand-out opportunity to tackle



London's housing crisis, and regeneration is already delivering sustainable and affordable homes, which are close to central London's employment and leisure offer. Planning permission has been granted for

8,500 new homes, many of which are already under construction. The BLE will enable the full scale of ambition for the Old Kent Road to be unlocked, enabling 12,000 additional homes to be built in this iconic, inner London location where Londoners live close to the capital's jobs, services and green spaces.

### Harnessing the existing momentum

Work is already underway on delivery of new homes and commercial space, implementing the Area Action Plan that

Southwark Council has coordinated with residents, business, landowners and developers. As delivery of homes nears the limits of transport capacity, confirmation of the BLE will be essential to maximise this opportunity.

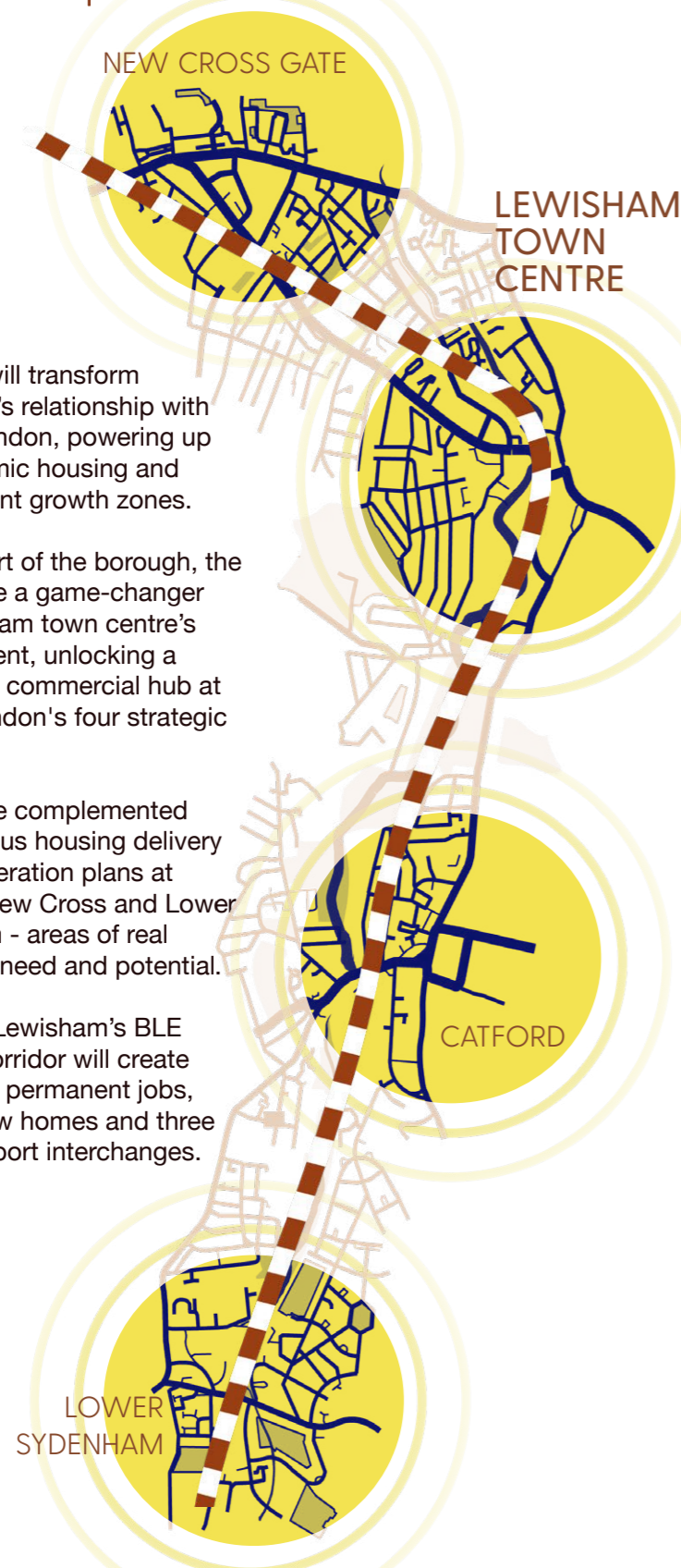
### Green Recovery

The BLE will support Old Kent Road's ambition to improve the area's environment and reduce air pollution and CO2 emissions, by increasing public transport capacity and reducing congestion. The

regeneration of Old Kent Road will create a Greener Belt linking new and existing open spaces, for walking, cycling and nature.

# Lewisham

New homes, new jobs,  
a new chapter



The BLE will transform Lewisham's relationship with central London, powering up four dynamic housing and employment growth zones.

