



Bakerloo Line Extension

Initial response to issues raised from the Spring 2017 consultation

February 2018

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1. Introduction

- 1.1. To help inform the further development of proposals for a Bakerloo line extension (BLE) from Elephant & Castle to Lewisham town centre, a public consultation on potential station and shaft sites was conducted between 9th February and 21st April 2017.
- 1.2. The consultation focused on capturing views on potential station and shaft locations along the proposed extension and followed on from an earlier public consultation on possible route options that was carried out in autumn 2014.
- 1.3. We received 4,899 responses to the consultation. 4,819 from members of the public, 80 responses from stakeholders, three petitions and one campaign.
- 1.4. In July 2017, we published the results of the consultation, covering 4,899 responses. This is available online at www.tfl.gov.uk/bakerloo-extension¹.
- 1.5. Since the consultation closed, we have analysed the results and considered how they can, where appropriate, inform the further development of the BLE proposals. Our work is ongoing as designing a large new section of railway that integrates with the existing Bakerloo line is a complex task.
- 1.6. Some of the consultation responses raised complex issues that require additional time to consider properly. Therefore this document is an *Initial* Response to the main issues raised, which outlines our work to analyse responses to date. Once we have further completed our work, we will publish a further report addressing the issues raised in more detail, identifying where our proposals may have changed and how we will ensure future development work takes them into consideration.
- 1.7. The issues and the responses have been grouped according to themes and broadly follow the order of questions as presented during the consultation, with each question covered chapter by chapter. A copy of the consultation questions is included in Appendix A of this report.
- 1.8. Some issues raised in the responses were applicable across all of the proposals we consulted on (e.g. general concerns about construction, queries about timescales etc). We have consolidated these general issues and addressed them in the table in section 2 of this report. The remainder of the report addresses site specific issues associated with each of the proposed station and shaft site options we consulted on. A copy of the consultation information and the site options consulted upon is included in Appendix B of this report.

The extension proposals

¹ Direct download URL for the report is https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/ble-consultation-report-final-1.pdf

1.9. We are considering an extension of the Bakerloo line in order to encourage and manage growth and development in southeast London, and support regeneration.

1.10. The key aims of the extension are to:

- Offer a new direct link into central London for people living or working in south east London, especially along Old Kent Road, to serve the Old Kent Road Opportunity Area².
- Support development and regeneration in south east London, and in particular the provision of vital new homes
- Provide an Underground train every two to three minutes between Lewisham and central London.
- Reduce journey times along the extension to central London by up to nine minutes
- Provide capacity for 65,000 extra journeys in the morning and evening peak, to help relieve congestion on local bus services and National Rail services
- Relieve congestion on roads, reducing CO₂ emissions and air pollution

Figure 1-1: Map of Bakerloo line extension proposal to Lewisham via Old Kent Road and New Cross Gate



² Opportunity Areas are London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and / or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

I.11. Prior to construction commencing, we will further progress the designs for the extension, and assess the impacts of these. As we do so, we will undertake further public consultation. Once we have progressed our designs and before we can construct, we will need to obtain the necessary planning powers and permissions to build and operate the extension. Our application for planning permission to construct and operate the extension will be through a Transport and Works Act Order. This is subject to rigorous conditions and may result in a public inquiry at which further representations can be made.

Summary of consultation results

I.12. A summary of the responses received to each question asked in the consultation is included below. For a detailed breakdown of all the responses received please refer to the published Consultation Report (July 2017)³.

I.13. Question 1: “Considering the shaded area in the map for Elephant & Castle, where within this area do you consider suitable for a new Bakerloo line station?”

I.14. The majority of responses received to Question 1 stated that a Bakerloo line station should be located where the Northern line entrance and Elephant & Castle shopping centre currently are.

I.15. The most frequently occurring comments received to this question included:

- Prioritise the interchange between the Bakerloo and National Rail lines
- Prioritise the interchange between the Bakerloo and Northern lines
- Integrate the proposed Bakerloo line station into existing/redeveloped Elephant & Castle market and shopping centre

I.16. Question 2: Shaft between Elephant & Castle and Old Kent Road I stations – “What is your preferred shaft location?”

I.17. Option A (Bricklayers Arms junction area) was preferred over option B (a public park site on Portland Street), with 36.9 per cent of all respondents supporting option A. 46.2 per cent of respondents either stated that they had no preference or did not respond to the question. 14.7 per cent of people preferred option B, and 2.2 per cent did not support either option.

I.18. Question 3: “Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road I shaft.”

I.19. The most common reasons for supporting the proposed shaft at option A (Bricklayers Arms) included that the site was undesirable anyway; that a station should also be provided on the extension at this location; that it would cause less disturbance and disruption; and because it has better access and would therefore minimise traffic impacts.

I.20. Question 4: Old Kent Road I – “What is your preferred station location?”

³ Available at https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/ble-consultation-report-final-1.pdf

- I.21. Option B (near the junction of Old Kent Road with Dunton Road) was the preferred option with 41.2 per cent of respondents supporting it over 21.1 per cent that showed support for option A (near the junction of Mandela Way with Dunton Road). 35.1 per cent of respondents either stated that they had no preference or did not respond to the question and 2.5 per cent did not support either option.
- I.22. Question 5: "Please let us know if you have any further comments regarding Old Kent Road 1 station"
- I.23. The most common reasons for supporting a station at option B were its proximity to bus and other transport links; because it is near the Old Kent Road and; because it would cause less disruption to existing housing and local residents.
- I.24. Question 6: Old Kent Road 2: "What is your preferred station location?"
- I.25. Option B (near the junction of Asylum Road with Old Kent Road) was preferred with 32.8 per cent choosing it over option A (near the junction of Old Kent Road with St James's Road) which was favoured by 26.5 per cent. 38.6 per cent of respondents had no opinion, either explicitly stating that they had no preference (30.1 per cent) or not responding to the question (8.5 per cent).
- I.26. Question 7: "Please let us know if you have any further comments regarding Old Kent Road 2 station".
- I.27. The most common reasons for supporting a station at option B were because it would cause more even spacing between stations (it is closer to Queens Road Peckham Overground station and it is located in a more populated area / serves a wider catchment area).
- I.28. Question 8: "Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate?"
- I.29. The majority of responses to this question expressed support for the proposed site either generally (52.3 per cent) or more specifically because of the interchange it would offer with Overground and National Rail services (4.1 per cent). 6.5 per cent of responses referred to the need for seamless pedestrian interchange between the two stations without having to exit the station.
- I.30. The impact on the existing retail at the site was the theme of 11.3 per cent of responses. 8.9 per cent of all responses referred to the desire to retain access to Sainsbury's. These responses include concern about the permanent loss of Sainsbury's (2.3 per cent); concern about the temporary loss of Sainsbury's (1.9 per cent); and opposition to the site location because it removes Sainsbury's (1.8 per cent).
- I.31. Question 9: "Do you have any comments on the site we are considering for the location of an intermediate shaft between New Cross Gate and Lewisham stations?"
- I.32. The majority of responses received to this question were those in favour of the proposal in general, supportive of the proposed shaft location (Alexandra Cottages off Lewisham Way), or wanting the station to be built as soon as possible. There were some concerns over the local impacts, particularly disruption to residents, traffic congestion and disruption to local businesses.

- I.33. Question 10: “Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham?”
- I.34. Respondents to Question 10 focused on interchange as the biggest issue, which was mentioned in 38.1 per cent of responses. Responses within the theme of interchange expressed a desire to ensure that interchange was of a high quality (25.2 per cent) or supported the location because it would provide good interchange (10.5 per cent).
- I.35. The largest single response was support for the proposed location (19.3 per cent), rising to over 30 per cent when responses specifying reasons for support are included, such as the location providing good interchange.
- I.36. Question 11: “Do you have any comments on the site we are considering for the location of a shaft at the end of the proposed extension in Lewisham?”
- I.37. The most common response to this question supported the proposed shaft location (72.7 per cent), either in general (41.5 per cent), as a specific location (24.4 per cent), or as a specific location due to the current land use (4.6 per cent). A further 2.2 per cent of supportive responses related to timescale, with respondents stating that the scheme should be built as soon as possible.
- I.38. Question 12: “Please let us have any further or general comments you would like to make about the Bakerloo line extension proposals.”
- I.39. The majority of responses to this question explicitly supported the scheme, identifying the need for it to happen as soon as possible, and suggestions that it should be completed in stages to ensure an earlier opening time.
- I.40. Respondents also suggested that the scheme is extended past Lewisham or expressed disappointment that this phase does not extend past Lewisham. In addition, some respondents mentioned the desire for a station at Bricklayer’s Arms.

Stakeholder responses

- I.41. We received 80 stakeholder responses, including responses from London Assembly members, Local Authorities, businesses and community groups. A summary of their responses can be found in the published Consultation Report (July 2017)⁴.

Summary of major petitions

- I.42. We received three petitions and one campaign during the consultation. The first petition of 674 names was organised by Southwark Liberal Democrat Councillors and London Assembly Member Caroline Pidgeon and was supportive of a station at Bricklayers Arms. The second petition of 2,214 names was also in support of a station at Bricklayers Arms and was organised by Mr Ahmed on behalf of the Tower Bridge Road Alliance CIC. The third petition of 149 names was organised by London Borough of Southwark Councillor Paul Fleming and opposed the proposed shaft at Faraday Gardens (option B – shaft between Elephant & Castle and Old Kent Road 1).

⁴ Available at https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/ble-consultation-report-final-1.pdf

I.43. The campaign entailed the use of an email template sent to the BLE project email address, and called for an extension beyond Lewisham towards to the London Borough of Bromley via Catford and Sydenham. Copies of the petitions received are in our published Consultation Report (July 2017)⁵.

Next steps

- I.44. We are undertaking further development of the proposals to allow us to determine single preferred sites for each of the stations and shafts along the route along with the location of running tunnels. We will also develop proposals for how we propose to upgrade Elephant and Castle Bakerloo line station and its interchange with the Northern line and National Rail services. As we continue to undertake this work, we will be able to provide further responses to some of the issues raised by the consultation. Once such further details are available we will publish an Updated Response to the Main Issues Raised and when ready, will consult on further details about the BLE proposals.
- I.45. If the necessary funding is secured and we obtain the planning powers we need to construct and operate the BLE, we anticipate that construction could commence in around 2023 and be completed in 2029.

Project contact details

- I.46. For more information regarding the consultation please visit www.tfl.gov.uk/bakerloo-extension
- I.47. If you would like to further discuss a query or issue, please contact us via:
- Email: ble@tfl.gov.uk
 - Post: Freepost TfL Consultations

⁵ Available at https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/ble-consultation-report-final-1.pdf

2. General Issues on BLE as a whole

These are issues that were repeated throughout many of the site specific questions and where we provided the opportunity for respondents to provide any further general comments.

