



Bakerloo Line Extension

Consultation Report
July 2017

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1. Executive summary

1.1. Overview

- 1.1.1. This report details the results of a public consultation conducted between 9 February and 21 April 2017 on proposals to extend the Bakerloo line from Elephant & Castle to Lewisham via Old Kent Road and New Cross Gate.
- 1.1.2. The consultation focused on capturing views on potential station and shaft locations for the extension and followed on from an earlier public consultation on possible route options for an extension that was carried out in autumn 2014.
- 1.1.3. We received 4,899 responses to the consultation. 4,819 from members of the public, 80 responses from stakeholders and three petitions and one campaign.
- 1.1.4. We will consider these results and publish our response to the main issues raised later this year.

1.2. Summary of responses received

- 1.2.1. Below is a summary of responses received to each question we asked in the consultation. For detailed information of responses received please refer to section five of this report on page 22.
- 1.2.2. **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?”
- 1.2.3. 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.
- 1.2.4. 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
- 1.2.5. **Question 2:** Shaft between Elephant & Castle and Old Kent Road 1 stations – “What is your preferred shaft location?”
- 1.2.6. 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.

- 1.2.7. **Question 3:** “Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road 1 shaft.”
- 1.2.8. 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.
- 1.2.9. **Question 4:** Old Kent Road 1 – “What is your preferred station location?”
- 1.2.10. 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.
- 1.2.11. **Question 5:** “Please let us know if you have any further comments regarding Old Kent Road 1 station”
- 1.2.12. 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.
- 1.2.13. **Question 6:** Old Kent Road 2: “What is your preferred station location?”
- 1.2.14. 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).
- 1.2.15. **Question 7:** “Please let us know if you have any further comments regarding Old Kent Road 2 station”.
- 1.2.16. 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).
- 1.2.17. **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?”
- 1.2.18. 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.

- 1.2.19. 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).
- 1.2.20. **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?"
- 1.2.21. 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.
- 1.2.22. **Question 10:** "Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham?"
- 1.2.23. 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).
- 1.2.24. 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.
- 1.2.25. **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?"
- 1.2.26. 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.
- 1.2.27. **Question 12:** "Please let us have any further or general comments you would like to make about the Bakerloo line extension proposals."
- 1.2.28. 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.

1.2.29. 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.

1.3. Stakeholder responses

1.3.1. We received 80 stakeholder responses, these included responses from London Assembly members, Local Authorities, businesses and community groups. A summary of their responses can be seen in section five of this report on page 51.

1.4. Summary of major petitions

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

1.4.2. The campaign entailed 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. A copy of the petitions received and the campaign email is provided in Appendix H.

1.5. Next steps

1.5.1. We are now conducting a detailed assessment of comments made during the consultation to understand all the issues that have been raised by respondents.

1.5.2. Our response to these comments will be in the form of a "Response to issues raised" report which we will aim to publish later this year.

1.5.3. We will also continue to develop our proposals to progress towards an application for planning powers. This will include considering whether the proposals we consulted on during spring 2017 need to change, as well as developing them further. Once we have decided on the preferred location of stations and shafts along the route we will develop the tunnel route to link these locations. In the event that any potential changes to the scheme are identified we will undertake further public consultation in 2018 on these aspects.

2. About the proposals

2.1. Introduction

- 2.1.1. We carried out a public consultation between 9 February and 21 April 2017 on proposals to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate. We sought views on proposed station and shaft locations.
- 2.1.2. This chapter sets out the background to the proposed Bakerloo Line Extension (BLE) and is followed by chapters on our consultation approach, and analysis of responses.

2.2. Project summary

- 2.2.1. As we set out in our consultation materials published on February 9th 2017, 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 the London Borough of 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 the London Borough of Lewisham, particularly in the New Cross and Lewisham Town Centre areas.
- 2.2.2. 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 approach to address the area's transport needs, an extension of the Bakerloo line into southeast London, is proposed.
- 2.2.3. The BLE will improve connectivity, increase the capacity and resilience of the transport network and reduce journey times between key destinations.
- 2.2.4. The extension would also help to relieve congestion on roads and contribute towards reducing air pollution and CO2 emissions due it to being a very low emissions and noise alternative to road-based transport. This would contribute towards creating a better local environment for both existing and future communities in London.

2.3. Background to consultation

- 2.3.1. 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 concluded that an extension to Lewisham via Old Kent Road and New Cross Gate is the best option for an initial extension.

2.3.2. We have not ruled out an extension beyond Lewisham. The work we have carried out so far has shown that a further extension may have the potential to provide additional benefits to wider rail capacity, by potentially converting an existing line and reallocating rail services to other busy routes. We will review the case for a potential extension beyond Lewisham in the future as plans and proposals for south east London's transport network and future growth aspirations are developed.

2.3.3. We have just completed the second round of consultation on the BLE proposals to Lewisham via Old Kent Road and New Cross Gate. The key purpose of this consultation was to gain public and stakeholder feedback on proposed station and shaft locations.

2.4. Key Aims of the BLE

2.4.1. The key aims of the BLE proposals are to:

- 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

2.4.2. We have also considered how the BLE proposals could contribute towards addressing the challenges and fulfilling the goals of the Mayor's Transport Strategy. These goals include sustainable population and employment growth, as well as increasing transport accessibility.

2.5. Our proposals

2.5.1. We propose to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate. The proposed extension is shown in Figure 1.

Figure 1 - Route map showing proposed extension of the Bakerloo line to Lewisham



2.5.2. **Elephant & Castle**

2.5.3. Improvements to the Bakerloo line station at Elephant & Castle would be required as part of the proposed extension.

2.5.4. In the consultation we asked people where within a defined area they would like to see an upgraded Bakerloo line station. Please see Appendix A Figure 2 for the identified area.

2.5.5. **Shaft in between Elephant & Castle and Old Kent Road 1**

2.5.6. A shaft between would be required Elephant & Castle and the proposed station currently called Old Kent Road 1 due to the distance between them.

2.5.7. We asked people for their views on two proposed locations for this shaft and worksite:

- Option A - In the Bricklayers Arms road junction area (Please see Appendix A Figure 3); or
- Option B - At a public park site on Portland Street (Please see Appendix A Figure 4).

2.5.8. **Old Kent Road 1**

2.5.9. We proposed two locations for the station currently called Old Kent Road 1 and its worksite and asked people which one they preferred as follows.

- Option A - Near the junction of Mandela Way with Dunton Road (Please see Appendix A Figure 5); or
- Option B - Near the junction of Old Kent Road with Dunton Road (Please see Appendix A Figure 6).

2.5.10. **Old Kent Road 2**

2.5.11. We proposed two locations for the station currently called Old Kent Road 2 and its worksite and asked people which one they preferred as follows:

- Option A - Near the junction of Old Kent Road with St James's Road (Please see Appendix A Figure 7); or
- Option B - Near the junction of Asylum Road with Old Kent Road (Please see Appendix A Figure 8).

2.5.12. **New Cross Gate**

2.5.13. We propose to build a new Bakerloo line station at New Cross Gate and consulted on a single preferred location for the station and worksite. Please see Appendix A, Figure 9 for a map of the proposed site.

2.5.14. **Shaft between New Cross Gate and Lewisham**

2.5.15. The proposed extension would require a shaft to be built between New Cross Gate and Lewisham station. We consulted on a single preferred site for this shaft and worksite, the proposed location was Alexandra Cottages off Lewisham Way. Please see Appendix A, Figure 10 for a map of the proposed site.

2.5.16. **Lewisham**

2.5.17. We consulted on a single preferred site for the proposed Bakerloo line station at Lewisham. The proposed location was on Thurston Road along the south western side of the existing National Rail station. Please see Appendix A, Figure 11 for a map of the proposed site.

2.5.18. **Shaft for overrun tunnels in Lewisham**

2.5.19. The proposed extension would require tunnels to be built beyond Lewisham station to provide an overrun tunnel that would allow empty trains to be stabled. The overrun tunnels would also assist in constructing an extension of the Bakerloo line beyond Lewisham, if this were considered desirable in the future. These overrun tunnels would also require a shaft for access. We proposed a single preferred location for this shaft:

- North of Wearside Road and along the eastern side of the Hayes National Rail line and south of the Hither Green National Rail line

2.5.20. Please see Appendix A, Figure 12 for a map of the proposed shaft.

2.5.21. Where we consulted on preferred options only, such as at New Cross Gate and Lewisham this was due to our assessment, described in the published Background to Consultation Report, showing that these were the most suitable locations for the construction works needed to deliver the extension.

For a detailed description of all the proposals in this consultation please see Appendix A.

3. The consultation

3.1.1. The consultation took place between 9 February and 21 April 2017 and sought views on proposed stations and shaft locations for the BLE proposals.