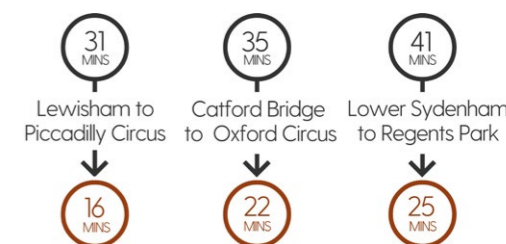
At the heart of the borough, the BLE will be a game-changer for Lewisham town centre's development, unlocking a major new commercial hub at one of London's four strategic gateways.

This will be complemented by ambitious housing delivery and regeneration plans at Catford, New Cross and Lower Sydenham - areas of real economic need and potential.

Together, Lewisham's BLE Growth Corridor will create 6,000 new permanent jobs, 30,000 new homes and three new transport interchanges.



## JOURNEY TIME ENHANCEMENTS



### LEWISHAM TOWN CENTRE

Turbocharging Lewisham's urban renaissance

Lewisham is a bustling borough centre on a housing growth trajectory, but its economic and employment performance is held back by perceptions of being 'off the grid'.

The BLE will transform Lewisham into South East London's gateway to the capital, bringing with it investment, high-quality new jobs, and the potential to become a major metropolitan centre for London.

### NEW CROSS

A creative corridor

With a world-class university at its heart, New Cross's creativity radiates out to neighbouring areas of Brockley, Deptford and New Bermondsey, while the area also offers housing growth potential which builds on the industrial character.

The BLE will unlock the creative and housing potential of this unique area of London, bringing its contributions closer to central London's economy.

### CATFORD

Catalysing growth

Catford is Lewisham's civic centre. While it has a thriving and proud local community, it also has areas with high levels of deprivation.

Lewisham is developing a comprehensive regeneration for Catford, combining a strengthened town centre with extensive housing delivery and new jobs. The BLE will be critical to delivering this ambition, securing long-term prosperity for Catford.

### LOWER SYDENHAM

A new district centre

Dominated by roads and 'big-box' retail units, Lower Sydenham offers enormous potential for growth and regeneration - but poor connections hold it back. The BLE will unlock a new district centre here, with employment and large-scale housing development helping to tackle some of the highest levels of deprivation in Britain.

# Project History

Transport for London has been leading the development of the BLE since 2010. Funding is included in the TfL business plan and the project is embedded in all core plans for London's growth, including the New London Plan and Mayor's Transport Strategy.

In 2018, the BLE was integrated as part of the upgrade of the Bakerloo line - combining to form the Bakerloo Line Upgrade and Extension Programme. The fusion allows for significant delivery synergies - maximising value for money and ensuring the Bakerloo line becomes a world class cross-London railway.

## Value for Money

The Bakerloo Line Upgrade and Extension has a compelling and level-headed case as London's next major infrastructure scheme: delivering substantial regeneration in the 2020s.

The cost of the extension is set between £4.7bn - £7.9bn, a significant component of which is to be met through London mechanisms, including Mayoral CIL.

When complete, the extension will generate an immediate operational fare surplus, and is projected to result in long-term fiscal benefits to the exchequer of £17.3bn.

## Planning for growth now

To prepare the ground, Lewisham and Southwark Councils, together with TfL and the GLA, are working in a unique growth partnership. Chaired by London's Deputy Mayors for Transport and Planning, this work is already coordinating growth to make sure we maximise the benefits from the BLE investment.



In 2018, Lewisham and Southwark Councils launched 'Back the Bakerloo', a campaign to harness the substantial local and cross-London support for the project. Since then, Back the Bakerloo has brought together a coalition of MPs, councils, developers and business to prepare the ground for the extension.

### 2010

Bakerloo line extension proposed in the 2010 Mayor's Transport Strategy by then Mayor Boris Johnson.

### 2013

First public consultation: route confirmed down Old Kent Road to Lewisham, with strong support for further extension to Catford and Hayes.

### 2017

Second public consultation on the design of the scheme: definition of station locations on the route finalised.

### 2018

Continued development of BLE included in Mayor Sadiq Khan's Mayors Transport Strategy and draft London Plan.

### 2019

BLE combined with renewal of the existing line. Further public consultation by TfL on tunnel alignment and extension to Hayes. Station names confirmed.

### 2020-21

Statutory safeguarding for the BLE route and update of the Strategic Outline Business Case.

Definition of single preferred option detailing the final route and scheme design to take forward.

### 2022-25

Secure consent (Transport and Works Act Order).

Agree funding package and commence construction.