Ref	Main issues raised	TfL response
2.1	<p><u>Timing</u></p> <p><i>Begin the scheme as soon as possible</i></p>	<p>The proposals we presented and consulted upon are at an early stage of the scheme development and design. We have not made any final decisions about those proposals and they will require further development and consultation before we are in a position to apply for the necessary planning powers to construct and operate the scheme. The timing of scheme delivery will be subject to when the existing Bakerloo line has its trains and signalling upgraded as extending the Bakerloo line to Lewisham will require the new capacity that the Bakerloo line upgrade works will deliver. Crucially, the timing of the scheme will also be subject to securing the necessary funding for its construction</p> <p>As we set out in the public consultation, we estimate that the BLE and existing Bakerloo line upgrade could be completed by 2029. This would mean we would aim to start construction works around 2023. These timescales are common for major infrastructure projects such as the BLE – the Northern Line Extension, a similar scheme, currently under construction, commenced in 2015 and is targeted for completion in 2020. Crossrail, a larger scheme, commenced construction in 2009 and is scheduled to be complete in 2019.</p>
2.2	<p><u>Transport network</u></p> <p><i>The proposal will reduce demand on Buses, Rail, Roads, and at other stations</i></p>	<p>We are planning the BLE in order to provide new capacity, connectivity and accessibility to south east London to help relieve pressure on the existing transport network and enable the area to grow and regenerate. As we develop our proposals we will set out in further detail the expected impacts on the wider transport network during both construction and once the BLE is operating.</p>

<p>2.3</p>	<p><u>New Development / regeneration / housing</u></p> <p><i>Support new housing.</i></p> <p><i>Affordable housing / concerned about the rising cost of housing.</i></p> <p><i>Concerned about the loss of land for housing.</i></p> <p><i>The stations should be designed as part of a master plan for the local area.</i></p> <p><i>It will only benefit developers.</i></p>	<p>One of the reasons we are proposing the BLE is to improve passenger journeys for the existing areas of south east London that are reliant on the bus and National Rail networks which are constrained in capacity and suffer crowding in peak periods. The BLE would both improve accessibility and enable new homes, including affordable housing, and jobs to be delivered. These new homes and jobs can help south east London to grow and provide more opportunities for passengers to access opportunities and services across wider London.</p> <p>We will design the BLE with the aim that the scheme itself can provide new housing where it is appropriate and permitted to do so. Once works are complete at each site, we will determine what land is not required for safe and efficient operations of the BLE and where appropriate offer the land back to the previous owner at the market price. The subsequent uses on the land either retained by us or returned to an alternative owner will be subject to the local authority's planning permission based on the plans and policies they have in place at that time.</p> <p>We recognise the benefits that could accrue to land owners and the development market. We have existing mechanisms to obtain financial contributions to the scheme such as the local Borough and Mayoral Community Infrastructure Levy. We are also working with the GLA and central Government to explore other possible measures of capturing the land value increases arising from schemes such as the BLE.</p>
<p>2.4</p>	<p><u>Extension beyond Lewisham</u></p> <p><i>A number of destinations mentioned including Blackheath and Hayes via Catford and Lower Sydenham.</i></p>	<p>Our proposals are being developed to allow a potential onwards extension from Lewisham. The proposals we consulted on allow for an extension either south or east from the end of the line. Due to the need to provide overrun tunnels for the Lewisham terminus and constraints in the town centre area, some potential locations beyond Lewisham may be more complex to potentially extend to than others.</p> <p>A potential onwards extension from Lewisham will be subject to how our plans progress for the current proposal to extend to Lewisham. Whilst we undertake that work on the route to Lewisham we will keep the case for extending under review and work with the local authorities and other transport operators such as Network Rail to understand how the transport network and population in areas beyond Lewisham may change in the future.</p>

<p>2.5</p>	<p><u>Construction</u></p> <p><i>The duration of works.</i></p> <p><i>Maintaining safety of the local area during works.</i></p> <p><i>The disruption caused by works.</i></p> <p><i>Compensation entitlements due to works.</i></p>	<p>We estimate that construction could begin in 2023 and finish in 2029. During this period, infrastructure across the extension would be constructed. The extent of work being undertaken and the periods of most intensity at each construction site would be influenced by a number of factors including, but not limited to, the size of the worksite available, the type of infrastructure being constructed and any dependencies on works at other sites. Until the designs have been developed further and the sequence and complexity of their delivery defined, it is not possible to determine how long each part of the works would take and when within the overall construction period primary work would start and finish at a particular site.</p> <p>Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan specifically prepared for the scheme – these will be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area.</p> <p>We will plan our works, where practicable, to minimise the impact on existing passenger services on the road network and at stations. Where any closures are required we will work closely with the operators, local authorities, and infrastructure owners with the aim of reducing the impacts of any required closures. The preferred arrangement for undertaking works at a site concerns the ability to provide direct, managed access to and from larger roads, where good sightlines and adequate protection is possible to support normal operations as far as practicable.</p> <p>We would aim to engage with the local community throughout the duration of our works. We would also provide contact details whilst works take place to enable the community to ask any questions or raise concerns.</p> <p>Where any land or property interest is required for construction of the BLE and is acquired under the compulsory purchase powers included within the proposed BLE Transport and Works Act Order (Transport and Works Act Order), the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code.</p>
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<p>2.6</p>	<p><u>Alternative station locations</u></p> <p><i>Bricklayers Arms proposal.</i></p> <p><i>Between New Cross Gate and Lewisham.</i></p> <p><i>At New Cross.</i></p> <p><i>At St Johns.</i></p>	<p>We are now considering alternative locations for stations on the line of route, such as at Bricklayers Arms as we determine the best way of supporting growth in the Old Kent Road area. However it should be noted that some of the locations proposed in the consultation would duplicate interchange opportunities and connectivity that our current proposals will provide. For example St Johns and New Cross both provide access to the rail network that our proposed BLE station interchanges at New Cross Gate and Lewisham will provide.</p> <p>We do not plan to further investigate the option of an additional station between New Cross Gate and Lewisham as we consider that the current proposals for BLE station interchanges at those locations also have access from their local areas due to the walking, cycling and bus networks.</p> <p>We do not plan to further investigate the option of a BLE station at New Cross or St Johns. Both stations are on the same National Rail route from Lewisham to central London. Our proposals to serve Lewisham station interchange with the BLE will provide connectivity and opportunity on the rail network for travel to and from these locations via the Underground. In addition, New Cross is also served by the London Overground East London Line, which our BLE proposals will also provide connectivity to at New Cross Gate. St Johns and New Cross will also be accessible from the proposed BLE stations via the walking, cycling and bus networks.</p>
<p>2.7</p>	<p><u>Interchanges</u></p> <p><i>Provide paid-side interchanges to avoid the need to exit stations.</i></p> <p><i>Provide short interchanges.</i></p> <p><i>Do not worsen existing interchanges.</i></p>	<p>As we develop our proposals we will aim to ensure that the station interchanges and surroundings provide a safe and convenient environment for pedestrians both accessing the station and travelling past it.</p> <p>The sites we proposed in our consultation were selected in part on the basis of close proximity to existing transport network access points such as bus stops and rail stations, so that passengers interchanging have a quick and convenient journey. All BLE stations will be designed to provide step free access from street to train.</p>

2.8	<u>General Opposition to the scheme</u>	<p>We have set out a clear case for the BLE and this case is supported by the local authorities along the route. We will continue to work to ensure that the benefits of the extension are maximised by working with these partners and ensuring that our proposals provide value for money. The drafts of the Mayor’s London Plan and Transport Strategy propose the development of the extension in order to improve public transport connectivity and support the provision of new homes and jobs (these plans are available from www.london.gov.uk). The New Southwark Plan (available from http://www.southwark.gov.uk)⁶ and the Lewisham Local Plan (available from www.lewisham.gov.uk)⁷ also promote the delivery of the BLE to support sustainable development in each borough.</p>
2.9	<u>Rail Capacity & Infrastructure</u> <i>Concerns about Bakerloo line capacity / train service frequency.</i> <i>Ensure new signalling.</i> <i>Ensure new rolling stock / better ventilation & cooling</i> <i>Upgrade tracks on Bakerloo line.</i> <i>Increase other rail service frequencies.</i> <i>Energy infrastructure.</i>	<p>We are proposing an extension of the Underground because the Bakerloo line already has excellent existing connectivity to the wider transport network. The evidence base for the draft Mayor’s Transport Strategy (available at https://consultations.tfl.gov.uk/policy/9b28c200/) demonstrated that the line will have spare capacity to enable its extension once it has been upgraded, with new trains and signalling and can therefore operate higher frequency services than it does today. These new trains will have improved ventilation and the line extension will be built to modern standards helping to keep conditions in the tunnels and stations cooler, and journeys more comfortable.</p> <p>As we develop proposals for the BLE, we will identify its power requirements and work with suppliers and the local authorities to explore the use of new and existing infrastructure including exploring synergies with wider redevelopment proposals and land use changes around stations, which will similarly require power infrastructure.</p> <p>National Rail services in London are outside of TfL's control. In general though, we will work with partners across the rail industry to extend the benefits of the extension more widely through interchange with the National Rail network.</p>

⁶ Direct download URL for New Southwark Plan http://www.2.southwark.gov.uk/downloads/download/4346/new_southwark_plan_preferred_option

⁷ Direct download URL for Lewisham Local Plan <https://www.lewisham.gov.uk/myservices/planning/policy/LDF/Pages/default.aspx>

2.10	<p><u>Routing</u></p> <p><i>Other routes should have been considered</i></p>	<p>We have selected the Lewisham route and destinations along it following a comprehensive assessment of the growth and transport challenges in south east London. We set out that work in 2016 – it is available at https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014/⁸</p>
2.11	<p><u>Station design</u></p> <p><i>High quality design</i></p> <p><i>Entrance(s) locations</i></p> <p><i>Platforms gaps and edge doors</i></p> <p><i>Oversite development (development above stations)</i></p>	<p>At present, station designs are at an early stage and so could allow for different numbers and arrangements of entrances. The final arrangement will be informed by the local area connections and the future plans for sites and their surroundings. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.</p> <p>We have clear standards and design principles that are published on the TfL’s internet site, such as the London Underground Station Design Idiom. This is available at http://content.tfl.gov.uk/station-design-idiom-2.pdf. As we develop the design of our stations we will engage with the local authorities and local communities to design stations that are sympathetic to their surroundings and contribute towards making the local areas they serve better places.</p> <p>The BLE station platforms will be designed to modern standards which mean they will be designed to reduce the gap to the train and they will be capable of providing platform edge doors.</p> <p>We did not present locations for entrances to the stations in the consultation as these decisions will be subject to further development of their design and the land uses around them. As we develop this understanding, including through working with the local authorities, we will consider where entrances should be. This will include considering whether there is a case for multiple entrances to better serve the local area and to help the stations operate and provide better interchange with the wider transport network.</p>

⁸ Direct download URL for 2016 Options Assessment Report https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014/user_uploads/options-assessment-report_final.pdf

2.12	<p><u>Roads</u></p> <p><i>Concern about construction traffic volumes.</i></p> <p><i>Concern about road closures.</i></p> <p><i>Concern about road congestion due to demand arising from the BLE.</i></p>	<p>We are proposing the BLE along a route that parallels the A2 road corridor between Elephant and Castle and Lewisham. We are doing this because the provision of a new Underground line can help provide an alternative means of travel along that corridor and help to lower demand for road trips. Achieving this benefit in the long term means having to undertake construction works in the short term along this road corridor.</p> <p>As we develop proposals for the BLE we will further consider how construction of the necessary infrastructure such as stations, the tunnels and intermediate shafts would take place. Our proposed use of the road network will be set out in our Construction Logistics Plan, detailing the routes we propose to use to access construction sites, the hours of working and how we will ensure safety is maintained through these works.</p> <p>Given the scale of construction required for the BLE proposals it is possible closures may be required to enable us to carry out works safely and efficiently. Where road closures are required, we will work closely with the relevant highway authorities to consider how we can limit the length and number of closures needed to complete the works.</p>
2.13	<p><u>Cycling / Cycle Parking</u></p> <p><i>Propose new cycle routes linking with the new stations</i></p> <p><i>Additional cycle parking at Underground stations</i></p>	<p>The proposals we consulted on included consideration of the location of the existing and planned cycle networks, such as Cycle Superhighways and the National Cycle Network. We will continue to consider how pedestrian and cycle links to stations can be made safe and convenient, and work with the local authorities to understand how surrounding land uses and development can help support these outcomes. Our stations will be designed with the aim of providing cycle parking for use by passengers and staff.</p>
2.14	<p><u>Disabled access</u></p> <p><i>Provide disabled access / step free access</i></p>	<p>The BLE will be designed to modern standards to ensure that passengers and staff with disabilities can use the trains and stations safely. All our stations will be designed to provide step free access from the street to the train.</p>
2.15	<p><u>Buses</u></p> <p><i>Propose additional bus routes to link to BLE.</i></p>	<p>We do not currently have proposals to change the bus network as part of the BLE proposals. The proposals we consulted on are at an early stage and no final decisions have been made. Considering how the BLE proposals link to the bus network will be a consideration in reaching</p>