3.1.2. The consultation enabled TfL to:

- Raise general awareness of the scheme with local residents, stakeholders and the public
- Explain the proposed scheme and scheme options
- Provide the opportunity for people to give their feedback about the proposed scheme and scheme options

3.1.3. The objectives of the consultation were to:

- Providing people with easy to understand information about the proposals so they could provide informed feedback
- Understanding the level of support or opposition for the options outlined
- Understanding any issues that might affect the proposal of which TfL was not previously aware
- Understanding any concerns and objections
- A comprehensive advertising campaign to ensure TfL captures as many views as possible.

3.2. Consultation history

3.2.1. The initial consultation on the BLE proposals was undertaken between 30 September and 7 December 2014. This consultation was designed to help TfL understand local and wider views on the principle of extending the Bakerloo line and to gather views on potential extension destinations.

3.2.2. We received more than 15,000 responses to the 2014 consultation with 96 per cent supporting the principle of the extension, and 2 per cent opposed. We also stated at that consultation that one of the key purposes of the proposed extension is to enable new development in southeast London and that it is unlikely the scheme can happen without this new development. We asked whether respondents supported a scheme on this basis. Eighty two per cent of respondents supported a scheme in connection with new development¹.

3.2.3. After considering the responses received during the 2014 consultation, including 4,500 comments received regarding alternative options, we published our

¹ The Bakerloo Line Extension 2014 Consultation Report and the Responses to the Main Issues Raised, both published in 2015 are available from <https://consultations.tfl.gov.uk/tube/bakerloo-extension/>

Options Assessment Report in December 2015². The Options Assessment Report set out our conclusions that an extension to Lewisham via the Old Kent Road and New Cross Gate would be the best option as an initial extension. The extension would serve the Old Kent Road and Lewisham, Catford and New Cross Opportunity Areas and support significant numbers of new homes and jobs in London.

- 3.2.4. The second consultation on the BLE proposals took place between 9 February and 21 April 2017 and asked for views on proposals for station and shaft locations. The results from that consultation are set out in this report.

3.3. Who we consulted

- 3.3.1. The consultation sought the views of people living and working in the areas along the proposed extension as well as transport users in south east London.
- 3.3.2. As well as consulting local residents and business owners in the boroughs of Southwark and Lewisham we consulted existing Bakerloo line customers, customers that use the DLR at Lewisham, London Overground customers at New Cross Gate and customers that use bus services along Old Kent Road.
- 3.3.3. In addition we consulted stakeholders including The Metropolitan Police, Members of Parliament, Assembly Members and local interest groups.
- 3.3.4. A list of the stakeholders we consulted is shown in Appendix E and a summary of their responses to the consultation is given in section five.

3.4. What was outside the scope of the consultation

- 3.4.1. The consultation did not include a proposal to extend the Bakerloo line beyond Lewisham. However, in our background information documents that we published on the BLE consultation webpage, we stated that this option has not been ruled out.

3.5. Dates and duration

- 3.5.1. The consultation ran for ten weeks between 9 February and 21 April 2017. We carried out a ten week consultation to give people enough time to read the consultation material and provide us with their response.
- 3.5.2. The consultation ran through the February school half term holidays as well as the Easter break, and we wanted to make sure we gave people who may have been away enough time to respond to the consultation.

² The Options Assessment Report published in January 2016 can be accessed on the TfL consultation webpage: <https://consultations.tfl.gov.uk/tube/bakerloo-extension/>

3.6. What we asked

- 3.6.1. We asked 12 specific project questions in the consultation, these questions enabled us to gather views on proposed locations for stations and shafts along the proposed extension. A full list of consultation questions can be found in Appendix F.

3.7. Methods of responding

- 3.7.1. We invited people to respond to the consultation by completing an online questionnaire on the BLE website [tfl.gov.uk /bakerloo-extension](http://tfl.gov.uk/bakerloo-extension) , by writing to us at FREEPOST TFL CONSULTATIONS or by emailing us at ble@tfl.gov.uk .
- 3.7.2. We had a dedicated consultation phone number that people could call to ask for further information or request that a paper questionnaire be sent to them.

3.8. Consultation materials and publicity

- 3.8.1. We carried out a large scale advertising campaign to promote the consultation and encourage as much participation as possible. In this consultation we focused on London's south east area. Our advertising methods are listed below.
- 3.8.2. **Copies of our consultation leaflet, press advert and station posters can be seen in Appendix G.**
- 3.8.3. **Website:** The primary method for capturing views was on the dedicated BLE webpage: tfl.gov.uk/bakerloo-extension. All consultation and supporting documents were also published on this site.
- 3.8.4. **Leaflets and letters:** We distributed approximately 32,000 leaflets detailing information about the proposals to residents living in areas along the proposed extension. We also sent letters to those directly affected by our proposals with an offer to meet with our Operation Property team to address any concerns relating to property or land. In addition, people could request copies of our consultation material in different languages, large print, braille and audio. This was advertised on the back of our consultation leaflet.
- 3.8.5. **Emails to the public:** On the day we launched the consultation we sent 257,366 emails to registered oyster card users who are residents of Lewisham and Southwark, existing customers of the Bakerloo line, customers that use buses along Old Kent Road, DLR users who travel via Lewisham, London Overground users who use New Cross Gate station and National Rail customers who use South eastern services to get into London (those with registered Oyster cards as this is the information we hold). We also sent out 11,611 emails to people who responded to the 2014 consultation and left us their contact details or those who wanted to be kept up to date as the project progresses. A copy of the email sent to the public can be seen in Appendix G.

- 3.8.6. **Emails to stakeholders:** We notified stakeholders on the day we launched the consultation by emailing them, these included local MP's, London Assembly members, local councillors, local businesses and local resident groups
- 3.8.7. **Press and media activity:** We had a press release and adverts in the Metro and London Evening Standard. We also arranged for a BLE advert to be in the Lewisham Life and Southwark Life magazines which went to all 116,000 residents and businesses in Lewisham and all 143,000 in Southwark respectively. A copy of our press advert can be seen in Appendix G.
- 3.8.8. **On-site advertising:** We advertised the BLE consultation using station posters at Beckenham Junction, Catford Bridge, Elephant & Castle, Lewisham, Peckham Rye and Waterloo National Rail stations. We concentrated on advertising at National Rail stations in south east London rather than tube stations as we were able to email some tube and bus customers using their registered oyster card information.
- 3.8.9. **Digital advertising:** We carried out a comprehensive online campaign including digital banners on TfL's homepage as well as a keyword search on Google. We advertised on social media platforms using TfL's twitter feed and Facebook page.
- 3.8.10. **Public meetings, events and exhibitions:** We held 10 public exhibitions, two in Elephant & Castle, four along the Old Kent Road (two near each of the proposed stations Old Kent Road 1 and Old Kent Road 2), two in New Cross Gate and two in Lewisham. The exhibitions were designed to give people the opportunity to ask staff from TfL questions about the proposals. For the exhibitions we created nine information banners explaining the proposals as well as ten factsheets which explained technical terminology such as shafts and head houses that people could take away with them. The exhibitions we held in Elephant & Castle and Old Kent Road were attended by representatives from Southwark Council who were present to answer any questions relating to the Old Kent Road Area Action Plan.
- 3.8.11. We held the following public exhibitions:
- 3.8.12. **Elephant & Castle:** The Trunk, The Artworks Elephant, Elephant Road, Elephant & Castle, London SE17 1AY
- Saturday 11 February from 10:00 to 16:00 – attended by 33 people
 - Wednesday 29 March from 11:00 to 20:00 - attended by 37 people
- 3.8.13. **Old Kent Road 1:** East Street Library, 168-170 Old Kent Road London SE1 5TY
- Saturday 25 February from 10:00 to 16:00 - attended by 45 people
 - Tuesday 21 March from 14:30 to 18:30 – attended by 18 people

- 3.8.14. **Old Kent Road 2:** Christ Church Peckham, 676-680 Old Kent Road, London SE15 1JF
- Thursday 9 March from 11:00 to 20:00 – attended by 25 people
 - Saturday 1 April from 10:00 to 16:00 – attended by 11 people
- 3.8.15. **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 – attended by 97 people
- 3.8.16. **New Cross Gate:** New Cross Learning, 283-285 New Cross Road, London SE14 6AS
- Saturday 18 March from 10:00 to 16:00 – attended by 29 people
- 3.8.17. **Lewisham:** Lewisham Shopping Centre, Information point, Molesworth Street, Lewisham, London SE13 7HB
- Thursday 23 February from 11:00 to 19:00 – attended by 196 people
 - Saturday 8 April from 10:00 to 16:00 – attended by 360 people
- 3.8.18. **Meetings with stakeholders:** We are continuing to engage with stakeholders as the project progresses. Below is a list of those stakeholders we have met with so far.
- 3.8.19. **Local Councils**
- London Borough of Southwark Councillor briefing
 - London Borough of Lewisham Councillor briefing
 - Brockley Ward Council Assembly hosted by Councillors Sophie McGeavor, Obajimi Adefiranye, John Coughlin
 - Rushey Green Ward Council Assembly hosted by Councillors James Walsh, Helen Klier, John Muldoon.
- 3.8.20. **Elected officials that attended public exhibitions or other stakeholder meetings:**
- Councillor Brendra Dacres, Lewisham
 - Councillor Stella Jeffrey, Lewisham
 - Councillor Sandra Rhule, Southwark
 - Councillor Hamish McCallum, Southwark
 - Councillor Anood Al-Samerai
 - Councillor Damian O'Brien