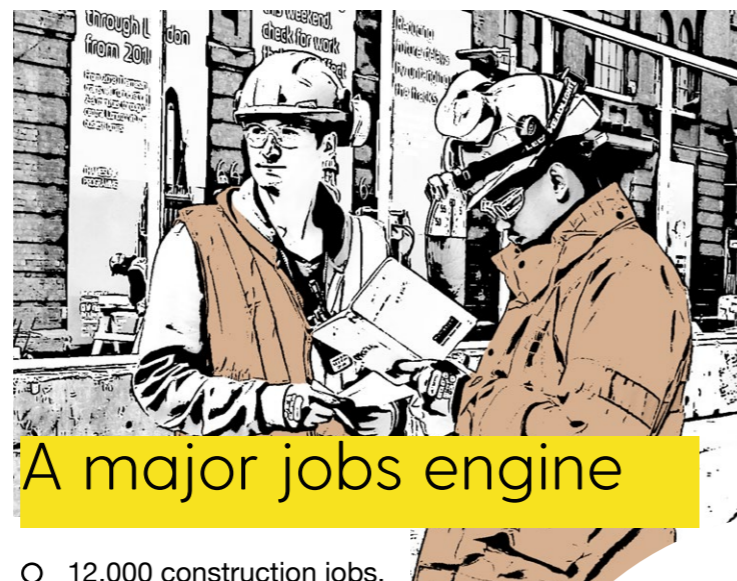
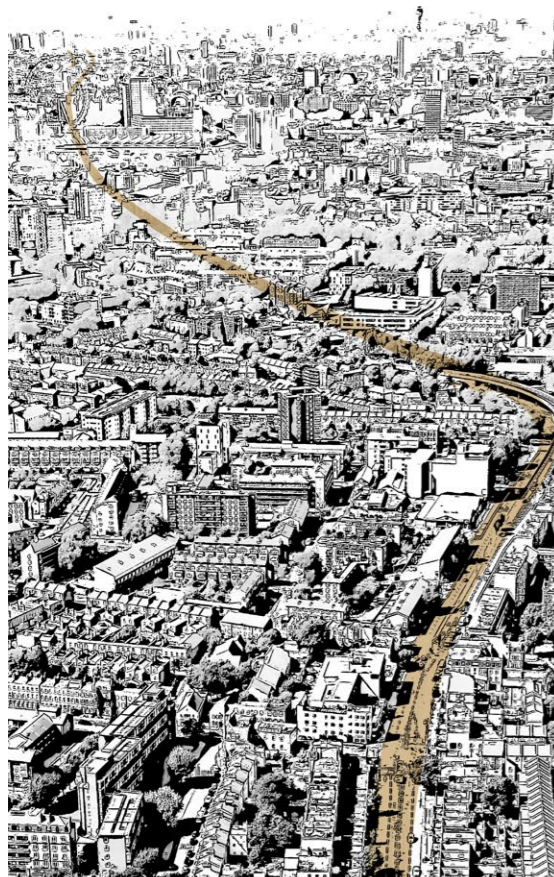
### 2032-33

First trains running.

## Getting in touch...

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Head of Old Kent Road Regeneration  
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## A major jobs engine

- 12,000 construction jobs, including 600 apprenticeships
- Supporting 130,000 jobs across the London economy

## New homes, affordable homes

- Supporting 110,000 new homes in London during the 2020s.
- Delivering affordable homes for inner London.



## Levelling up a region

- Creating 14 new high-growth centres across South East London
- Connecting to 80% of all stations in South East London.



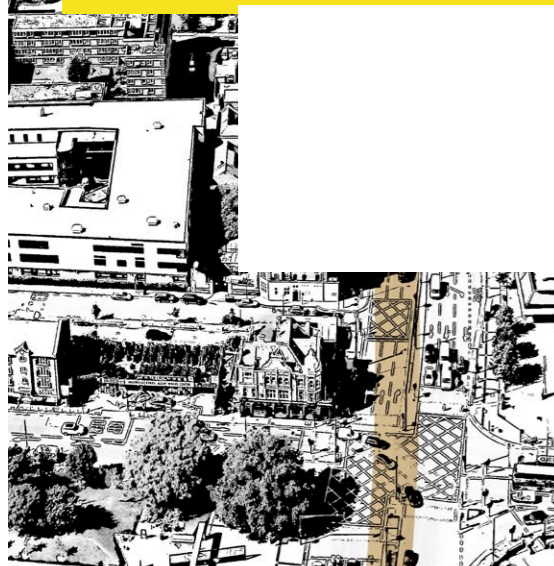
## Once in a generation opportunity



## Immediate Stimulus

- Turbocharging an established growth corridor
- An immediate investment boost across the capital
- Getting maximum value from the necessary Bakerloo line upgrade
- Enabling metroisation and better use of existing infrastructure

## Cross-London Impact



## Part of a green recovery

- Bringing real, sustainable transport options to South East London
- Affordable alongside a raft of wider green interventions



## Focussed and affordable

- A narrowly-focussed intervention making maximum use of existing assets
- A sensible, realistic funding ask