	<p><i>Will bus routes and service levels change due to BLE?</i></p> <p><i>Improve bus priority measures e.g. bus lanes.</i></p>	<p>decisions on preferred sites.</p> <p>As we progress our station proposals we will work with the local authorities and highway authorities to understand how the local road network can help support any improvements for interchange between the BLE and the wider transport network.</p>
2.16	<p><u>Air quality</u></p> <p><i>The proposals will improve air quality</i></p> <p><i>Concerns about air quality during construction</i></p>	<p>As part of the Transport and Works Act Order application an Environmental Statement (ES) will be produced which will assess the effects of both construction and operations on air quality. The ES will also recommend, where appropriate, mitigation measures.</p> <p>Any works undertaken for the construction of the proposed extension would be regulated by a Code of Construction Practice and a Construction Logistics Plan – these would be agreed with the local authority. This would put in place requirements for contractors to manage the impacts of the work, for example with regard to dust, noise and working hours. It is likely that the BLE proposals, by providing an alternative means of travel along its route, would help to lower demand for road trips where vehicle emissions are generated.</p> <p>TfL and the Mayor of London are leading the industry in driving improvement in Air Quality for London. We are implementing substantial measures, such as the Toxicity Charge, the Ultra Low Emission Zone and Low Emission Bus Zones. We are also working with Boroughs to deliver and fund Low Emission Neighbourhoods. These measures will help to support an improvement in the emissions from the types of vehicles used for construction projects and we will aim to ensure that the BLE construction vehicles can make use of them.</p>
2.17	<p><u>Financial</u></p> <p><i>The proposals are not value for money.</i></p> <p><i>How will the BLE be funded?</i></p>	<p>We are progressing proposals for the BLE because our work suggests that, by unlocking new development and improving journeys between south east and central London, the scheme will provide value for money. Furthermore, the extension is planned to better utilise the committed investment in the existing Bakerloo line, increasing the value for money achieved from the new capacity the Bakerloo line upgrade will deliver.</p> <p>Funds are included in our Business Plan (available at http://content.tfl.gov.uk/tfl-business-plan-december-2017-.pdf) for the planning and design work to achieve the necessary planning powers</p>

		to construct and operate the BLE. The strategy for funding the capital cost of the scheme will be further developed, maximising funding from all available sources and investigating further potential land value capture options. As is common for infrastructure projects of this size and scale the funding for construction of the BLE will be outlined in future revisions of the TfL Business Plan.
2.18	<u>Green spaces</u> <i>Protect existing green spaces</i>	As we develop our proposals we will take into account the land uses and planning policy designations of the sites we consider. We try to reduce the impacts of our proposals however in inner London constraints on land means that sometimes we need to consider green spaces. If we determine, following consultation, that green spaces are required for our works, we will work closely with the local authority, local community and any charities or trusts involved with the land to ensure that the impacts our works are minimised as much as practicable. We will also aim to design the BLE to ensure that the scheme itself can directly provide new development and public open / green spaces where it is appropriate and permitted to do so.
2.19	<u>Consultation</u> <i>Further consultation is needed</i>	As we develop our proposals and further details become available we will further consult and engage with the public.
2.20	<u>Station Names</u> <i>Proposals for names for Underground stations</i>	The consultation we ran and the proposals we presented are at an early stage of the scheme development and design. We have not made any final decisions about those proposals and they will require further development and consultation. Once we have finalised our station proposals we will select names for them and make these known.

2.21	<p><u>Jobs</u></p> <p><i>Concerns about job losses due to the BLE</i></p>	<p>We are planning the BLE in order to provide new capacity, connectivity and accessibility to south east London to help relieve pressure on the existing transport network and to enable the area to grow and regenerate. In the Old Kent Road Opportunity Area, over 10,000 new jobs are forecast to be generated by Southwark Council's plans which the BLE will be essential in facilitating.</p> <p>The construction of the BLE would itself generate jobs and TfL has established practices to ensure local benefits arise from our capital projects - for example we have successfully specified a requirement around apprentices per pound spent on past projects and can consider similar approaches on the BLE subject to it obtaining the necessary funding and planning powers for its delivery.</p> <p>Where any land or property interest is required for construction and is acquired under the compulsory purchase powers included within the proposed BLE Transport and Works Act Order, the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code</p>
2.22	<p><u>Sustainability and Environment</u></p> <p><i>Sustainable construction methods.</i></p> <p><i>Energy efficiency.</i></p> <p><i>Green infrastructure.</i></p> <p><i>What is the environmental impact of construction / reduce environmental impacts.</i></p>	<p>Sustainability is central to the way TfL works. This means maximising the environmental, social and economic benefits of our operations and minimising the negative impact where we can. We have a responsible procurement policy which promotes purchase of low-carbon, resource-efficient goods and services that are responsibly sourced. We will aim to minimise where we can the carbon emissions of our BLE proposals in both their construction and operation, including where green infrastructure can assist with this.</p> <p>We are seeking to design, build and operate a railway that is both responsive to the environment through which it passes and sensitive to the people who live and work near the route and its stations. Environmental design considerations will be fully taken into account as part of the development of our proposals.</p> <p>The application for a Transport and Works Act Order will also include a sustainability statement which will outline sustainability targets and measures to be adopted during both construction and operation of the scheme.</p>

2.23	<u>Night Tube</u>	There are no existing plans for Night Tube on the current Bakerloo Line, but the case remains under review and is likely to be strengthened by the proposals to extend the line to Lewisham.
2.24	<u>Alternatives to the BLE</u> <i>Light Rail</i> <i>Tram (generally)</i> <i>Tram from Peckham to New Cross Gate</i>	We are proposing an extension of the Underground because the Bakerloo line already has excellent existing connectivity to the wider transport network. The evidence base for the draft Mayor's Transport Strategy (at https://consultations.tfl.gov.uk/policy/9b28c200/) demonstrated that the line will have spare capacity to enable its extension once it has been upgraded with new trains and signalling. A tram or light rail system would have lower capacity and slower speeds and would not enable continuous journeys across central London unless it were built across that area as well. New Cross Gate station has bus connections to Queen's Road Peckham and Peckham Rye.
2.25	<u>Vehicle parking at stations</u> <i>Car parking provision</i> <i>Motorcycle parking provision</i> <i>Park and Ride</i>	We do not propose to introduce car or motorcycle parking at the proposed new stations. The BLE would provide fast, frequent and accessible journeys that should reduce the need for motorised travel. We do not propose to introduce parking for Park and Ride at Underground stations. Access and parking for service vehicles to maintain and enable operation of stations will be required and will form part of the designs for the stations.
2.26	<u>Shafts</u> <i>What is a shaft?</i>	We set out information describing a shaft's function in our published materials supporting our consultation. The description is copied below to address this issue. Shafts would connect the Underground Bakerloo Line Extension tunnels with the surface. During everyday operations, the motion of trains would push air out of the tunnels and pull air into them from the atmosphere. As the air pushed out is usually warmer than the air pulled in, the shafts would help to provide a more comfortable temperature for passengers and staff. During periods of disrupted service, when trains could be held in the Bakerloo Line Extension tunnels for an extended period of time, the shaft's ventilation system would deliver cooler air from above ground to the tunnels and to stationary trains. In the unlikely event of a fire, the shafts would control smoke, provide access for the fire and

		<p>rescue services and provide a safe evacuation route for passengers and staff.</p> <p>Most of the shaft would be underground with an above-ground structure known as a 'head-house'. This would provide access to the shaft itself, the equipment within it and the tunnels below. A head-house is ideally located directly above the shaft and tunnels. When this cannot be achieved they can be located separately and connected by a short underground passage. This passage could consequently increase the size of the head-house above ground. A street-level entrance would provide access for the fire and rescue services, for the safe evacuation of passengers in an emergency and for maintenance. Direct access to the head-house is required for emergency and maintenance vehicles.</p>
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3. Elephant and Castle Station Issues

Ref	Main issues raised	TfL response
3.1	<p><u>Station location</u></p> <p><i>Multiple options are proposed for the location of the new Bakerloo line station and works</i></p>	<p>We are now developing proposals for the route's required upgrade at Elephant and Castle including upgrade of the Bakerloo line ticket hall, platforms and interchange to the Northern line. As we undertake this work we will consider the locations suggested in the consultation along with the outcomes we need to achieve to provide a safe and effective upgrade of the station as part of the BLE route. These proposals will be subject to further public consultation so that we can further consider views on how we propose to upgrade the station.</p>
3.2	<p><u>Interchange</u></p> <p><i>Prioritise interchange between Bakerloo and Northern line</i></p> <p><i>Prioritise interchange between Bakerloo and National Rail</i></p> <p><i>Prioritise interchange between the Bakerloo line and TfL Buses.</i></p> <p><i>The station requires better interchange.</i></p>	<p>When developing proposals a key aim is to ensure that the interchange between the Bakerloo and Northern lines enables customers to make quick and convenient journeys as, if the Bakerloo line is extended, we expect this to become a busy route within the station. We will also consider how our proposals can provide passengers with wider improvements to enhance access to bus and National Rail services.</p>
3.3	<p><u>Factors to consider in determining location</u></p> <p><i>Minimising disruption.</i></p> <p><i>Minimising the impact on residents.</i></p>	<p>As we develop our proposals for the BLE we will consider a wide range of factors including, but not limited to, the impact of construction; operational requirements; and the quality of the passenger journey. These factors will ensure that we consider the disruption that construction and operation of a station could generate on residents and businesses, the ease of access for users of the station and the costs of delivering the BLE. We undertook public consultation to under the views of local people on our initial proposals and will consult further as these proposals are</p>

	<p><i>Cost efficiency.</i></p> <p><i>Accessibility.</i></p> <p><i>Minimising need to demolish existing buildings / infrastructure.</i></p> <p><i>Views of local people.</i></p>	<p>developed.</p> <p>We will publish details of our assessments to inform further public consultation and as part of any future application for planning powers.</p>
3.4	<p><u>Lifts</u></p> <p><i>Enhance existing Bakerloo line entrance lifts.</i></p> <p><i>Elephant and Castle needs escalators.</i></p>	<p>As proposals are developed we will consider how access to the Bakerloo line platforms can be achieved. This will include considering escalators as well as the lifts.</p>
3.5	<p><u>Entrances</u></p> <p><i>Provide multiple entrances.</i></p> <p><i>Provide a consolidated / single entrance.</i></p> <p><i>Integrate works with the Northern line ticket hall upgrade.</i></p>	<p>The current Elephant and Castle station has two entrances, commonly referred to as the Northern Line entrance (at the shopping centre) and the Bakerloo Line entrance (on London Road).</p> <p>We are developing designs for the necessary upgrade of the Bakerloo line entrance, the Bakerloo line platforms and their interchange to the Northern line. As part of this work we will consider the options of both having two entrances to Elephant and Castle station and also of combining the entrances to provide one single common entrance to reach either line.</p> <p>The Northern Line ticket hall upgrade has been planned to help relieve the congestion that takes place now and will worsen as the areas develops. As part of the work for the Northern Line ticket hall we are considering incorporating the new ticket hall into the plans for the redevelopment of the shopping centre. This could reduce the cost of the works and reduce the disruption to the existing station as we undertake the upgrade. As we develop the wider station upgrade for the BLE proposals we will consider how these could link to the proposed Northern line infrastructure.</p>

3.6	<p><u>Road</u></p> <p><i>Avoid narrowing the road approaches to junction.</i></p> <p><i>Ensure the design does not prevent future changes to the road layout.</i></p> <p><i>Pedestrian access needs to be improved.</i></p>	<p>We will consider the impact on the road network as we develop our proposals. At this early stage we have not determined whether changes to the road network would be necessary to support construction and operation of the station. We will design our station with the aim of providing safe and convenient access to an upgraded Bakerloo line and for travel on the local road network around the station.</p>
3.7	<p><u>Urban design / conservation</u></p> <p><i>Preserve the existing historical Bakerloo line station.</i></p>	<p>As we develop our proposals for the BLE we are considering the opportunities and constraints posed by current and planned development in areas along the route. We have extensive experience of preserving and adding heritage to the Tube network as we modernise and extend it and we will continue to explore how this can be achieved in relation to Elephant and Castle station.</p>

