

# 1. Introduction

South Kensington station is the gateway to one of the capital's most loved cultural quarters and is one of the busiest stations on the network. We have been putting together proposals to improve the station, to make customers journeys quicker and easier. In July 2016 we shared our early proposals to improve South Kensington station, including increasing capacity and providing step-free access.

We have continued to share our proposals with local residents, amenity groups, cultural institutions, and the Royal Borough of Kensington and Chelsea. Our discussions have helped to shape and develop our proposals. We are confident we now have a design for the first phase of the station capacity upgrade that meets the needs of customers, while respecting this station's unique heritage status.

This exhibition outlines our plans, and our timescales for delivery of improvements over the next 10 years'. It also sets out our design proposals for the first phase of the station capacity upgrade. In autumn 2017, we propose to submit our application to the Royal Borough of Kensington and Chelsea for listed building consent for this first phase of works. We look forward to hearing your views on these plans and our application.

Did you know that 34 million people use South Kensington station each year



Station entrance with historic facades



Historic arched, brick wall



Station entrance on Pelham Street



## 2. Our proposals – overview

We want to make journeys through the station quicker and easier. The current ticket hall suffers from congestion, and the stair to the District and Circle line platforms is often crowded.

These proposals will also ensure that the station can remain open while all five escalators to the Piccadilly line are replaced. The Piccadilly line services will be non-stopping at the station, planned from Summer 2019 for 10 months.

Our first phase of works will improve capacity in the station by creating:

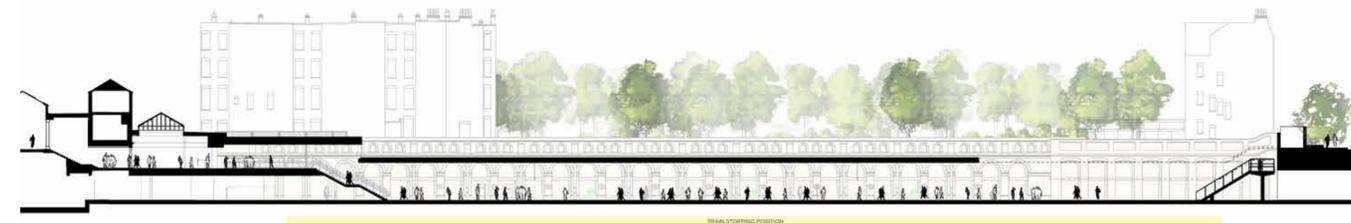
- A larger, more spacious ticket hall with more gates
- A new dedicated platform for eastbound District and Circle line customers

Additional benefits also include:

- Restored heritage features
- Safeguarding future delivery of step-free access
- Refurbished ticket hall features
- A new emergency escape stair from the new eastbound platform

Future phases of work:

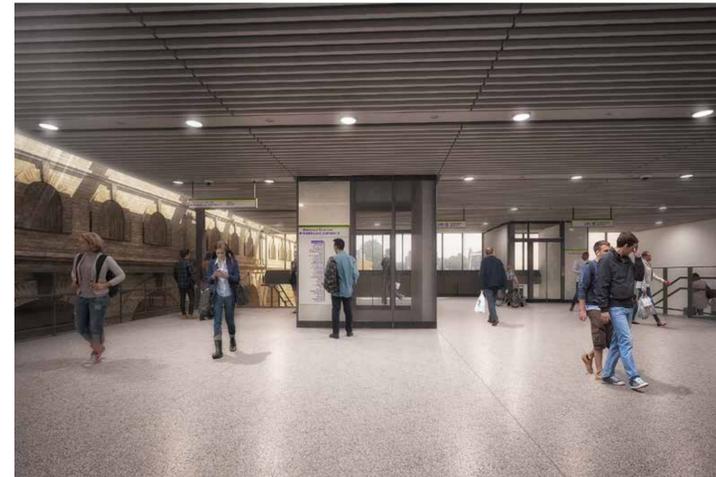
- Deliver a new, additional station entrance on Thurloe Street
- Improve residential and commercial properties around the station, providing better quality retail space
- Deliver step-free access from street to the District and Circle line platforms and museum subway in 2022, followed by the Piccadilly line platforms in 2025