- Caroline Pidgeon, AM
- Florence Eshalomi, AM

3.8.21. **Landowners**

- Sainsbury's

3.8.22. **Community groups**

- Perronet House Residents Association
- Caroline Gardens Residents Tenants and Residents Association
- Walworth Society

3.8.23. **Industry Groups**

- London TravelWatch
- Institute of Civil Engineers

3.9. Analysis of consultation responses

3.10.1. The analysis of this consultation was provided by Steer Davies Gleave.

4. About the respondents

4.1.1. This chapter summarises responses to the ‘About the respondent’ questions, including how they heard about the consultation and in what capacity they responded e.g. as a member of the public or as a stakeholder.

4.2. Number of respondents

4.2.1. The consultation elicited responses from 4,899 respondents split between members of the public and stakeholders as shown in Table 1.

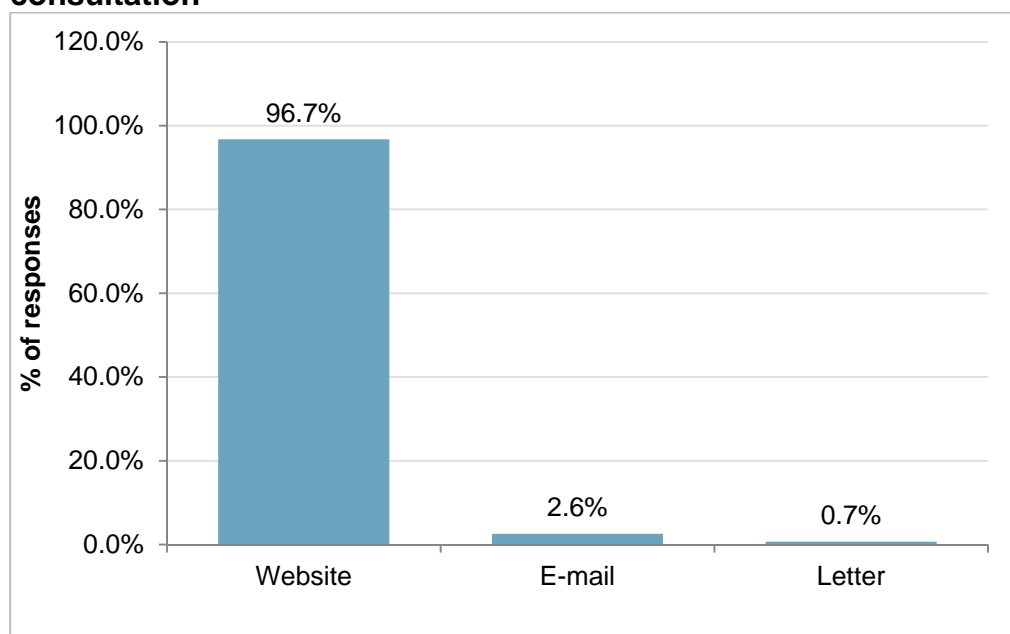
Table 1 - Total Responses to the Consultation split by Public and Stakeholders

Respondents	Total	Percentage
Members of the public	4,819	98.4%
Stakeholders	80	1.6%
Total	4,899	100.0%

4.3. Methods of responding

4.3.1. The majority of responses (96.7 per cent) were received via the consultation website as shown in Figure 2. The remainder were received via email and letter.

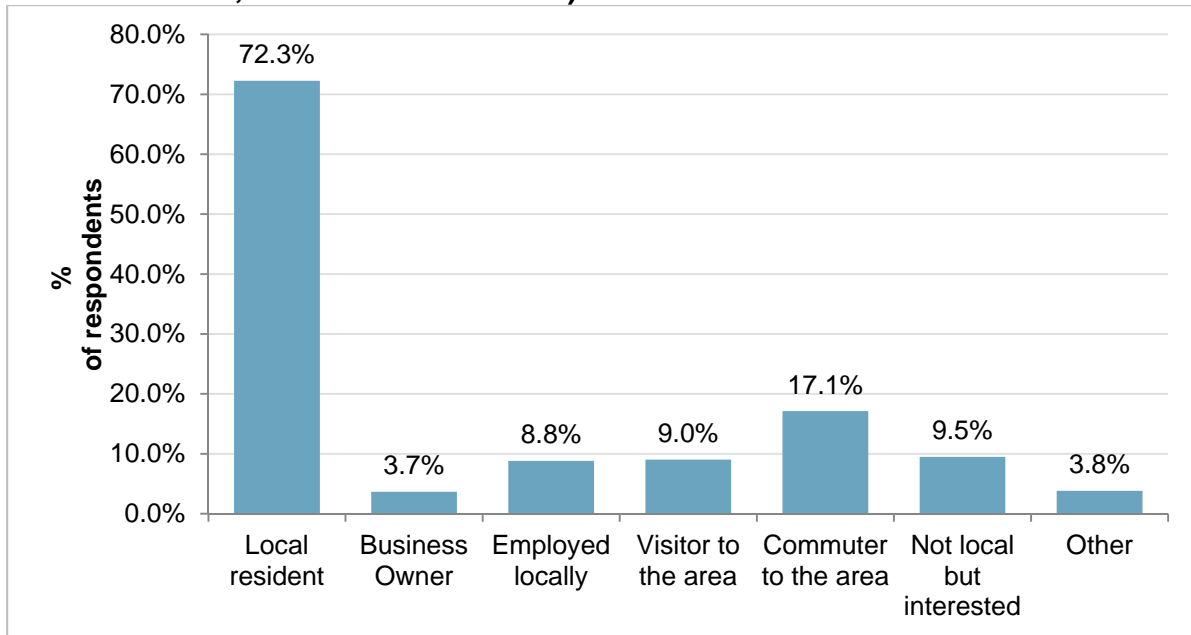
Figure 2 – Proportions of methods of written responses received to the consultation



4.4. Respondent type

4.4.1. Respondents were asked to state which respondent type best described them – the results are shown in Figure 3. Respondents could choose more than one of the respondent types to describe themselves. The majority of respondents (72.3 per cent) identified themselves as a 'Local resident'.

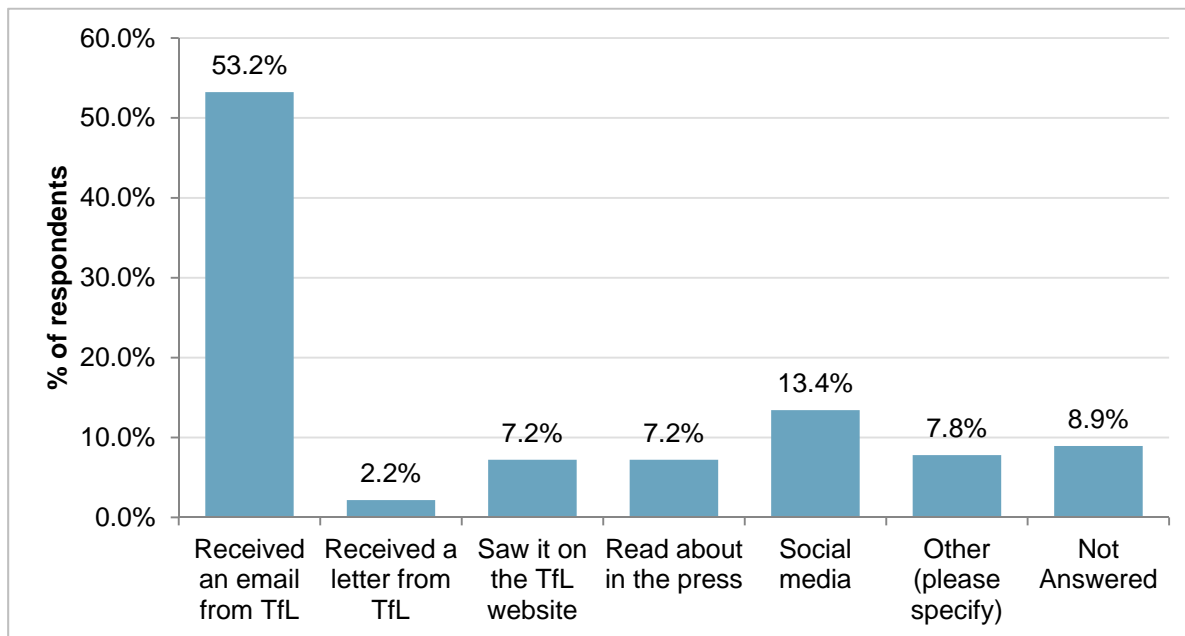
Figure 3 - Proportions of responses to consultation by respondent type (e.g. Local Resident, Business Owner etc.)