4. Elephant and Castle to Old Kent Road Shaft Issues

Ref	Main issues raised	TfL response
4.1	<p><u>Oppose shaft site A or B on basis of current land use</u></p> <p><i>Loss of / impact on open / green space.</i></p> <p><i>Can alternative industrial land be used?</i></p>	<p>To deliver the works for the scheme, we would require more land for the shaft's construction than would be required once it is operational. Following completion of the works we would return land not needed for operation of the shaft or develop it for other uses in accordance with the local planning policy. We will assess the impact of our proposals across all the sites on the route in terms of the open / green space that works will remove and what local substitutes there are. Where we deem that the impact requires mitigation this will be set out in the Environmental Statement that will be submitted with our Transport and Works Act Order application.</p> <p>We set out a range of sites that we considered for a shaft in the Background to Consultation report that accompanied the consultation. Whilst we considered sites that are not green spaces, the sites we proposed in the consultation were chosen due to their suitable location along the assumed running tunnel alignment corridor and their size and access. If we need to change the alignment of the BLE and / or the strategy for ventilating and providing safe access and escape from the tunnels, then we will identify and consider additional sites as we develop our proposals.</p>
4.2	<p><u>Oppose shaft site A or B on basis of local impacts</u></p> <p><i>It is too close to a school.</i></p> <p><i>It is too close to residential areas.</i></p> <p><i>Concerns about air quality during construction.</i></p>	<p>We will engage with all local schools and residents that are in close proximity to any of the proposed sites as we develop plans for the BLE. Before any proposed works can be carried out we will have a Code of Construction Practice and Constructions Logistics Plan – these would be agreed with the local authority. These documents will set out how contractors must monitor, control and manage construction impacts such as dust and noise when carrying out the works.</p> <p>TfL and the Mayor of London are leading the industry in driving improvement in Air Quality for London. We are implementing substantial measures, such as the Toxicity Charge, the Ultra Low Emission Zone and Low Emission Bus Zones. We are also working with Boroughs to deliver and fund Low Emission Neighbourhoods. These measures will help to support an improvement in the emissions from the types of vehicles used for construction projects and we will aim to ensure that the BLE construction vehicles can make use of them.</p>

4.3	<p><u>Environment</u></p> <p><i>Will the shaft emit air that would be harmful to the environment?</i></p>	<p>We regularly monitor air quality on the Tube and particle levels remain well within Health & Safety Executive guidelines.</p> <p>We have an active programme of monitoring air quality and dust across the network, including specific dust monitoring around operations that generate dust such as construction and maintenance. The levels are then compared against Health and Safety Executive's Workplace Exposure Limits.</p> <p>The Transport and Works Act Order application will be accompanied by an Environmental Statement which will include an assessment of air quality effects from ventilation shaft emissions during the operational phase. It will also outline any mitigation required.</p>
4.4	<p><u>Shaft site option B access</u></p> <p><i>How will vehicles access the site?</i></p> <p><i>How will you ensure good access to Faraday Gardens is maintained?</i></p>	<p>At the time of our consultation, we identified that construction vehicles could enter the site from Portland Street.</p> <p>Faraday Gardens has a range of access points from the south, west and north. Our proposals primarily affect the east of the site. If we progress proposals for this site, we will consider how the works we need to undertake will be set up on the site and further assess and consider other options for vehicle access and routes for pedestrian and cyclist access to the park.</p>
4.5	<p><u>Safety at shaft site options A and B</u></p> <p><i>Will cause a disturbance.</i></p> <p><i>Reduce the safety of the area / how will pedestrian and cyclist safety be maintained.</i></p>	<p>To deliver construction works for a scheme like the BLE, some disturbance will be unavoidable. To help reduce the impacts, construction work will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken to ensure that safety is paramount both on the site and in the local area.</p>
4.6	<p><u>Post work restoration at shaft site options A and B</u></p> <p><i>After construction, would park areas be restored to their</i></p>	<p>As we develop our proposals we will take into account the land uses and planning policy designations of the sites we consider. We try to reduce the impacts of our proposals however in inner London constraints on land means that sometimes we need to consider green spaces. If we determine, following consultation, that either of these green spaces at site options A and B are required for a shaft, we will work closely with the local authority, local community and any charities or trusts involved with the land to ensure that the impacts our works are minimised as</p>

	<i>previous condition?</i>	<p>much as practicable.</p> <p>We will also aim to design the BLE to ensure that the scheme itself can directly provide new development and public open / green spaces where it is appropriate and permitted to do so.</p>
4.7	<p><u>Shaft design</u></p> <p><i>What will the shaft look like?</i></p> <p><i>Design the shaft to be aesthetically pleasing and fit in with the surrounding area?</i></p>	<p>We are at an early stage of planning for the BLE. As our plans develop and we can confirm the site locations, we will develop designs that are considerate to the local area in terms of their access, materials, finish and visual impact. For more information about the function and requirements of a shaft and its head-house, see section 2.26.</p>
4.8	<p><u>Provide a station instead of a shaft</u></p>	<p>We do not consider shaft site option A suitable for a station given the site's proximity to Elephant and Castle.</p> <p>A station at shaft site option B, Bricklayers Arms, was considered as part of our initial assessment of sites for Old Kent Road stations (see section 6.5.1 in the published Background to Consultation report available at www.tfl.gov.uk/bakerloo-extension)⁹. We are working with the local authority to reassess the case based on the new proposals in the draft Old Kent Road Area Action Plan.</p>
4.9	<p><u>Shaft site option A</u></p> <p><i>Impact on the fly-over at Bricklayers Arms?</i></p> <p><i>Will the fly-over be removed if the shaft is built?</i></p>	<p>Provision of a shaft for the BLE at Bricklayers Arms is not dependent on removal of the New Kent Road A201 flyover. Furthermore, provision of the shaft at the site is not anticipated to preclude the removal of the flyover should TfL decide to do so at some point in the future, given the road is part of the Transport for London Road Network.</p>

⁹ Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

5. Old Kent Road I Station Options Issues

Ref	Main issues raised	TfL response
5.1	<p><u>Option A</u></p> <p><i>What will you do to ensure that commuters do not park in the Tesco car park?</i></p>	<p>The operation of the car park is overseen by Tesco. It is not expected the car park would be used by commuters as the car park currently has a maximum stay of two hours and is provided for store customers only.</p>
5.2	<p><u>Option B</u></p> <p><i>Concerns / queries about the impact on the Tesco store / car park.</i></p> <p><i>Build a station next to the store.</i></p> <p><i>Can the store be downsized / moved temporarily.</i></p> <p><i>Locate a station at the end of Burgess Park to avoid the Compulsory Purchase of Tesco.</i></p>	<p>The scale of the works required to deliver an Underground station means that substantial works at the surface would be required at any site. If Option B is selected as the preferred location a station, based on our consulted proposals, this would require demolition of the Supermarket and Petrol Filling Station on the Tesco site alongside use of the land currently utilised as car parking for the store to facilitate construction.</p> <p>We have not made a final decision on which site we will progress proposals for and are currently developing our proposals and considering their impacts. This includes the potential impacts to employment and customers associated with current land uses such as the Tesco store. Once we have taken into account all the criteria and made a final decision about the best site for a station, we will consult on further details.</p> <p>In the event that Option B is the preferred location we will work with the land owner and occupants to consider the implications of the proposals on their operations. Based on the site requirements for constructing and operating the proposed station we do not currently anticipate being able to facilitate the supermarket remaining operational whilst the construction works progress and have no plans to propose a new site for the supermarket. Where any land or property interest is acquired under the compulsory purchase powers in the proposed BLE Transport and Works Act Order, the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code and</p>

		<p>would allow Tesco to seek reimbursement of the reasonably incurred costs of relocating the store.</p> <p>A station in the northern part of Burgess Park was considered as part of our initial assessment of sites for Old Kent Road stations (see section 6.5.1 in the published Background to Consultation report available at www.tfl.gov.uk/bakerloo-extension¹⁰ . This concluded that Burgess Park should not be considered further due to the park being Metropolitan Open Land, the need for the station to be orientated south west to north east and the potential adverse impact siting a station here could have on access to the park.</p>
5.3	<p><u>Jobs and Homes</u></p> <p><i>How many jobs and homes will be affected?</i></p>	<p>Through supporting the development of the Old Kent Road Opportunity Area (a designated in the London Plan due to the area's ability to accommodate large scale development), the scheme is expected to facilitate the delivery of a significant number of new homes and jobs. In addition a large number of new jobs will be created during the scheme's construction. The Old Kent Road Area Action Plan proposals (currently available from Southwark Council's website at www.southwark.gov.uk¹¹ illustrate how the area around our consulted station proposal could significantly change. The impact on existing jobs will be considered as part of our assessment of station locations.</p>
5.4	<p><u>Additional Stations</u></p> <p><i>Propose reopening Walworth Station.</i></p> <p><i>Propose an additional station at Bricklayers Arms.</i></p>	<p>The former Walworth Road station closed in 1916 and was located on the national rail line between Elephant & Castle and Loughborough Junction, close to where the railway crosses over John Ruskin Street. This is outside the boundary of the Old Kent Road Opportunity Area. The site would be in a built up residential area and the route to Old Kent Road 2 would be longer thereby increasing costs and journey times. Therefore, siting a station in this location would provide less accessibility and transport capacity improvement to the Opportunity Area where the focus of new homes and jobs is planned to be in the area, in comparison to current proposals. The site is also relatively close to Elephant & Castle station (approx. 1km). We are not therefore planning to further consider this proposal.</p>

¹⁰ Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

¹¹ Southwark Old Kent Road AAP URL <http://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans?chapter=2>

		A station at Bricklayers Arms was considered as part of our initial assessment of sites for Old Kent Road stations (see section 6.5.1 in the published Background to Consultation report available at www.tfl.gov.uk/bakerloo-extension ¹² . We are working with the local authority to reassess the case based on the new proposals in the draft Old Kent Road Area Action Plan.
5.5	<p><u>Station Locations</u></p> <p><i>Multiple alternative locations identified.</i></p> <p><i>Ensure the stations are equidistant to one another.</i></p>	<p>We assessed a range of potential locations and set out our findings in the published Background to Consultation report (available at www.tfl.gov.uk/bakerloo-extension¹³). We are working with the local authority to understand whether the case for them has changed based on the new proposals in the draft Old Kent Road Area Action Plan.</p> <p>The distance between Underground stations will be determined based on a number of factors including, but not limited to, where best to locate stations to enable local people to use the Underground, operational requirements to support fast and frequent train services, and the land available and the impacts of its use to construct and operate a station. There is no standard distance between stations on the existing network.</p>
5.6	<p><u>Roads</u></p> <p><i>Will the Old Kent Road be closed for BLE works?</i></p> <p><i>Effect on congestion charge zoning?</i></p> <p><i>Concerns about congestion on the Old Kent Road.</i></p>	<p>As we develop our proposals we will consider how they can be constructed to reduce any disruption to the local road network.</p> <p>We have no plans to change the Congestion Charge zone as part of the BLE proposals.</p> <p>We are proposing the BLE along a route that parallels the heavily congested A2 road corridor between Elephant and Castle and Lewisham. We are doing this in part because the provision of a new Underground line can help provide an alternative means of travel along that corridor and help to lower demand for road trips. Achieving this benefit in the long term means having to undertake construction works in the short term along this congested corridor. Through effective Construction Logistics Planning we will try to reduce the effect of traffic generated by the BLE works and</p>

¹² Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

¹³ Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

		similarly try and reduce the effects existing traffic could have on undertaking our works efficiently.
5.7	<u>Station Design</u> <i>How much of the station will be above ground?</i>	The designs for the stations will be further developed and there are a range of configurations and layouts that will be considered. As a minimum Old Kent Road I would need to, at ground level, provide passenger, staff, emergency and maintenance access points, and also infrastructure to ventilate the station and tunnels.
5.8	<u>Passenger Access</u> <i>Multiple entrance locations proposed.</i> <i>Pedestrian subway under Old Kent Road.</i> <i>Entrance by Burgess Park.</i>	As we develop our proposals, we will design the station entrances and surrounding to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.

