

To: LONDON ASSEMBLY TRANSPORT COMMITTEE 20th March 2025

From: NEIL ROTH, SECRETARY, FUTURE TRANSPORT LONDON

RESTORING A NATIONAL RAIL STATION AT OLD KENT ROAD & HATCHAM

Future Transport London campaigns in favour of active travel and using public transport but against the unnecessary use of private cars.

We call for the restoration of a national rail station at *Old Kent Road & Hatcham,* where the South London Line crosses above the Old Kent Road, to be evaluated. A national rail station was opened there in 1866 but closed in 1917 and was never reopened postwar. <https://en.wikipedia.org/wiki/Old_Kent_Road_railway_station>

The Bakerloo Line Extension (BLE), according to TfL’s map (please see below), is proposed to have two new Underground stations within the Old Kent Road Opportunity Area which, in plan, resembles a shovel with a crooked handle lying to the west and *Burgess Park* station halfway along that handle. *Old Kent Road* BLE station lies to the east, in the middle of the shovel blade.

“Bakerloop” bus BL1 is proposed to call where BLE stations are planned, including *Old Kent Road/Ilderton Road* bus stop. Given Ilderton Road’s proximity to where the South London Line crosses the Old Kent Road, we deduce that *Old Kent Road* BLE station will lie very close to the site of *Old Kent Road & Hatcham* station referred to above. However, when we asked TfL if an interchange here had been considered, they did not respond in the affirmative.

**Would it be a good idea to restore a station at *Old Kent Road & Hatcham*?**

1. It would be located well within, and serve, the Old Kent Road Opportunity Area and could be implemented well before BLE.
2. It could straddle the Old Kent Road with entrances on both sides (as Deptford Bridge DLR station straddles the busy road beneath).
3. It would be halfway between the existing South Bermondsey and Queens Road Peckham South London Line stations and have its own walk-in catchment
4. Both Southern and London Overground Windrush services already operate across the bridge and could easily be scheduled to call at a station there
5. It would immediately provide interchange between the train services mentioned in 4 and bus routes operating along the Old Kent Road (including “Bakerloop”)
6. When BLE is built, it would additionally provide interchange between the train services in 4 and BLE

South Bermondsey station is five minutes’ walk from The Den (Millwall FC ground) but served only by Southern trains. A proposed station at “Surrey Canal” would be closer to The Den but served by only Windrush services. Neither provides interchange.

*On TfL’s map, below, the proposed BLE station at Old Kent Road is NOT shown as an interchange but it could that: to/from Southern and London Overground Windrush services. We call for the costs and benefits of an interchange, with the restoration of Old Kent Road & Hatcham station, to be evaluated.*