4.5. How respondents heard about the consultation

4.5.1. Respondents were asked how they heard about the consultation – the results are shown in Figure 4. Over half had received an e-mail from TfL.

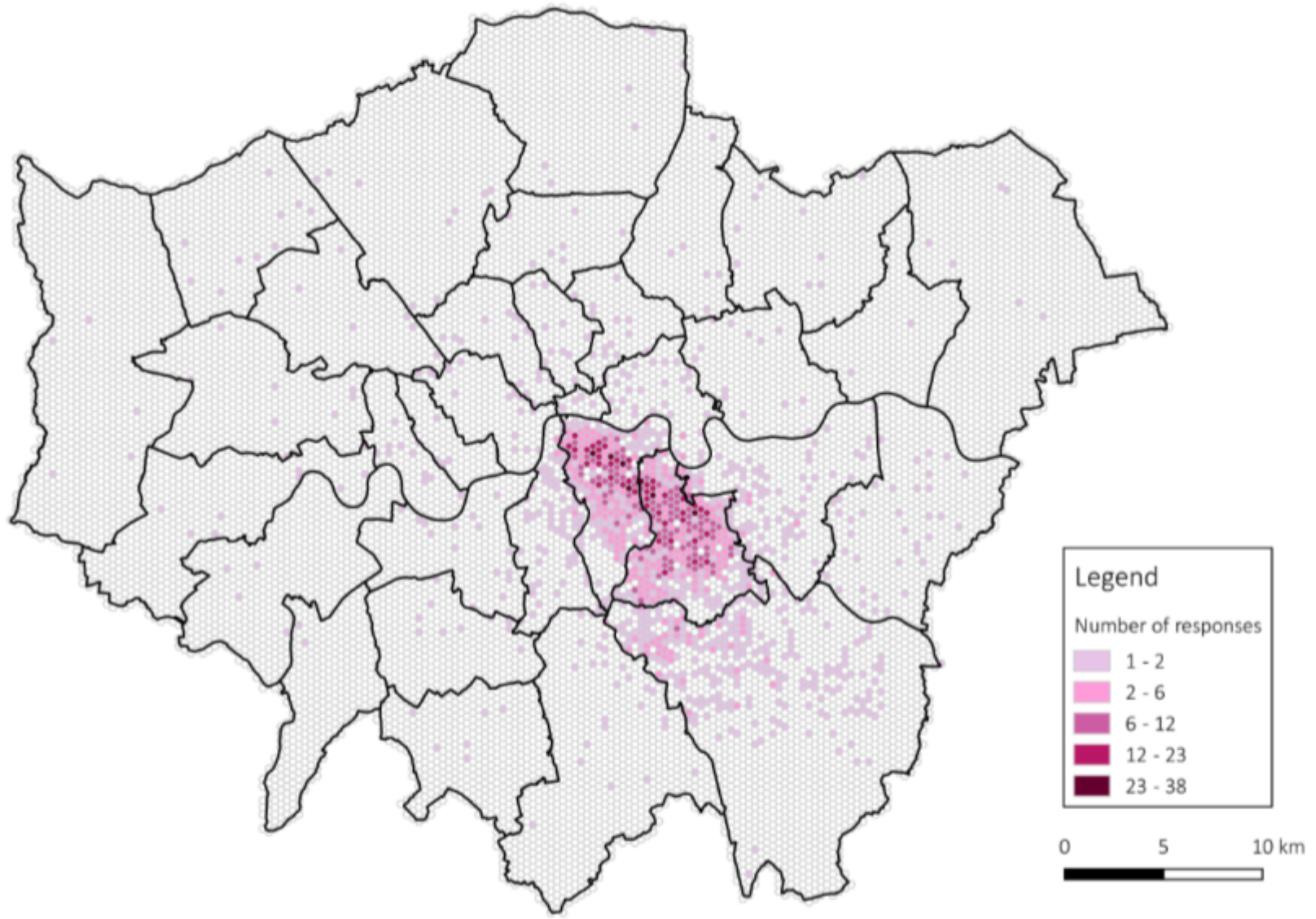
Figure 4 - Proportions of how respondents heard about the consultation



4.6. Distribution of respondents

4.6.1. Out of the 4,899 people that responded to the consultation 3973 gave us their postcodes. The map in Figure 5 shows the distribution of respondents within the Greater London Authority (GLA) boundary where postcodes could be converted to geographical coordinates. There were 163 postcodes that could not be converted to geographical coordinates and 252 were outside of the GLA, some stretching as far as Clyde Muirshiel Regional Park to the west of Glasgow.

Figure 5 - Map showing distribution of consultation respondents in the Greater London Area



5. Summary of consultation responses

- 5.1.1. This chapter summarises the responses to each question from members of the public. Stakeholder responses are summarised later in this chapter.
- 5.1.2. The consultation included 12 questions, three of which had a closed response element and nine of which had an open response element. A summary of each question's type and response rate is shown in Table 2.

Table 2 - Volume of responses received to each consultation question

Number	Question	Type	Level of response*	
			No. of respondents answering this question	Percentage of respondents answering this 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?	Open	3,619	76.5%
2	What is your preferred shaft location? (between Elephant & Castle and Old Kent Road 1)	Closed	4,400	93.0%
3	Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road 1 shaft.	Open	746	15.8%
4	What is your preferred station location?	Closed	4,423	93.5%
5	Please let us know if you have any further comments regarding this station.	Open	997	21.1%
6	What is your preferred station location?	Closed	4,399	93.0%
7	Please let us know if you have any further comments regarding this station.	Open	932	19.7%
8	Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate?	Open	1,746	36.9%
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?	Open	593	12.5%
10	Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham?	Open	2,171	45.9%

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?	Open	618	13.1%
12	Please let us have any further or general comments you would like to make about the Bakerloo line extension proposals.	Open	2,838	60.0%

* The level of response is based on the 4,732 members of the public who gave their responses via the consultation website.

- 5.1.3. For the open questions, code frames were developed to categorise and quantify responses. To ensure consistency between individuals' coding responses, the first 50 responses coded by each analyst were checked and verified by the project manager. Random consistency checks were also undertaken on each of the code frames throughout the coding process.
- 5.1.4. In this chapter, responses to open questions are summarised and analysed. To summarise the results, every theme into which responses have been categorised are displayed, along with any responses made by at least 2 per cent of respondents. A brief analysis of responses is provided below the table summarising the results of each open question. Full breakdowns of the results for each open question are provided in Appendix B.
- 5.1.5. Where respondents have suggested alternative destinations for Bakerloo line extension routing that falls outside the local area in which options have been presented, these responses have been coded separately. The top ten responses are shown in Table 3. The full list can be found in Appendix C.

Table 3 - Volume of responses received concerning alternative or additional destinations to those consulted