6. Old Kent Road 2 Station Options Issues

Ref	Main issues raised	TfL response
6.1	<p><u>Option A</u></p> <p><i>Concern about disruption to Canal Grove homes.</i></p> <p><i>Concern about impact of construction on foundations of nearby homes.</i></p> <p><i>The BLE would increase anti-social behaviour in this area / isolated / safety concerns.</i></p> <p><i>Car-based local environment is unsuitable for pedestrians.</i></p>	<p>Our proposals did not include Canal Grove homes for the land required to undertake works. Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area.</p> <p>The Old Kent Road Area Action Plan proposals (currently available from Southwark Council's website at www.southwark.gov.uk¹⁴) illustrate how the area around our consulted station proposal could significantly change. As we develop our proposals, we will design station entrances and surroundings to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past. We have established design practices and operational procedures to reduce the likelihood of anti-social behaviour on our network. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.</p>
6.2	<p><u>Option B</u></p> <p><i>Propose a new station at Surrey Canal Bridge and interchange with London Overground station.</i></p>	<p>We will consider the case for providing a new Overground (and potentially National Rail) station at this point and whether it could connect to the station.</p> <p>Our consulted proposals would require demolition of the Toys R Us and car parking on the site. We have not made a final decision on which site we will progress proposals for and are currently developing our proposals and considering their impacts. This includes the potential impacts to employment and customers associated with current land uses such as the Toys R Us store. Once</p>

¹⁴ Southwark Old Kent Road AAP URL <http://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans?chapter=2>

	<p><i>Integrate station with Toys R Us and car parking.</i></p> <p><i>What will happen to Toys R Us?</i></p> <p><i>Propose a station at street level / outdoors.</i></p> <p><i>Concern about the impact on local residents / traveller site.</i></p> <p><i>Concerns about the construction impacts on Asylum Road green spaces.</i></p> <p><i>Propose subways to the station.</i></p>	<p>we have taken into account all the criteria and made a final decision about the best site for a station, we will consult on further details.</p> <p>We have not made a final decision on which site we will progress and are currently developing our proposals and considering their impacts. Once we have made a final decision about the best site for a station, we will consult on further details.</p> <p>We will continue to engage with the land owners and occupants of site Option B and stakeholders more widely to understand their concerns and plans given our current proposals. Where any land or property interest is required for construction of the BLE and is acquired under the compulsory purchase powers included within the proposed BLE Transport and Works Act Order, the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code.</p> <p>The scale of works required to deliver an Underground station means that substantial works at the surface would be required at any site. Based on our consulted proposals this therefore means undertaking works on land that is currently car parking and the store.</p> <p>We are proposing to build stations underground because, following their construction, being underground reduces their impact at surface level and enable the BLE route to be more direct between stations.</p> <p>As we develop our proposals we will work to ensure that the station entrances and surroundings provide a safe and convenient environment for pedestrians both for accessing the station and travelling past it. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.</p>
6.3	<p><u>Passenger access</u></p> <p><i>Propose entrances at both ends of Option B.</i></p> <p><i>Propose entrance on Gervase Street.</i></p> <p><i>Make stations visible from the Old Kent Road.</i></p>	<p>As we develop our proposals and designs, we will aim to ensure that for the station entrances and the public realm surrounding it to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station, including the number of station entrances and their locations.</p>

6.4	<p><u>Bus interchange</u></p> <p><i>Include a bus interchange.</i></p> <p><i>Add north-south bus routes.</i></p>	<p>Access to the local bus network has been a consideration in our work to date and formed part of the option selection process. We will continue to consider this and providing safe and convenient access to the bus network will be a key aim of design proposals.</p> <p>We do not currently have proposals to change the bus network as part of the BLE as the proposals we consulted on are at an early stage and no final decisions have been made on key aspects of the scheme such as station locations. Considering how the BLE proposals link to the bus network is a consideration we are making as part of reaching final decisions to select sites.</p>
6.5	<p><u>Construction impacts</u></p> <p><i>Concerned about tunnelling impacts on Caroline Gardens.</i></p>	<p>The Transport and Works Act Order application will be accompanied by an Environmental Statement which will include an assessment of construction impacts and set out any mitigation that is required.</p> <p>Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area.</p>
6.6	<p><u>Urban Realm</u></p> <p><i>Push the stations back from Old Kent Road to create space for public spaces.</i></p>	<p>As we develop the design of our stations we will engage with the local authority and local communities. We will aim to design stations that are sympathetic to their surroundings and contribute towards making the local areas they serve better places.</p>
6.7	<p><u>Station Locations</u></p> <p><i>Multiple alternative locations identified.</i></p>	<p>We assessed a range of locations and set out our findings in the published Background to Consultation report (available at www.tfl.gov.uk/bakerloo-extension)¹⁵. We are working with the local authority to understand whether the case for them has changed based on the new proposals in the draft Old Kent Road Area Action Plan.</p>

¹⁵ ¹⁵ Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

7. New Cross Gate Station Issues

Ref	Main issues raised	TfL response
7.1	<p><u>Retail impacts</u></p> <p><i>Concern about the permanent loss of Sainsbury's</i></p> <p><i>Will TfL propose a new site for the supermarket?</i></p> <p><i>Propose building station under Sainsbury's supermarket.</i></p>	<p>Our consulted proposals would require demolition of the Supermarket, Retail Park and Petrol Filling Station on the site.</p> <p>We have not made a final decision on which site we will progress proposals for and are currently developing our proposals and considering their impacts. This includes the potential impacts to employment and customers associated with current land uses such as the Sainsbury's store. Once we have taken into account all the criteria that the sites are assessed against and made a final decision about the best site for a station, we will consult on further details.</p> <p>We will continue to engage with the land owners and occupants of site Option B and stakeholders more widely to understand their concerns and plans given our current proposals. Where any land or property interest is required for construction of the BLE and is acquired under the compulsory purchase powers included within the proposed BLE Transport and Works Act Order, the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code.</p> <p>The scale of works required to deliver an Underground station and interchange with the existing New Cross Gate station means that substantial works at the surface would be required at any site. Based on our consulted proposals this therefore means undertaking works on land that is currently used for the retail park.</p>
7.2	<p><u>Buses</u></p> <p><i>What will happen to the bus turning facility?</i></p> <p><i>What will happen to Bus routes P13 and 321?</i></p>	<p>Our consulted proposals would require the relocation of bus routes 321 and P13 that terminate their routes and stand on the site. Given the low number of routes and standing capacity required, we anticipate that these stands and stops could be relocated to the front of the retail park, whilst BLE construction works take place to the north. We would aim to enable Route 321 and P13 to continue operating during the BLE works while changing the location of the bus stop, to place it on New Cross Road.</p>

<p>7.3</p>	<p><u>Station location – case for station</u></p> <p><i>Why is a station needed at New Cross Gate when there is already Overground and National Rail services?</i></p>	<p>New Cross Gate is a station on the busy East London Line. We are proposing provision of an interchange with the BLE at this point as it will provide new connectivity for passengers from the local area, and in doing so better enable passengers from south London to reach the West End and north west London and vice versa.</p>
<p>7.4</p>	<p><u>Station location – alternative sites</u></p> <p><i>Propose vacant land between New Cross Gate and Goodwood Road.</i></p> <p><i>Locate the station close to New Cross Road / close to existing station.</i></p> <p><i>Why is the station angled on the site?</i></p>	<p>The vacant land, on the east side of the existing station on Goodwood Road, has been considered for the proposed BLE station and this was set out in our Background to Consultation report published at the time of our consultation (see section 7.4 in the published Background to Consultation report available at www.tfl.gov.uk/bakerloo-extension)¹⁶. As a result of the consultation responses received, suggesting this land as an alternative station location, we are reassessing the site. As we develop our designs for the BLE we will consider whether the site is a preferable alternative and whether any additional land would be required, and what the impacts would be, to make it so.</p> <p>New Cross Road is where the current New Cross Gate station entrance is located. New Cross Road is also where significant flows of passengers interchange to and from bus and the route via which passengers go to reach the local town centre and Goldsmiths University campus. Given this, we selected the site we proposed in the consultation as it lays close-by to the existing station and New Cross Road. This would provide short interchange distances to the existing station and bus network and increase the ease of interchange and wayfinding to the wider area.</p> <p>The angle of the station on the site we proposed in our consultation was driven by an aspiration to ensure the station would provide the opportunity to deliver as straight and direct tunnels between New Cross Gate and the Old Kent Road and Lewisham stations as possible, which can help reduce construction costs, maintenance costs and minimise passenger journey times on the extension. The proposed angled layout would also still enable the stations southern end to adjoin the existing National Rail and Overground station in order to provide short interchange distances so that passengers have a quick and convenient change between services.</p>

¹⁶Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

<p>7.5</p>	<p><u>Station location – New Cross</u></p> <p><i>Would it be possible for a BLE station to be closer to / in-between New Cross Gate and New Cross stations?</i></p> <p><i>Propose a better interchange with New Cross (e.g. subway / travelator).</i></p> <p><i>Propose an additional station at New Cross.</i></p> <p><i>Propose closure of New Cross Station as proposal removes demand for it.</i></p>	<p>We previously considered a station closer to New Cross and set out our reasons for not considering it further in the Background to Consultation report we published during the consultation (available at www.tfl.gov.uk/bakerloo-extension)¹⁷.</p> <p>We do not propose to provide a paid-side interchange link between New Cross Gate and New Cross stations. The local authority has already delivered improvements to walking and cycling routes between the two stations. We are working with the local authority to understand how additional improvements can be delivered to ensure safe and convenient access to our proposed Underground station.</p> <p>We have no plans to cease serving either New Cross or New Cross Gate stations with London Overground services. We are not responsible for National Rail services which also stop at the station or the stations themselves which are managed by Network Rail. The BLE proposal to serve New Cross Gate station would provide access to more frequent London Overground services, whilst National Rail services also stop at Lewisham which is also proposed to be served by the BLE.</p>
<p>7.6</p>	<p><u>Pedestrian access</u></p> <p><i>Proposed access from a range of directions.</i></p> <p><i>Propose footbridge / subway to Auburn Close / to traverse New Cross Road.</i></p> <p><i>Propose pedestrianisation.</i></p> <p><i>Propose locating the station further back from New Cross Road to provide more room for pedestrians.</i></p>	<p>As we develop our proposals designing the station entrances and surroundings to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past it will be a key aim. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.</p>

¹⁷ Direct download URL for Background to Consultation Report https://consultations.tfl.gov.uk/tube/bakerloo-extension/user_uploads/background-to-consultation-report-updated.pdf