### 3. Our proposals – Ticket hall improvements

Our first phase proposals include:

- A larger, more spacious ticket hall with more gates
- A new staircase leading to the new eastbound District and Circle line platform
- Improvements to enhance the customer experience within the ticket hall
- Safeguards delivery of step-free access to the platforms and museum subway
- New ticketing facilities
- Restored skylight



# 4. Our proposals – New eastbound platform

Our first phase proposals include:

- A new dedicated platform for eastbound District and Circle line services
- A canopy over the new platform designed to complement the historic arched, brick wall
- A design that balances traditional and contemporary themes
- Sustainable urban drainage, with new plantings

### Design focus



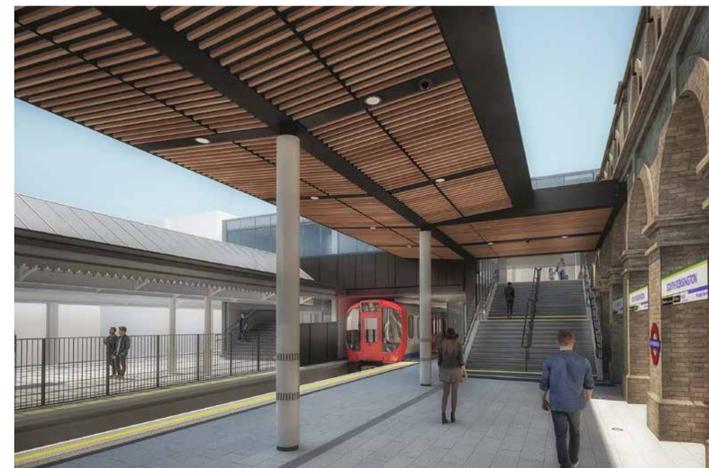
Underside of canopy softens appearance, and filters natural light onto the platform



Integrated design approach between new ticket hall facade and existing station



New seating and planting to enhance customer experience



## 5. Our proposals – Emergency escape

Our plans to improve capacity within the station also include:

- A new emergency escape stair from the eastbound platform, to Thurloe Square Bridge
- Door opening built into Thurloe Square Bridge that will only be used for emergencies
- The opportunity to transform the emergency escape stair into an overbridge for passengers interchanging between lines. This is dependent upon assessing future customer demand and suitability of location



## 6. Future proposals – Other future improvements around the station

We have started the search for a joint venture development partner who will work with us on a long-term basis to restore and develop our land around the station. By refurbishing existing buildings and creating new opportunities along Pelham Street we can enhance the area while also respecting the station's unique heritage setting. Importantly, these proposals will enable the delivery of a new station entrance on Thurloe Street, providing step-free access from street to District and Circle line trains and museum subway.

We have been working with the local community to come up with principles for the development. Our proposals include:

- Refurbishment of 20-34 Thurloe Street, including a new station entrance with step-free access to the ticket hall pedestrian subway, and District and Circle line
- New build opportunities on the north side of Pelham Street with the potential for new shops, offices and apartments
- Restoration of the historic shopfronts in the station arcade
- Single storey extension to the 'Bullnose' which could be used as a destination restaurant or gallery

Later this year we plan to appoint a long-term development partner who we will work with to create a station that reflects the historic legacy and unique setting. We will prepare designs and start consulting on proposals in 2018 before submitting a planning application.



Artist's impression of the new step-free station entrance on Thurloe Street



Artist's impression of the arcade



# 7. Project timeline

To keep up to date with our proposals visit:  
[tfl.gov.uk/improving-south-kensington](https://tfl.gov.uk/improving-south-kensington)