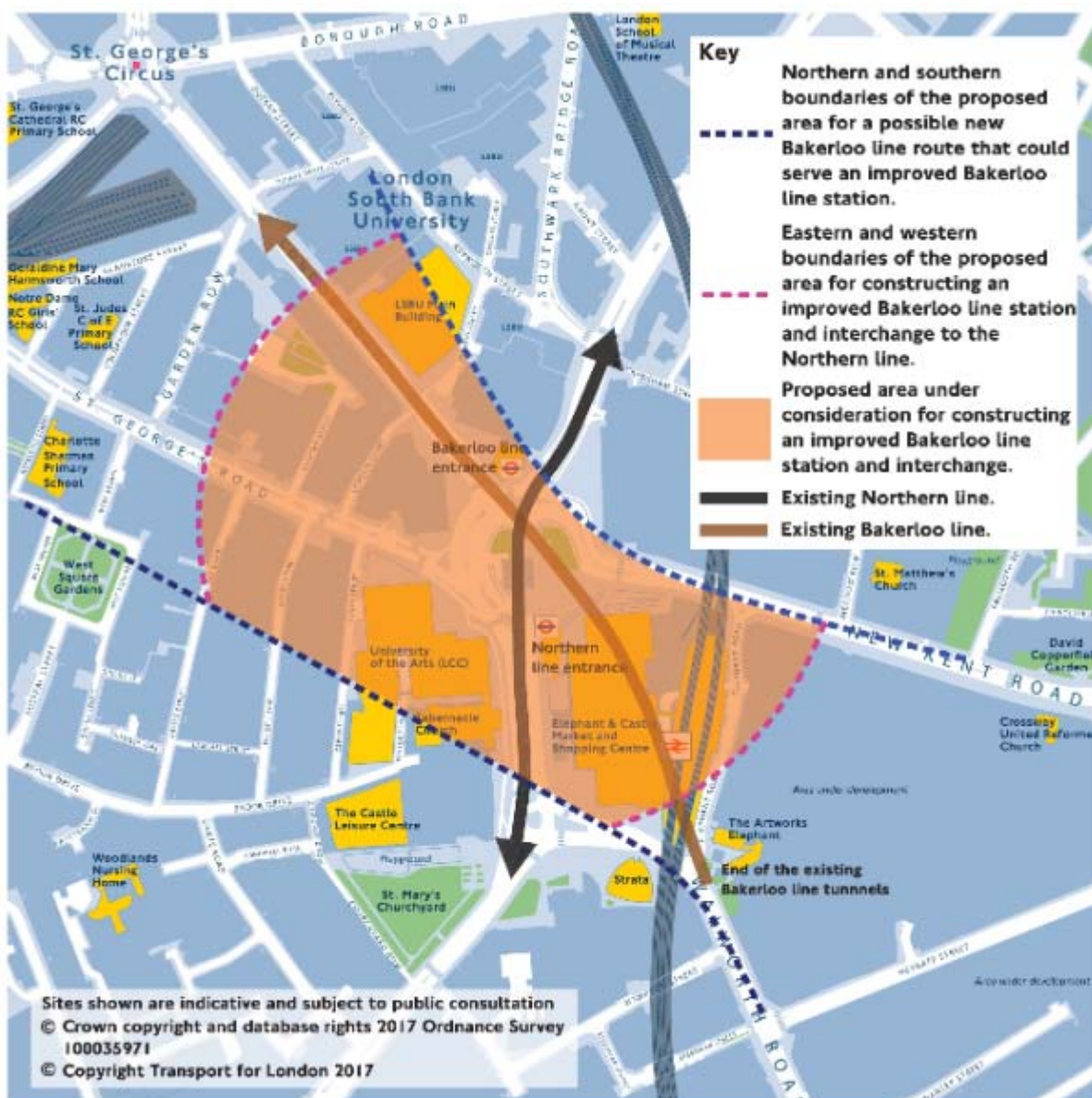
Proposed station location	Location type	Number of responses
Catford / Catford Bridge	Specific	338
Camberwell	Specific	324
Bromley	Specific	263
Hayes	Specific	195
Peckham / Peckham Rye	Specific	178
New Kent Road	Specific	113
Beckenham (including Clock House)	Specific	96
Lewisham	Specific	59
Walworth (between OKR and A215 Walworth Road)	Non-specific	52
Dulwich	Specific	47

- 5.1.6. For the closed questions, responses have been summarised using charts and analysed by cross-referencing results with respondent type and respondents' home location where relevant.

5.2. Summary of responses to Question 1

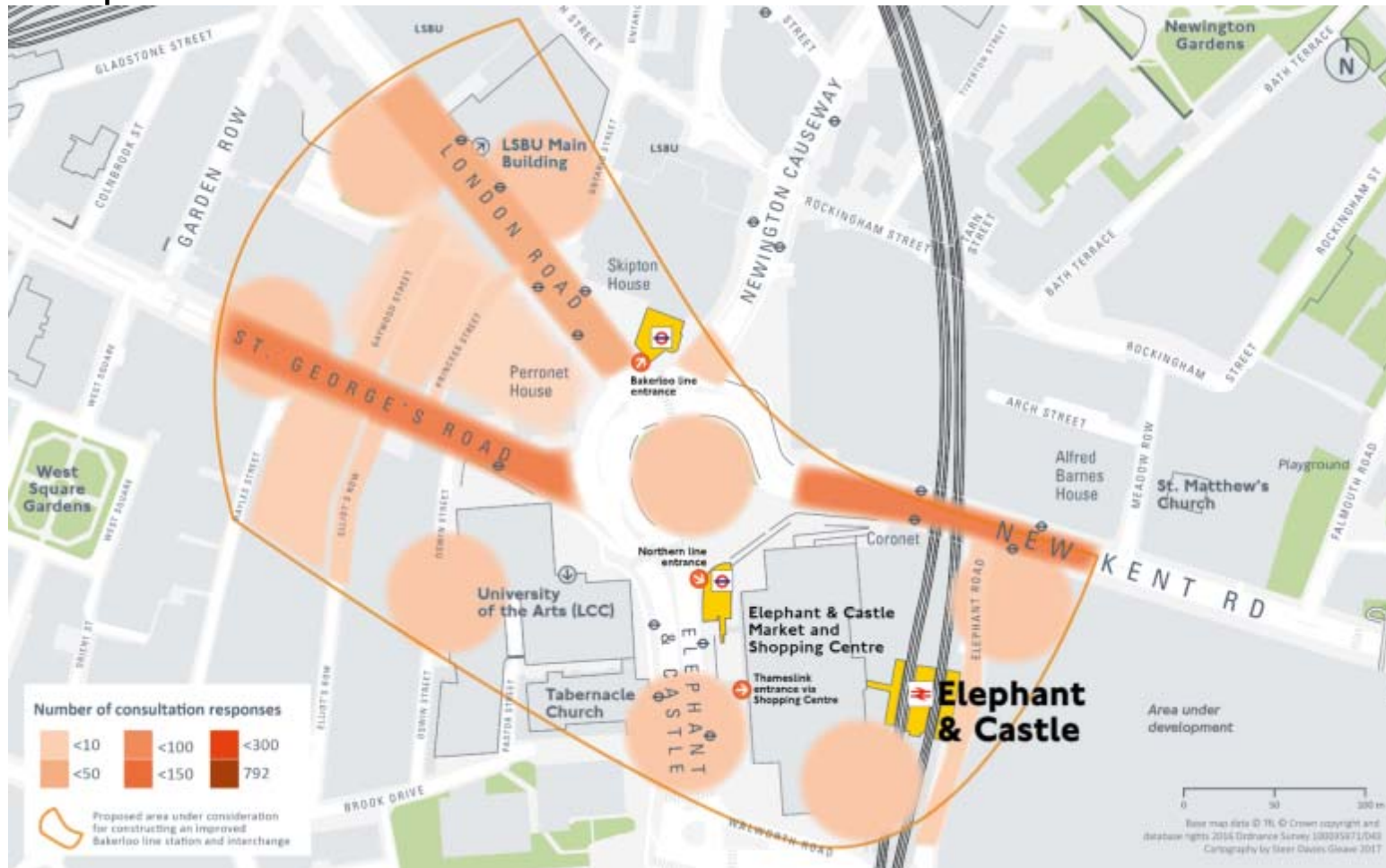
- 5.2.1. The text for Question 1 is as follows: Considering the shaded area in the map for Elephant & Castle, where within this area do you consider suitable for a new Bakerloo line station?
- 5.2.2. The map displayed to accompany this question is shown below in Figure 6.