<p>7.7</p>	<p><u>Pedestrian overcrowding</u></p> <p><i>Ensure pedestrian routes can accommodate future flows.</i></p> <p><i>Concerns about station crowding.</i></p>	<p>As we develop our proposals we will aim to ensure that the station interchange and the surroundings provide a safe and convenient environment for pedestrians. As part of this, we will aim to ensure pedestrian routes can safely accommodate flows of passengers through and past the stations.</p>
<p>7.8</p>	<p><u>Traffic congestion</u></p> <p><i>New Cross Road is congested.</i></p> <p><i>Concerned the road network will need an overhaul.</i></p>	<p>We are proposing the BLE along a route that parallels the heavily congested A2 road corridor between Elephant and Castle and Lewisham. We are doing this in part because the provision of a new Underground line can help provide an alternative means of travel along that corridor and help to lower demand for road trips. Achieving this benefit in the long term means having to undertake construction works in the short term along this congested corridor. Through effective Construction Logistics Planning we will try to reduce the effect of traffic generated on New Cross Road by the BLE works and similarly try and reduce the effects existing traffic could have on undertaking our works efficiently.</p> <p>As we develop our proposals we will aim to ensure the station interchange and the surroundings provide a safe and convenient environment for pedestrians both for accessing the station and travelling past it. This could include amending the road layout to facilitate construction works for the BLE and / or to support access to the station once the works are complete, however we do not anticipate needing to make significant changes based on our consulted proposals.</p>
<p>7.9</p>	<p><u>Construction impacts</u></p> <p><i>Concerns regarding disruption to Overground services.</i></p> <p><i>Concerns / queries about rail line capacity if used to remove construction materials.</i></p> <p><i>Concerns about land contamination due to its current use as a petrol station.</i></p>	<p>We are at an early stage of our planning work and will consider the impact on the existing station as we progress our designs. At this early stage we anticipate that the impact on the existing station would be limited. If we require any closures to undertake works to link to the existing National Rail station, then we will work with Network Rail and the train service operators to minimise the duration and impact.</p> <p>We are currently undertaking work to determine if it is feasible to use the local rail network somewhere along the BLE route for removal of excavated materials. If we determine it is feasible then we would establish a rail siding during the BLE construction works, at which freight wagons could be loaded with excavated material and agree suitable paths with Network Rail for their routing in and out of London. Our full proposals for construction will be set out in our</p>

		<p>Construction Logistics Plan prior to undertaking the works for the BLE.</p> <p>The scale of works required to deliver an Underground station mean that potential contamination from former land uses such as from petrol filling stations are unlikely to be a significant issue. The volume of excavated soil from tunnelling and station works means soil decontamination will be required across the whole scheme route. The Transport and Works Act Order application will be accompanied by an Environmental Statement which will include an assessment of construction impacts and set out any mitigation that is required. For example, on past projects we have experience of reusing decontaminated soil for the construction works themselves.</p>
7.10	<p><u>Residential and development</u></p> <p><i>Propose new housing on the site.</i></p> <p><i>Any new housing should be affordable.</i></p> <p><i>Support for retail / mixed use / entertainment development near station.</i></p>	<p>Our proposals for the BLE will set out the required infrastructure to provide safe and efficient new transport services. Any further development and land uses within the land required for the BLE will be subject to their own planning process and will be subject to planning permission from the relevant local authority based on the plans and policies they have in place at that time.</p> <p>We are working with the GLA, the London Borough of Lewisham, and land owners to understand the potential changes in land use in the area once the BLE is in place. No decisions have been made on future development on any future stations.</p>
7.11	<p><u>Rail services</u></p> <p><i>Thameslink should stop at the station.</i></p> <p><i>Concerned about crowding on existing rail services.</i></p> <p><i>Operate more services stopping at the station.</i></p>	<p>Thameslink services are not the responsibility of TfL. TfL is however responsible for London Overground services through the station. In general we will work with partners across the Rail industry to ensure the benefits of the extension are realised at New Cross Gate. We have lengthened trains on the London Overground and continue to plan future improvements (see pg. 155 of the draft Mayor's Transport Strategy available from www.london.gov.uk¹⁸. The BLE proposals will help to reduce crowding on existing rail services by providing a frequent new rail service between south east and central London.</p>

¹⁸ Direct download URL for draft Mayor's Transport Strategy https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf

8. New Cross Gate to Lewisham Shaft Issues

Ref	Main issues raised	TfL response
8.1	<p><u>Residential impacts</u></p> <p><i>How will the works impact residents living on Tanners Hill / concerns for residents of Alexandra Cottages.</i></p> <p><i>How many homes will be affected / what will be done to compensate these residents?</i></p> <p><i>Will any incentives be provided to the local residents and the street upgraded?</i></p>	<p>We are at an early stage of planning for the BLE. As our proposals develop and we can confirm the site locations we will develop designs that are considerate to the local area including residents.</p> <p>Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area. Any entitlement to compensation is governed by a body of law and decisions collectively known as the Compensation Code.</p>
8.2	<p><u>Businesses impacts</u></p> <p><i>Concern about disruption to local business.</i></p> <p><i>Will Big Yellow Storage be removed?</i></p> <p><i>It is wasteful to demolish storage company.</i></p> <p><i>Concerned about loss of jobs.</i></p>	<p>Based on our consulted proposal, to enable works to take place the site would need to be cleared of the current occupants – this includes the Big Yellow Storage building and the retail sheds in the north west of the site.</p> <p>We have not made a final decision to progress with the proposals for the site as we are currently developing these and considering their impacts. This includes the potential impacts to employment and customers associated with current land uses such as the Big Yellow Storage and other businesses. Once we have taken into account all the criteria and made a final decision about the best site for a shaft, we will consult on further details.</p> <p>Where any land or property interest is required for construction of the BLE and acquired under the compulsory purchase powers included within the proposed BLE Transport and Works Act Order, the legislation and case law that relates to compulsory purchase compensation will apply. This collection of statute and case law is collectively called the Compensation Code.</p>

		The construction of the BLE will itself generate jobs and TfL has established practices to help improve the local benefits arising from our capital projects – for example we have successfully specified a requirement around apprentices per £ spent on past projects can will consider similar approaches on the BLE subject to it obtaining the necessary funding and planning powers for its delivery.
8.3	<p><u>Location</u></p> <p><i>General concern.</i></p> <p><i>Propose an additional shaft between New Cross Gate and Lewisham.</i></p> <p><i>Should be closer to Lewisham Station.</i></p> <p><i>Should be closer to New Cross.</i></p> <p><i>Should be closer to St. Johns Station.</i></p> <p><i>Should be away from the main road.</i></p> <p><i>Support site TfL already owns.</i></p>	<p>The precise location of the shaft and its head-house will be subject to further development of the proposals. At the current time, the site proposed in the consultation would benefit from its proximity to the main road as it is more appropriate than local roads for construction traffic. Direct access from the main road would also make it easier in operations for maintenance and emergency vehicles to access it.</p> <p>The site of the proposed shaft in the consultation was selected partly on the basis of it being equidistant between each of the adjacent stations. This feature for a shaft site is advantageous as it minimises the distance from the intermediate shaft to the furthest point between the site and the next point of access (each adjacent station). We considered a range of sites and as part of this found no suitable land under TfL’s ownership for the potential location of the shaft.</p> <p>At the time of our consultation, we did not determine a need for an additional shaft between New Cross Gate and Lewisham. As we develop our proposals, if we need to change the alignment of the BLE and / or the strategy for ventilating and providing safe access and escape from the BLE tunnels then we will identify, consider and consult on additional sites.</p>
8.4	<p><u>Construction</u></p> <p><i>Concern about construction traffic / how will increased traffic and its impacts be minimised?</i></p> <p><i>Concern about the impact on historic buildings (e.g. War</i></p>	<p>We are proposing the BLE along a route that parallels the heavily congested A2 road corridor between Elephant and Castle and Lewisham. We are doing this in part because the provision of a new Underground line can help provide an alternative means of travel along that corridor and help to lower demand for road trips. Achieving this benefit in the long term means having to undertake construction works in the short term along this corridor.</p> <p>Construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby</p>

	<p><i>Memorial / Art House)</i></p> <p><i>Concern about dust, debris, noise and vibration.</i></p>	<p>buildings and structures. During construction safety will be paramount both on the site and in the local area. Through effective Construction Logistics Planning we will try to reduce the effect of traffic generated by the BLE works and similarly try and reduce the effects existing traffic could have on undertaking our works efficiently.</p> <p>The Transport and Works Act Order application will be accompanied by an Environmental Statement (ES) which will include an assessment of both the construction and operational effects of the scheme and set out, where appropriate, any mitigation that is required.</p> <p>The ES will include an assessment of the scheme on the historic environment including nearby listed buildings. We will consult with Historic England and the relevant local authority to discuss any effects and, where appropriate, suitable mitigation.</p>
8.5	<p><u>Consultation</u></p> <p><i>Consult the youth centre.</i></p> <p><i>Consult local residents.</i></p>	<p>As we develop our proposals and more details become available we will continue to widely consult and engage with the local community in the area, including residents and organisations such as youth centres.</p>
8.6	<p><u>Operations</u></p> <p><i>How deep will the tunnels be?</i></p> <p><i>Will people living in basement flats be able to hear trains?</i></p> <p><i>Concern about maintenance vehicle access to the shaft site.</i></p>	<p>The depth of tunnels will vary along the route of the extension due to the topography of the land and the location of the tunnels along the route itself (e.g. tunnels tend to rise as they approach stations). As a principle, tunnels will be circa 20 metres underground - substantially below typical depth of residential basements. In addition, the tunnels will be built to modern standards and operate with modern trains. These factors help to significantly limit the impact of new Underground tunnels in noise and vibration terms.</p> <p>The Transport and Works Act Order application will be accompanied by an Environmental Statement (ES) which will include an assessment of both the construction and operational effects of the scheme, including noise and vibration. It will also set out any mitigation that is required.</p> <p>Only occasional operational access to shafts will be required and no additional impact on highway congestion is anticipated. In the unlikely event of emergency use, access will be required by the emergency services. Safety remains our priority for our staff and passengers and as such we will design the site so that access to it for vehicles during its operation can be achieved so that staff and other road users' safety are maintained.</p>

9. Lewisham Station Issues

Ref	Main issues raised	TfL response
9.1	<p><u>Interchange</u></p> <p><i>Ensure the proposal provides good interchange with Lewisham rail / DLR station.</i></p> <p><i>Concerns about poor interchange with Buses.</i></p> <p><i>Concerns about interchange crowding / capacity.</i></p>	<p>The site we proposed in our consultation was selected in part on the basis of its close proximity to the National Rail and DLR station so that passengers interchanging have a quick and convenient journey.</p> <p>We do not have proposals to change the planned station interchange with buses that will be in place by the time of the BLE works as there will already be a good interchange between them, facilitated by the Lewisham Gateway development.</p> <p>Once we have further developed our proposals we will set out further details of how the Underground station will interchange with existing Rail, DLR and bus services. These proposals will ensure that sufficient capacity is provided to enable the interchange to operate safely and less congestion at busy times of the day.</p> <p>As we develop our proposals a key aim will be designing the station interchange and the public realm surrounding it to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past.</p>
9.2	<p><u>Station Access</u></p> <p><i>General concern about the existing poor accessibility of entrances.</i></p> <p><i>Suggested station entrances on range of sites.</i></p> <p><i>Ensure the station is secure / safe / well-lit.</i></p>	<p>We are working with the local authority and Network Rail to consider how access to the existing station from the local area can be improved as land around it is developed both before and once the BLE proposals are delivered.</p> <p>All BLE stations will be designed to provide step free access from street to Underground train.</p> <p>As we develop our proposals we will aim to ensure that the station interchange and surroundings provide a safe and convenient environment for pedestrians both for accessing the station and travelling past it. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.</p>

9.3	<p><u>Location</u></p> <p><i>Proposals for alternative locations for the station.</i></p> <p><i>Consider building on a cut and cover basis at TfL depot.</i></p>	<p>The site we proposed in our consultation was selected in part on the basis of its close proximity to the National Rail and DLR station so that passengers interchanging have a quick and convenient journey. We are developing our proposals for the station including where entrance and exit points could be and once further details are available we will consult further and engage with the public on those detailed proposals.</p> <p>The site is a TfL-owned site and the proposal we have made currently assumes cut and cover construction for a large part of the station. As we develop our proposals we will develop further the design and method of construction and the required land to facilitate it for infrastructure along the route.</p>
9.4	<p><u>Access to amenities / shops</u></p> <p><i>Concern / ensure good access to the town centre, retail park and shopping centre.</i></p>	<p>The site we proposed in our consultation was selected in part on the basis of its close proximity to the National Rail and DLR station so that passengers interchanging have a quick and convenient journey.</p> <p>The existing station that we propose to provide an Underground interchange with, will be better linked to the local area once the Lewisham Gateway scheme is completed. In addition, we are working with the local authority and Network Rail to consider how access to the existing station from the local area can be improved as land around it is developed both before and once the BLE is delivered.</p>
9.5	<p><u>Disturbance and disruption</u></p> <p><i>Concern about disruption to local resident / local residential buildings / historical buildings.</i></p> <p><i>Concern about disruption to local transport.</i></p> <p><i>Concern about traffic congestion.</i></p> <p><i>Will the route under the viaduct to Elverson Road DLR</i></p>	<p>As we develop proposals for the BLE we will further consider how construction of the infrastructure such as stations, the tunnels and intermediate shafts will take place. As part of this, we will consider the characteristics of the local road network and its traffic levels to help us determine the appropriate routes for any construction traffic. If we require any closures to the existing station to undertake works for BLE, we will work with Network Rail and the operator of National Rail services to minimise the duration and impact of these.</p> <p>Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area. Any entitlement to compensation associated with impacts that potentially arise from</p>

