

**24 March 2017**

Commissioner Mike Brown MVO  
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Dear Commissioner Brown,

**ICE London's Response to the Bakerloo Line Extension (BLE) Consultation, February 2017**

The Institution of Civil Engineers (ICE) London region welcomes the proposals for the Bakerloo Line Extension and is pleased to see these plans brought forward with the aim of project completion by 2029.

ICE is an international membership organisation that promotes and advances civil engineering around the world. ICE is a qualifying body, a centre for the exchange of specialist knowledge, and a provider of resources to encourage innovation and excellence in the profession worldwide.

In London, we have 9,000 members working to improve the Capital's transport, waste, water and energy infrastructure.

Our response to the BLE proposals has been developed by our Transport Expert Network (TEN). They are appointed to assess the evidence and arrive at a considered opinion on the best infrastructure solutions for the Capital on behalf of the Institution.

We look forward to continuing to engage with TfL as plans for the BLE are developed further.

Yours sincerely,



**Peter Twelftree**  
ICE London TEN Vice Chair



**Lawrie Quinn**  
ICE London Chair

**Bakerloo Line Extension**

Consultation Response

*March 2017*

Overall, ICE London supports the proposed BLE proposals. With the Capital's population predicted to reach 10 million by 2030 and 11 million by 2050<sup>1</sup> and road congestion posing risks to the health and productivity of Londoners, it is increasingly necessary that we invest in extra capacity on the rail network. Planning now to meet future demand and promote modal shift is therefore key.

The lack of Underground services serving South East London and a reliance on buses along the Old Kent Road make the BLE an important component in upgrading London's transport network.

In this consultation, we provide comments on a number of selected areas of the scheme so as to best reflect our expertise.

**Procurement**

ICE London understands the preferred Transport for London (TfL) procurement methodology is the development of a Reference Design leading to a "Design & Build" contract. However, selecting an alternative procurement and delivery model could help in both key areas of funding and programme challenges. This would help ensure that significant risks are passed along to organisations that are best suited to take them on. For instance, a Public-private partnership (PPP) model that provides additional level of delivery scrutiny could provide funding as well as additional programme assurance.

Early engagement with the industry could enable the exploration of alternatives other than a traditional design-bid-build or even Design & Build model, to provide other viable options for TfL to consider.

**Timing**

ICE London is pleased to see these plans brought forward, but the construction programme may be ambitious. An addition of at least 12 months float to the proposed construction programme could be considered.

**Funding**

Funding for the scheme should be generated from land value uplift from sites along the route. It is encouraging that TfL are utilising their experience from the Northern Line Extension (NLE) and the use of land banking as well as working with Southwark and Lambeth Councils to change Community Infrastructure Levy (CIL) arrangements.

However, with a larger number of land owners than the NLE, it is essential that funding mechanisms are put in place quickly. TfL should provide extra resources to put in place new financing arrangements. If developers do not contribute, the delivery of the scheme may be threatened.

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<sup>1</sup> [London Infrastructure Plan 2050, GLA, July 2014](#)

ICE London was pleased to see the announcement in the 2017 Budget for pilot a new Development Rights Auction Model (DRAM) and call for the BLE to be considered as a potential candidate for the pilot.<sup>2</sup>

## Proposals

ICE London approves of the proposed route and is pleased to see that TfL have considered future extensions to Hayes. It is vital that TfL plans the current proposals with thoughts of how a future extension will be incorporated and constructed.

There are a number of opportunities and challenges along the route:

- **Elephant and Castle:** Integration with the Elephant & Castle Northern Line upgrade and ticket halls is important. There should be a focus on minimising long term disruption on all four platforms.
- **New Cross Gate:** The use of rail freight along this route is important in reducing the quantity of construction vehicles on the road. TfL should consider using this site for the consolidation of materials to other BLE sites so as to reduce vehicle deliveries going in and out of London via road.
- **Old Kent Road:** ICE London does not have a view on the location of the station, which should be decided in conjunction with residents and local requirements.

TfL must ensure that connections to the National Grid are considered early in the planning stages to avoid future issues arising from increasing demand from both the new extension and surrounding developments.

TfL should also consider future plans for the development of the Docklands Light Railway (DLR) and how these will be integrated with the BLE extension.

## Acknowledgements<sup>3</sup>

ICE London thanks the members of the London TEN who provided feedback to this response:

- Peter Twelftree, Director, Steer Davies Gleave
- Lawrie Quinn, Project Manager, Atkins
- Daniel Reynolds, Project Manager, Transport for London
- Steve Miller
- Steven Hayter, Director, OTB Engineering
- Nick Tucker, Senior Project Manager, Mott MacDonald
- Andrew Shaw, Associate Director – Infrastructure and Industrial Design, Capita
- Joe Flores, Associate Director, Atkins
- Alistair Hitchcock, Associate Director, Capita

Thank you to Mark Welch, Principal Planner - Planning Projects at TfL Strategy and Planning for presenting to the TEN.

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<sup>2</sup> [Memorandum of Understanding on further devolution to London, HM Treasury, March 2017](#)

<sup>3</sup> *All views expressed in this response are of the members individually and not the companies listed above .*