Figure 6 - Map of Elephant and Castle that accompanied consultation question 1



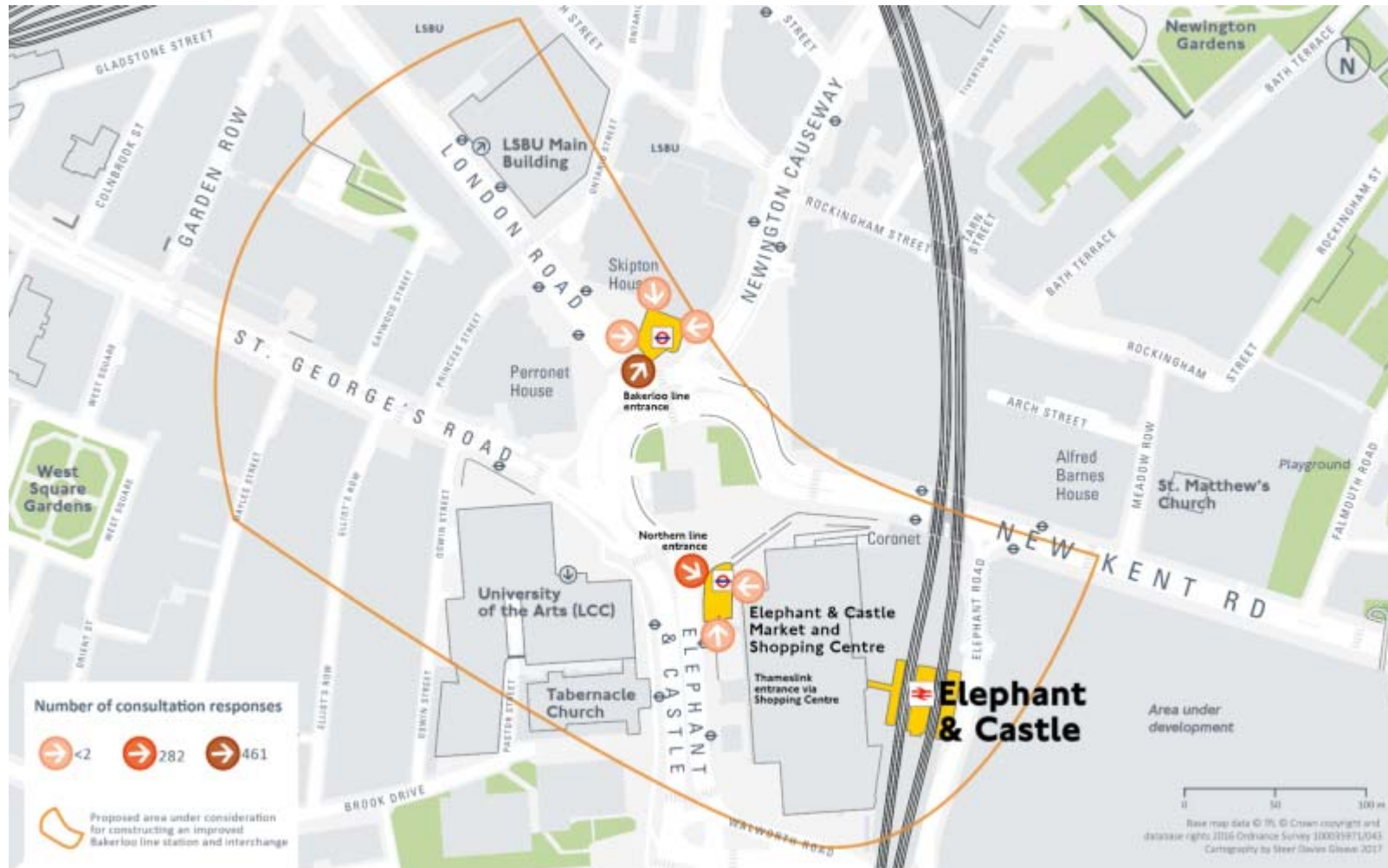
5.2.4. Responses that provided less specific responses for a new Bakerloo line station are mapped below in Figure 8.

Figure 8 - Map of responses to Question 1 that provided less specific responses about the location for a new Bakerloo line station at Elephant and Castle



5.2.5. Responses that identified locations for Bakerloo line station entrances are mapped below in Figure 9.

Figure 9 - Map of responses to Question 1 that specified a location for an entrance to a new Bakerloo line station in Elephant and Castle



5.2.6. 1,359 responses concerned matters that could not be mapped. A summary of these types of responses is shown below in Table 4.

Table 4 - Summary of responses to Question 1 concerning matters that could not be mapped

Theme	Response codes (>2 %)	Number of responses	Percentage of responses
Interchange	Total For a full list of codes please refer to Appendix B, Question 1.	1,199	88.2%
	Reasons included: <i>Prioritise interchange between the Bakerloo and National Rail lines</i>	439	32.3%
	<i>Prioritise interchange between the Bakerloo and Northern lines</i>	380	28.0%
	<i>Integrate the proposed Bakerloo line station into existing/redeveloped Elephant & Castle market and shopping centre*</i>	321	23.6%
	<i>Prioritise interchange between the Bakerloo line and TfL buses</i>	59	4.3%
General support		74	5.4%
	<i>Support scheme (general)</i>	74	5.4%
Factor to consider in deciding location	<i>Minimising disruption</i>	17	1.3%
	<i>Minimising impact on residents</i>	12	0.9%
	<i>Cost efficiency</i>	7	0.5%
	<i>Accessibility</i>	7	0.5%
	<i>Minimising need to demolish existing buildings / infrastructure</i>	7	0.5%
	<i>Views of local people</i>	1	0.1%
General opposition		21	1.5%
Lift	<i>Enhance existing Bakerloo entrance lift system</i>	6	0.4%
Entrances	<i>Provide multiple pedestrian entrances</i>	2	0.1%
Road	<i>Avoid narrowing road approaches to roundabout;</i>	2	0.1%
	<i>Ensure station design does not prevent future changes to the road layout</i>	1	0.1%
Urban design	<i>Make area car free;</i>	2	0.1%
	<i>Propose integrating the scheme into an existing urban design scheme in the area</i>	1	0.1%
		1	0.1%
Conservation	<i>Preserve existing historical Bakerloo line station</i>	1	0.1%
Disabled access	<i>Prioritise disabled access</i>	1	0.1%
Total		1,359	100.0%

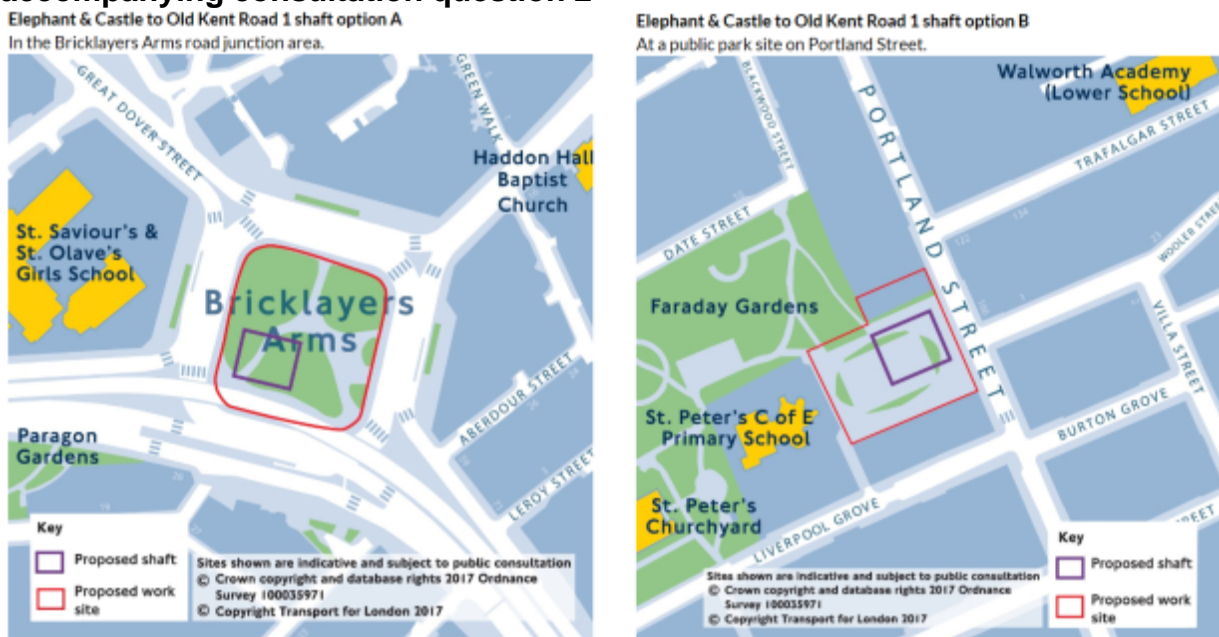
* This response is also mapped as the specific point shown within the Elephant & Castle Shopping Centre

- 5.2.7. For responses to Question 1 that could not be mapped, interchange was by far the most important theme, with 88.2 per cent of responses suggesting interchange with an existing station or the shopping centre should be provided. This is consistent with the mapping, which shows the most frequent suggestions for station location at the shopping centre and at the National Rail station.
- 5.2.8. 51 respondents noted factors that should be considered in deciding a location, including minimising disruption (1.3 per cent) and minimising impact on residents (0.9 per cent).