	<p><i>station be blocked by works or by the station?</i></p> <p><i>Concerns about closure of the existing station during works.</i></p>	<p>the BLE works is governed by a body of law and decisions collectively known as the Compensation Code.</p> <p>At this early stage of planning and due to the proximity of the route to the proposed station site we consulted on, we are not able to confirm if the route under the viaduct to Elverson Road DLR station will be able to remain open throughout the works. We will set out the expected impact once we have more details concerning our proposals.</p>
9.6	<p><u>Buses</u></p> <p><i>Where will the bus station be whilst works are undertaken?</i></p> <p><i>What will happen to the bus services that stop on Thurston Road?</i></p> <p><i>Will works affect bus routes in the area?</i></p> <p><i>Where will the bus station be after the station is built?</i></p>	<p>We are assessing to what extent bus standing can remain on the site during our works and what additional alternative standing may be needed in the area to maintain passenger services. We have not yet determined whether any required temporary relocation of bus standing from Thurston Road would become permanent.</p> <p>Aside from those routes that stop on Thurston Road that may need re-routing to Jerrard Street, we do not currently anticipate that the works associated with the BLE station will require any other changes to passenger services. This may, however, be subject to the location of any temporary alternative bus standing that may be required.</p>
9.7	<p><u>Roads</u></p> <p><i>Will Thurston Road be closed during construction / Plans for Thurston Road / Will it re-open?</i></p> <p><i>Concerns about the traffic impact of Thurston Road closure.</i></p> <p><i>Would Jerrard Street become open to two-way traffic?</i></p>	<p>As we develop proposals for the BLE we will further consider how construction of the infrastructure such as stations, the tunnels and intermediate shafts would take place. As part of this, we will consider the characteristics of the local road network and its traffic levels to help us determine the appropriate routes for any construction traffic.</p> <p>To assist with traffic flows displaced from Thurston Road, we will consider with the local highway authority converting Jerrard Street to two-way working facilitating construction of the BLE proposals.</p> <p>As we develop our proposals for the Underground station, we will consider how it can be built to enable Thurston Road to be reinstated. It is estimated that construction of the BLE could begin around 2023. We understand from the land owner of the Matalan site that it may be converted to residential development, having recently received planning permission. In the event that the site</p>

	<p><i>What will happen with the one-way system in that area?</i></p> <p><i>Will there be funding to improve Jerrard Street / Loampit Vale?</i></p> <p><i>How will access to Matalan be maintained?</i></p>	<p>remains a retail park, we will work with the occupiers and local authority to provide alternative means of access, including consideration of access via Jerrard Street.</p>
9.8	<p><u>Cycling</u></p> <p><i>What provision is there for cyclists in the area during the works?</i></p> <p><i>Propose improvement to local cycling infrastructure.</i></p>	<p>As we develop our proposals we will aim to ensure that the station interchange and the public realm surrounding it provide a safe and convenient environment for pedestrians and cyclists both for accessing the station and travelling past it.</p> <p>The National Cycle Network currently runs along Thurston Road from south of Loampit Vale. To assist with traffic flows displaced from Thurston Road, we will consider with the local highway authority and Sustrans whether Jerrard Street could be converted to two-way working. Throughout construction of the BLE proposals we would aim to maintain a clear and safe route for cyclists.</p>
9.9	<p><u>Environment</u></p> <p><i>Concern about the risk of floods / groundwater flooding.</i></p> <p><i>Can you remove the groundworks via the Ravensbourne River rather than road?</i></p>	<p>Large areas of London are in flood risk areas, including where the London Underground operates. We have established procedures and design solutions to reduce the risks from flooding and will apply these on our designs for the BLE. A Flood Risk Assessment will be completed for the BLE to accompany the Transport and Works Act Order submission. We will work with the Environment Agency to ensure that our works are carried out safely and reduce the risk of contamination to local watercourses.</p> <p>The Ravensbourne river in this part of London is not suitable for navigation by barges / ships that would be required to provide transport for BLE works.</p>
9.10	<p><u>Rail service and operations</u></p> <p><i>What will be the impact on SouthEastern railway services from Lewisham?</i></p>	<p>At this early stage of design we are working on the principle of ensuring that the BLE station can be managed by London Underground and will work with the operator of DLR, the National Rail station and Network Rail to agree operational strategy for the whole station interchange.</p> <p>The SouthEastern railway services at the station are outside of TfL's control and therefore we are not currently able to undertake changes ourselves to them based upon any impacts arising from</p>

	<p><i>Request to provide more rail services.</i></p> <p><i>Who will be the main operator for Lewisham station?</i></p> <p><i>How many platforms are you proposing at this station if you are expecting 2-3 trains per minute?</i></p>	<p>the BLE. In general though, we will consult with partners across the Rail industry to ensure the benefits of the extension can be realised at Lewisham and where their own infrastructure is affected by the BLE proposals.</p> <p>The existing Underground network demonstrates that high frequency rail services can be operated with two-platform station termini configurations. We are developing our proposals for the station and once further details are available will consult and engage with the public on those.</p>
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10. Lewisham Line-End Shaft Issues

Ref	Main issues raised	TfL response
10.1	<p><u>Environment</u></p> <p><i>Concern about environmental impact.</i></p> <p><i>Concern about flooding.</i></p>	<p>We are seeking to design, build and operate a railway that is both responsive to the environment through which it passes and sensitive to the people who live and work near the route and its stations. Environmental design considerations will be fully taken into account as part of the development of our proposals.</p> <p>We will be carrying out an Environmental Impact Assessment (EIA) which will include a Flood Risk assessment to identify likely significant environmental effects that need to be taken into account and to identify the means of reducing these environmental effects. These proposals would then form commitments as part of the application for powers to construct the railway and would be reported in the Environmental Statement (ES), together with any predicted post-mitigation effects, so that the Planning Inspector and Secretary of State can take full account of them when deciding whether to grant us powers to construct and operate the BLE.</p> <p>Large areas of London are in flood risk areas, including where the London Underground operates. We have established procedures and design solutions to reduce the risks from flooding and will apply these on our designs for the BLE.</p>
10.2	<p><u>Construction</u></p> <p><i>Concern about the impact of the proposed location on residents.</i></p> <p><i>Concern about the loss of the council waste depot / commercial area.</i></p>	<p>We selected the site partly on the basis of the distance of the shaft from local residential areas. During construction, it would be necessary to access the site via the existing depot access routes from Wearside Road. Any construction works for the BLE will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works would be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area. The Environmental Statement will assess the impact on and loss of community facilities and private assets. There will also be a chapter which assesses waste operators. Any loss of a waste depot and the subsequent impact on waste handling capacity in the</p>

	<p><i>Ensure an alternative depot location provided.</i></p> <p><i>Retain historic buildings.</i></p>	<p>area will also be captured in this chapter.</p> <p>The site is owned by the London Borough of Lewisham and we are consulting with them as we develop our proposals. To our knowledge there are no historic listed buildings on the site.</p>
10.3	<p><u>Alternative locations suggested by consultees</u></p>	<p>We set out in our supporting material for the consultation the requirements of shaft sites when determining the options to consider. We considered a number of alternative sites to that we chose, and set out our reasons that those alternatives were not progressed at that time. We have not made a final decision and are currently developing our proposals further and considering their impacts. Once we have made a final decision about the best site for the shaft, we will consult on further details.</p>
10.4	<p><u>Pedestrians</u></p> <p><i>Propose a footbridge over the railway.</i></p>	<p>Our proposals for this site concern infrastructure that is only intended for use by passengers in the event of an emergency. The existing access to the site will be sufficient for this function and therefore we do not have plans to provide a footbridge over the railway as part of the BLE works.</p>
10.5	<p><u>Cycling</u></p> <p><i>Upgrade National Cycle Route 21.</i></p>	<p>Our proposals for this site concern infrastructure that is only intended for use by passengers in the event of an emergency. The existing access to the site will be sufficient for this function and therefore we do not have plans to upgrade the National Cycle Route in the wider area as part of the BLE works.</p>
10.6	<p><u>Rail service and operations</u></p> <p><i>Concern about disruption to other rail services.</i></p> <p><i>If services on the Hayes branch will be replaced by BLE, then some track and tunnelling may be made redundant.</i></p>	<p>The precise location of the shaft and its head-house will be subject to further development of the proposals. Siting of the shaft and its head-house to reduce risks to the operating National Rail lines to the north and west of the proposed location is a key consideration in this work.</p> <p>Our proposals are being developed to allow for a potential onwards extension from Lewisham. The destination for any potential onwards extension has not yet been confirmed and will be subject to how our plans progress for the current proposal. Whilst we undertake that work we will keep the case for extending under review and work with the local authorities and other transport operators such as Network Rail to understand how the transport network and population in areas beyond Lewisham may change in the future.</p>

Appendix A – The spring 2017 consultation questions

TfL asked 12 questions, listed below, during the spring 2017 public consultation.

1. Elephant & Castle station: Considering the shaded area in the map for Elephant & Castle, where within this area do you consider suitable for a new Bakerloo line station?
2. Elephant & Castle to Old Kent Road 1 shaft - What is your preferred shaft location? A or B, none of them, have no preference?
3. Elephant & Castle to Old Kent Road 1 shaft - Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road 1 shaft
4. Old Kent Road 1 station - What is your preferred station location? A or B, none of them, have no preference?
5. Old Kent Road 1 station - Please let us know if you have any further comments regarding this station
6. Old Kent Road 2 station - What is your preferred station location? A or B, none of them, have no preference?
7. Old Kent Road 2 station - Please let us know if you have any further comments regarding this station.
8. New Cross Gate - Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate?
9. New Cross Gate to Lewisham shaft - Do you have any comments on the site we are considering for the location of an intermediate shaft between New Cross Gate and Lewisham stations?
10. Lewisham - Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham?
11. Do you have any comments on the site we are considering for the location of a shaft at the end of the proposed extension in Lewisham?
12. The BLE proposals as a whole - Please let us have any further comments you would like to make about our extension proposals here.

Appendix B – Consulted proposals

Copy of consultation leaflet:

Contact us

Website:
tfl.gov.uk/bakerloo-extension

Email:
ble@tfl.gov.uk

Post:
FREEPOST TFL CONSULTATIONS

Tel:
0343 222 1155

Please get in touch if you would like a paper consultation feedback form or a copy of this leaflet in Braille, large-text or another language.

Bakerloo line extension

Have your say



Supported by



MAYOR OF LONDON



Bakerloo line extension – Have your say

Overview

We are proposing to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate, and would like to hear your views.

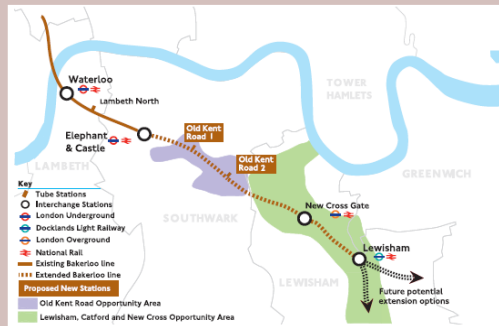
The extension will improve connectivity, increase the capacity and resilience of the transport network and reduce journey times between key destinations. This will help London to grow by supporting new homes and jobs.

