

**Draft London Plan EiP 2019**

**London Borough of Bromley Written Statement**

**Matter 13**

***Would the Plan be effective in ensuring that adequate physical, environmental and social infrastructure is in place in a timely manner to support the amount and type of development proposed? In particular:***

- a) Is the development proposed in the Plan dependent on the provision of the infrastructure identified in the London Infrastructure Plan 2050 [NLP/EC/020]?*
- b) If so, is the strategy justified and would it be effective, bearing in mind that the delivery of some of the infrastructure projects is not certain and that there is an identified infrastructure funding gap of at least £3.1 billion per year?*
- c) What, if any, strategic infrastructure other than that identified in the London Infrastructure Plan 2050 is likely to be needed to support the development proposed in the Plan?*

**Comment**

*Figure 2.4: Bakerloo Line Extension*

Transport for London (TfL) submitted a representation to Bromley's Draft Local Plan consultation in December 2016. TfL confirmed it was currently developing plans for a Bakerloo Line Extension, and whilst it noted that the phase one extension from Elephant and Castle to Lewisham is included in TfL's business plan for delivery by 2028/29, the Council should reference the extension in Local Plan to assist the onward delivery of the extension to the town centre and Hayes alongside the safeguarding of land for the extension where new track is needed.

TfL's current focus is an extension of the Bakerloo Line to Lewisham. The Council supports the efforts of LB Lewisham to extend the Bakerloo Line to Lewisham. Beyond 2030, if it can be shown to unlock genuine new connectivity and capacity in line with the Council's aspirations as outlined in Outcome 5 of the Draft Local Implementation Plan 3 (LIP3), a future phase may be considered to Bromley but this is currently outside the life of Bromley's Draft Local Plan and is not a preferred option. However, Metroisation of services may influence any future phase.

The Council has acknowledged that it has been working closely with TfL to identify parts of the network which will benefit from improvements which will reduce bus journey times.

The corridors that Bromley wishes to see prioritised for public transport improvement are set out in the Council's Draft LIP3, of which the delivery of improved connectivity between Bromley's town centres and Canary Wharf via Lewisham is a priority.. The Council is intending to safeguard land and route alignments for the DLR or, if proven to be more viable, other suitable public transport modes on the corridor from Catford

to Bromley South via Bromley North as per Local Plan policy 36 and this extension will form part of continuing discussions with TfL regarding the next draft of the Business Plan, and the Council will continue to press TfL to secure funding for improvements to connectivity on this corridor..