5.3. Summary of responses to Question 2

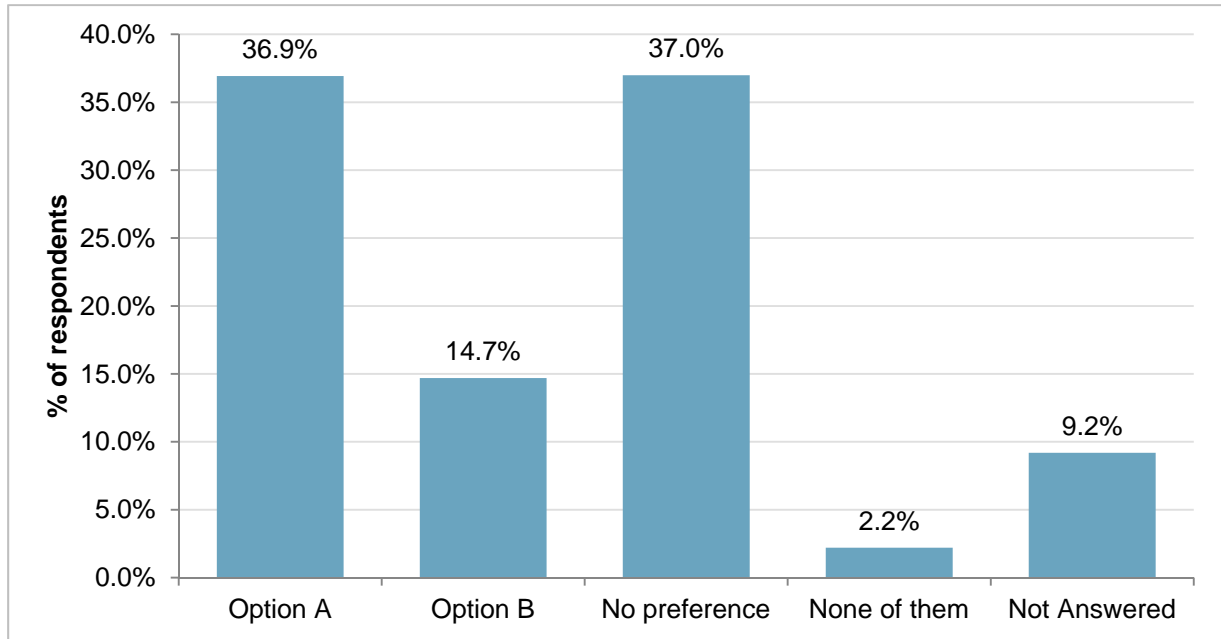
- 5.3.1. Question 2 is a closed question concerning the location of a shaft between Elephant & Castle and Old Kent Road 1 stations. The text for Question 2 is as follows: What is your preferred shaft location?
- 5.3.2. The specific locations of options A and B are shown below in Figure 10.

Figure 10 - Maps of Elephant and Castle to Old Kent Road 1 shaft site options accompanying consultation question 2



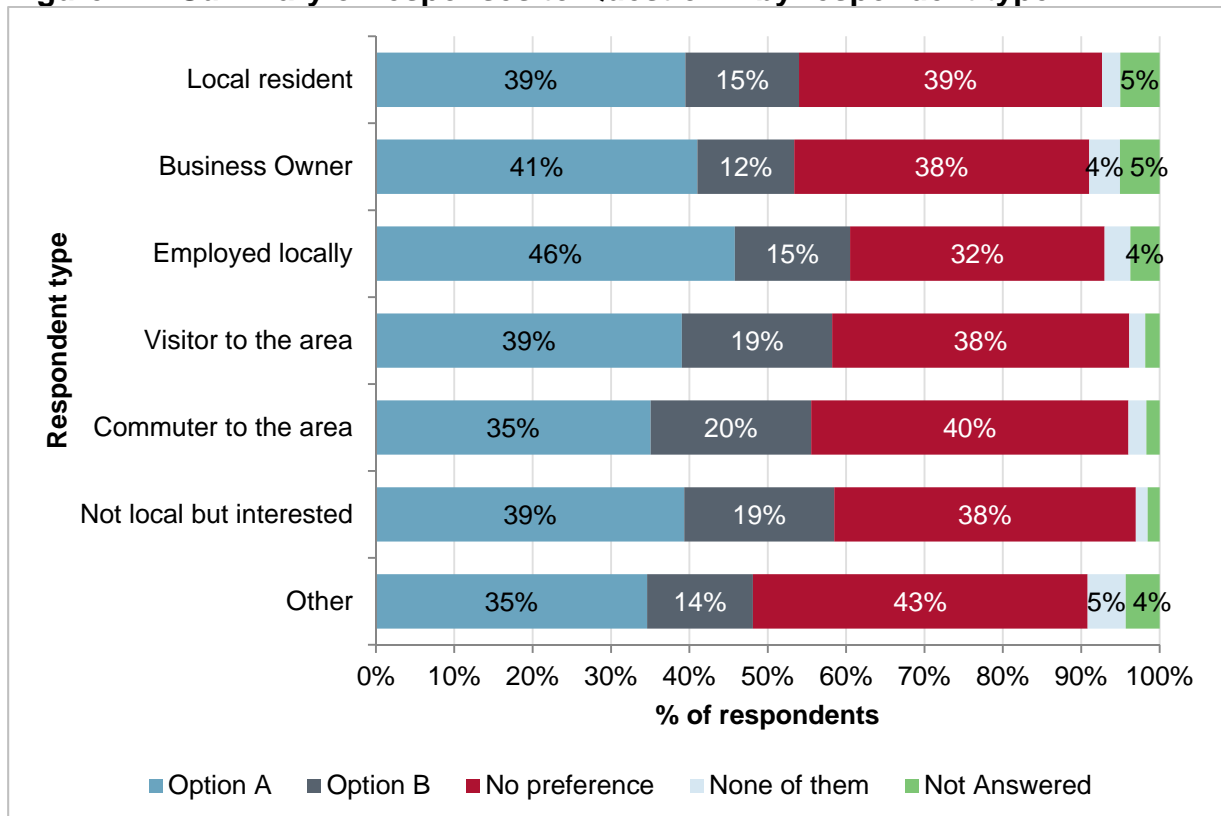
- 5.3.3. Of the 4,819 members of the public who responded to the consultation, 4,377 people (90.8 per cent) responded to Question 2. The chart in Figure 11 shows that option A was preferred over option B, with 36.9 per cent of all respondents supporting option A. 46.2 per cent of respondents either stated that they had no preference (37.0 per cent) or did not respond to the question (9.2 per cent). 14.7 per cent of people preferred option B, and 2.2 per cent did not support either option.

Figure 11 - Summary of responses to Question 2: What is your preferred shaft location?



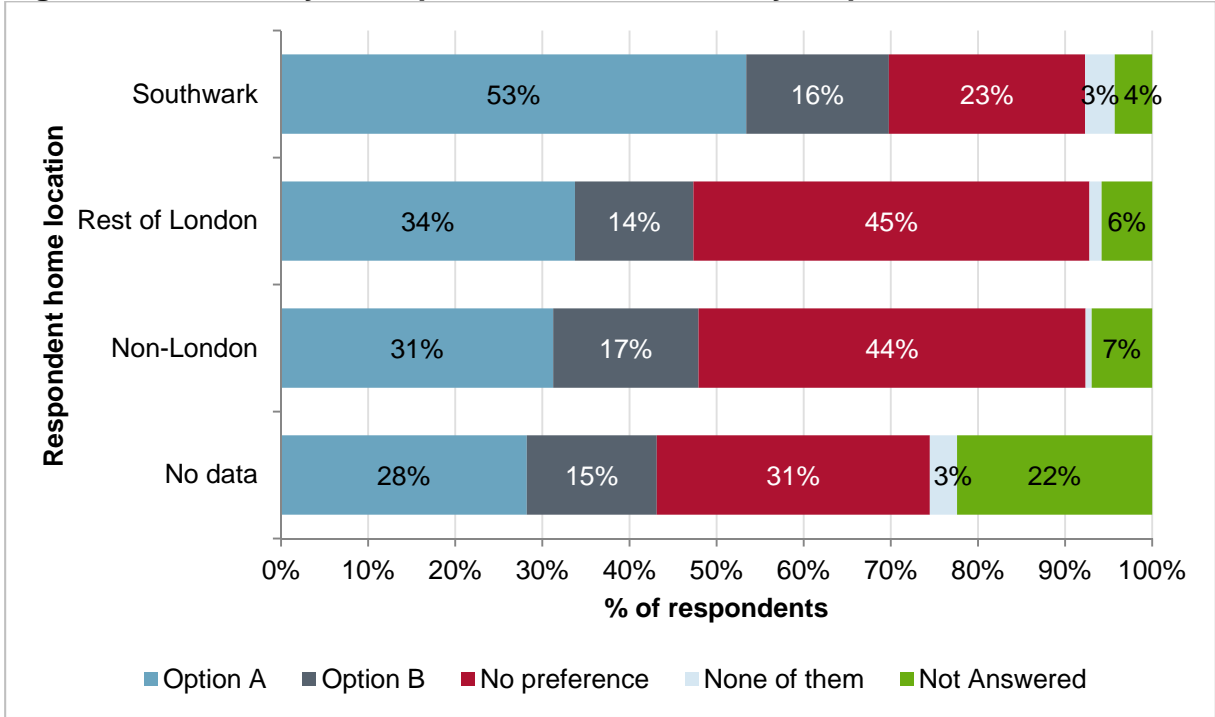
5.3.4. The chart in Figure 12 shows that respondent type is not a particularly notable factor in determining shaft location.