In autumn 2014 we asked for views on an extension of the Bakerloo line. Following assessment of the consulted route options alongside those suggested by consultees, we have concluded that an extension to Lewisham via Old Kent Road and New Cross Gate is the best option for an initial Bakerloo line extension.

Progressing with these proposals is a commitment made by the Mayor, Sadiq Khan, and we have therefore allocated funds for its development in the TfL business plan. We have a lot of further work to do to progress these proposals and will consult further as our plans develop. The Mayor has committed to bring the completion date forward from 2030 to 2028/29.

Our application for planning permission to construct and operate the extension will be through a Transport and Works Act Order. This is subject to rigorous conditions and may result in a public inquiry at which further representations can be made.

Proposed route map



Why the extension is needed

London's population is forecast to grow to over 10 million people by 2030. To help accommodate this growth, the Old Kent Road Opportunity Area in Southwark has the potential for at least 20,000 new homes and 5,000 new jobs, with further new homes under construction and planned in Lewisham.

To support this growth and improve passenger journeys, there will need to be improved transport services in south east London, especially along Old Kent Road, which is currently served well by buses but at times these suffer from traffic delays and will not be able to support the potential growth in the area on their own.

As part of the Greater London Authority, we are working in partnership with the London Boroughs of Southwark and Lewisham to develop proposals for growth along the extension that can support both current and planned communities and businesses.

The extension would:

- Offer a new direct link into central London for people living or working in south east London, especially along Old Kent Road
- Provide capacity for 65,000 extra journeys in the morning and evening peak, to help relieve congestion on local bus services and National Rail services
- Support development and regeneration in south east London, and in particular the provision of vital new homes



- Relieve congestion on roads, reducing CO₂ emissions and air pollution
- Reduce journey times along the extension to central London by up to nine minutes
- Provide an Underground train every two to three minutes between Lewisham and central London

Our proposals:

Stations

We are proposing four new stations along the route of the proposed Bakerloo line extension. The suggested locations for these are:

- Two along Old Kent Road (currently referred to as Old Kent Road 1 and Old Kent Road 2)
- One at New Cross Gate, providing an interchange to London Overground and National Rail services at the existing station
- One at Lewisham, providing an interchange to National Rail and DLR services at the existing station and serving the town centre

We are also proposing changes at Elephant & Castle station to improve journeys for all customers using the station.



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Shafts

We would also need to build three shafts along the route. These would provide ventilation, cooling and emergency access to tunnels. At the surface, a structure known as a head-house would be built that contains the equipment for the shaft to function.

A shaft is required:

- Between Elephant & Castle and the proposed station currently referred to as Old Kent Road 1
- Between New Cross Gate and Lewisham station
- At the end of the line in Lewisham

Shafts are required in these locations either due to the distance between two stations or because we would need to access trains parked in tunnels underground.

Tunnels

We would need to build two new tunnels to deliver the Bakerloo line extension from Elephant & Castle to Lewisham. These tunnels would generally be 20 metres beneath the ground. The alignment of the proposed tunnels would be subject to a future consultation and dependent on the selected locations of the proposed stations and shafts.

Station and shaft construction

Worksites would be required at each station and shaft location to enable construction.

We may also need additional temporary worksites along the proposed route of the extension to aid these construction works.



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Elephant & Castle station

We need to improve the Bakerloo line station at Elephant & Castle as part of the proposed extension.

The station improvements could be undertaken in addition to the existing plans to upgrade the Northern line ticket hall. The improvements would provide a new larger ticket hall and wider platforms for the Bakerloo line, along with better connections to the Northern line, and relieve crowding for passengers. To undertake these improvements we would require land for a worksite in the area.

At this early stage of development, the options are to try to use the existing infrastructure such as the Bakerloo line ticket hall building, platforms and existing tunnels, or investigate a site for a new ticket hall for Bakerloo line passengers.

The area highlighted on the map opposite is where we are currently considering undertaking the improvements to the station. We only require a portion of this area for the worksite.

We are asking for your views on which section in the shaded area of the map you think would be most appropriate for the station and worksite.

Area currently under consideration for the required improvements to the Bakerloo line station at Elephant & Castle



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Shaft between Elephant & Castle and Old Kent Road I stations

We need one shaft between Elephant & Castle and the proposed station Old Kent Road I due to the distance between them. We have identified two possible locations for the proposed shaft. The locations are shown on the maps below and opposite.

Elephant & Castle to Old Kent Road I shaft option A
In the Bricklayers Arms road junction area.

Elephant & Castle to Old Kent Road I shaft option B

At a public park site on Portland Street.



10

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Old Kent Road stations

Both stations would be below ground with entrances and exits at street level. The stations would serve both existing and new residents and would provide an interchange with local bus services, walking and cycling routes.

We are considering two locations for the proposed station currently called Old Kent Road 1:

Old Kent Road 1 station option A

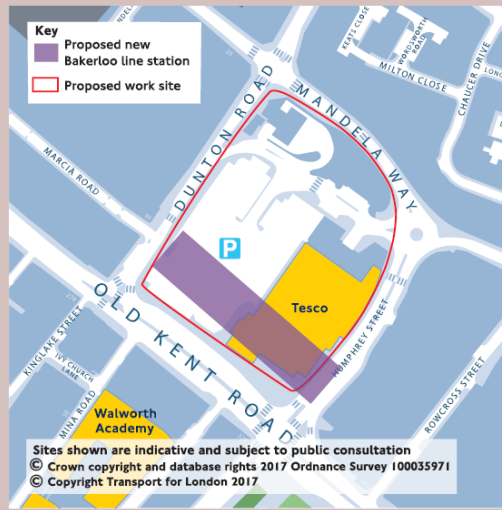
Near the junction of Mandela Way with Dunton Road.



12

Old Kent Road 1 station option B

Near the junction of Old Kent Road with Dunton Road.

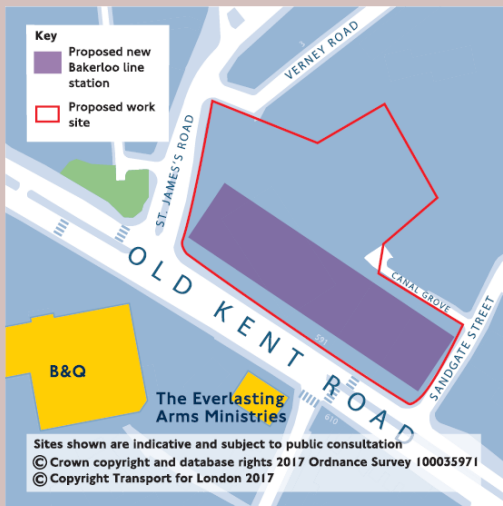


We are also considering two locations for the second proposed station along Old Kent Road, currently called Old Kent Road 2. These locations are shown on the maps on the next page.

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Old Kent Road 2 station option A

Near the junction of Old Kent Road with St James's Road.



14

Old Kent Road 2 station option B

Near the junction of Asylum Road with Old Kent Road.



15

New Cross Gate station

We propose to build a new station at New Cross Gate and have identified a preferred site. This is shown on the map opposite.

The station would be below ground along the western side of the existing rail station. It would improve connectivity in this part of London by providing an interchange to London Overground, National Rail services and local bus routes.

The size of the proposed site provides several opportunities for the project. It could allow soil to be taken away by train rather than using local roads. We could also start the tunnel machinery from this site.



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Proposed New Cross Gate Bakerloo line station and worksite

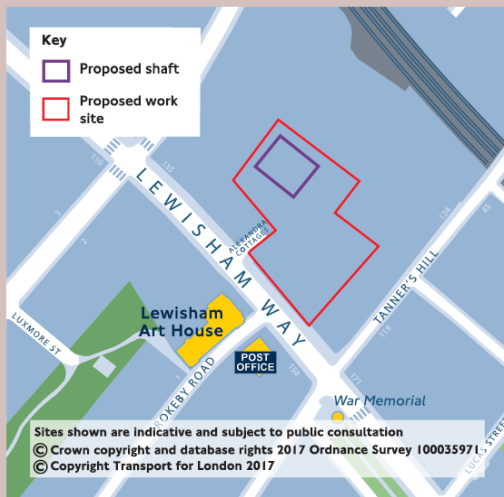


Shaft between New Cross Gate and Lewisham stations

A shaft needs to be located between New Cross Gate and Lewisham station. We have identified a single preferred site for a shaft and worksite on the proposed location at the end of Alexandra Cottages off Lewisham Way.

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Proposed shaft and worksite between New Cross Gate and Lewisham stations



We are proposing a preferred option for the station and shaft sites in the New Cross Gate area because our assessment has shown that they are the most suitable locations for the construction works needed to deliver the extension.

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Lewisham station

Our preferred site for the Bakerloo line station at Lewisham is shown on the map on the next page.

The station would be located on Thurston Road along the south western side of the existing National Rail station. It would improve connectivity by providing an interchange to National Rail and DLR services and access to the town centre. Extending to Lewisham would also provide an interchange to buses, helping to increase Lewisham's role as a major transport hub in south east London.



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Proposed Lewisham Bakerloo line station and worksite

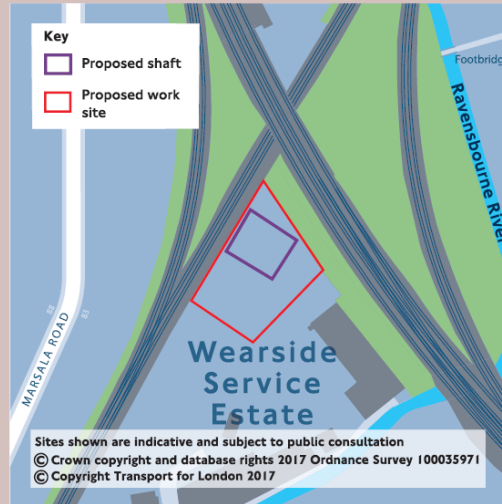


Shaft at the end of the line in Lewisham

We need to build tunnels beyond Lewisham station to provide an overrun tunnel that would allow empty trains to be parked. The overrun tunnels would also enable an extension of the Bakerloo line beyond Lewisham, if this were considered desirable in the future. These overrun tunnels also require a shaft for access.

The shaft site lies to the north of Wearside Road and along the eastern side of the Hayes National Rail line and south of the Hither Green National Rail line.

Proposed shaft and worksite location for overrun tunnels in Lewisham



We are proposing single preferred options for the station and shaft sites at Lewisham because our assessment has demonstrated that they are the most suitable locations for the construction works needed to deliver the extension.

For further information, supporting documents and factsheets please visit tfl.gov.uk/bakerloo-extension

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Have your say

This public consultation will be open until 21 April 2017.

To have your say about our proposals please see our consultation questionnaire on our website at tfl.gov.uk/bakerloo-extension or get in touch with us using the contact details on the back page.

There will be exhibitions in each area along the extension. Come and talk to us to find out more and let us know what you think:

Elephant & Castle:

The Trunk, The Artworks Elephant, Elephant Road, Elephant & Castle, London SE17 1AY

Saturday 11 February from 10:00 to 16:00
Wednesday 29 March from 11:00 to 20:00

Old Kent Road 1:

East Street Library, 168-170 Old Kent Road London SE1 5TY

Saturday 25 February from 10:00 to 16:00
Tuesday 21 March from 14:30 to 18:30

Old Kent Road 2:

Christ Church Peckham, Rear Church Hall, 676-680 Old Kent Road, London SE15 1JF

Thursday 9 March from 11:00 to 20:00
Saturday 1 April from 10:00 to 16:00

New Cross Gate:

The Refectory, Goldsmiths University, 8 Lewisham Way, New Cross, London SE14 6NW, ground floor of the Richard Hoggart Building

Friday 3 March from 11:00 to 20:00

New Cross Learning:

283-285 New Cross Road, London SE14 6AS

Saturday 18 March from 10:00 to 16:00

Lewisham:

Lewisham Shopping Centre, Information point, Molesworth Street, Lewisham, London SE13 7HB

Thursday 23 February from 11:00 to 19:00
Saturday 8 April from 10:00 to 16:00



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