Figure 12 - Summary of responses to Question 2 by respondent type



5.3.5. The chart in Figure 13 shows that respondents living in Southwark (the borough in which the shaft will be built) are more supportive of option A. The majority of non-Southwark residents have expressed no preference.

Figure 13 - Summary of responses to Question 2 by respondent home location



5.3.6. Maps showing shaft location preferences by respondent home postcode are shown in Appendix D.

5.4. Summary of responses to Question 3

5.4.1. Question 3 was: Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road 1 shaft. Table 5 shows the main comments received in response to question 3.

Table 5 - Summary of responses to Question 3 regarding the Elephant and Castle to Old Kent Road 1 shaft options

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Support shaft at option A	Total For a full list of codes please refer to Appendix B, Question 3.	485	48.9%
	Reasons included:		
	<i>It is currently an undesirable site</i>	95	9.6%
	<i>It would cause less disturbance / disruption</i>	64	6.5%
	<i>It has better access / would minimise traffic impacts</i>	42	4.2%
	<i>It is an unused/less valuable site</i>	33	3.3%
	<i>It is further from residential areas</i>	30	3.0%
	<i>It is further from a school</i>	24	2.4%
	<i>It is a better location</i>	23	2.3%
<i>Remainder of site should/must be improved</i>	20	2.0%	
Oppose shaft at option A		65	6.6%
	<i>Loss of / impact on open/green space</i>	20	2.0%
Support shaft at option B		71	7.2%
Oppose shaft at option B		162	16.3%
	<i>Loss of / impact on open/green space</i>	54	5.4%
	<i>It is too close to a school</i>	46	4.6%
	<i>It is too close to residential areas</i>	32	3.2%
Neither option explicitly supported / opposed		120	12.1%
	<i>General support</i>	22	2.2%
Support station at option A		73	7.4%
	<i>Respondent supports a tube station at this location*</i>	70	7.1%
Support station at option B		12	1.2%
Oppose station at option B		3	0.3%
Total		991	100.0%

* Please also refer to section 4.13 which shows that a notable number of stakeholders commented on this issue.

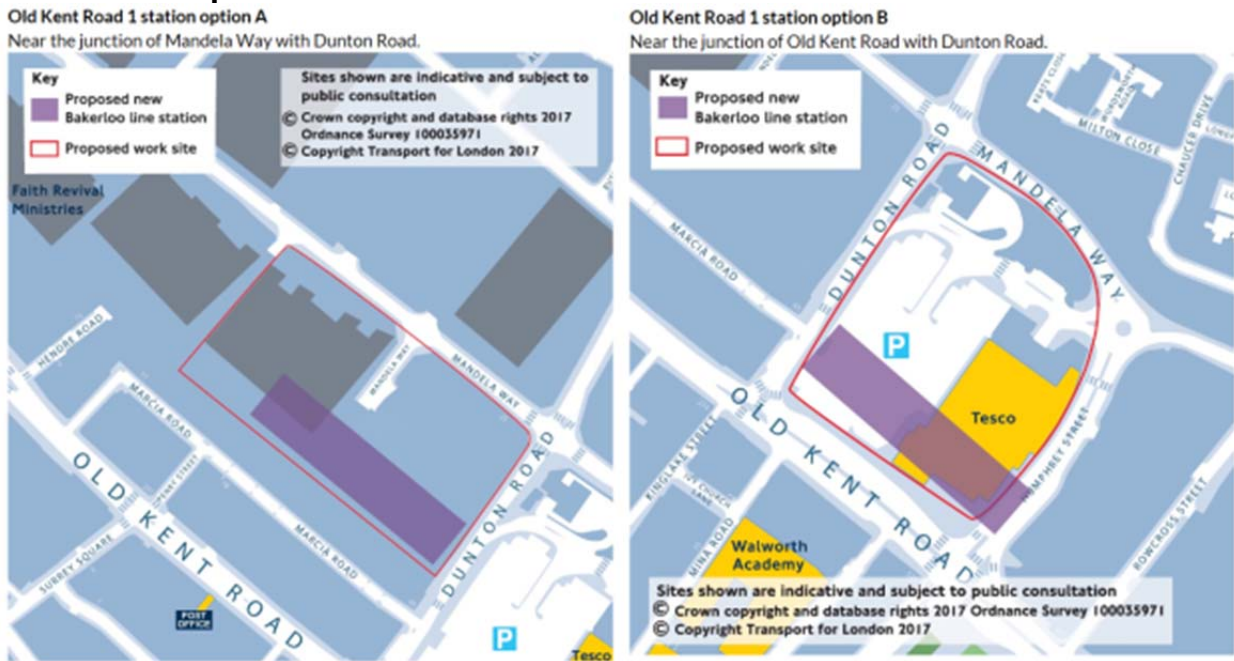
- 5.4.2. **Support for option A:** More respondents prefer the vent shaft to be built at option A rather than option B. For option A, 48.9 per cent of responses supported a shaft at that location. The most common reasons for supporting a vent shaft at option A included; that the site was undesirable anyway (9.6 per cent); that it would cause less disturbance and disruption (6.5 per cent); and because it has better access and would therefore minimise traffic impacts (4.2 per cent).
- 5.4.3. **Opposition to option A:** 6.6 per cent of responses opposed a shaft at option A. The most common reason for opposing this option was the loss of or impact on open/green space (2.0 per cent).
- 5.4.4. **Support for option B:** 7.2 per cent of responses supported a shaft at option B. The most common reason for supporting this option was that less green/open space would be lost (1.6 per cent). 16.3 per cent of responses opposed a shaft at option B.
- 5.4.5. **Opposition to option B:** The most common reasons for opposing this option were the loss of / impact on open/green space (5.4 per cent), its proximity to a school (4.6 per cent) and its proximity to residential areas (3.2 per cent).

5.5. Summary of responses to Question 4

5.5.1. Question 4 is a closed question concerning the location of Old Kent Road 1 station. The text for Question 4 is as follows: What is your preferred station location?

5.5.2. The specific locations of options A and B are shown in Figure 14.

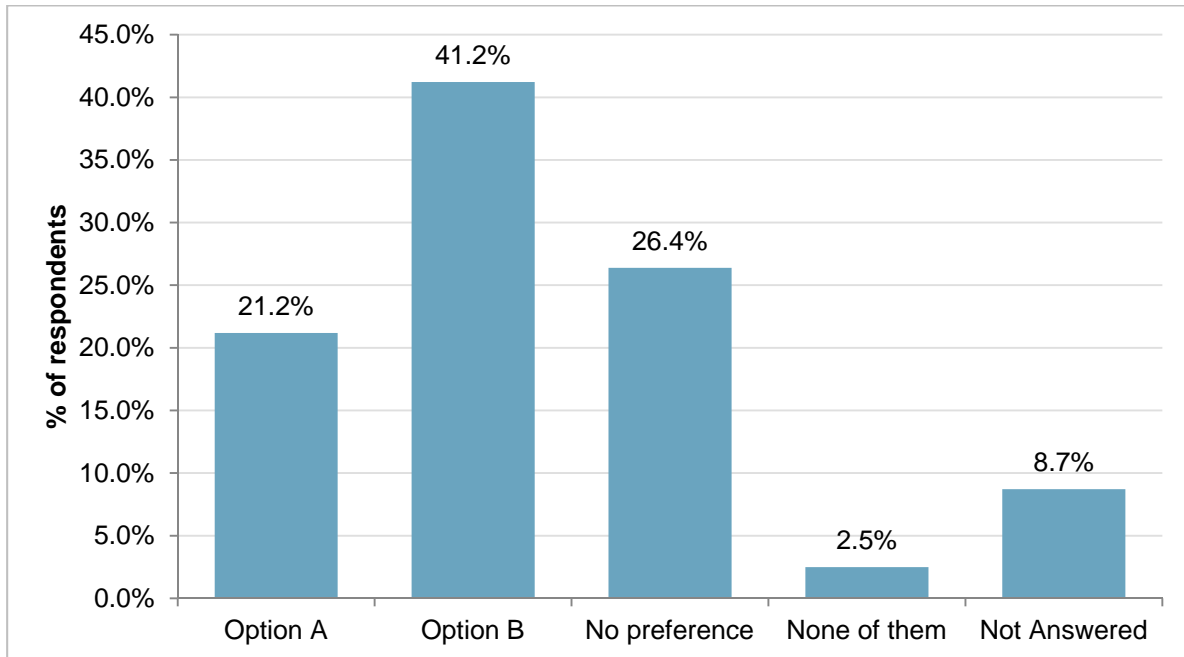
Figure 14 - Maps of Old Kent Road 1 station options accompanying consultation question 4



5.5.3. Of the 4,819 members of the public who responded to the consultation, 4,400 people (91.3 per cent) responded to Question 4.

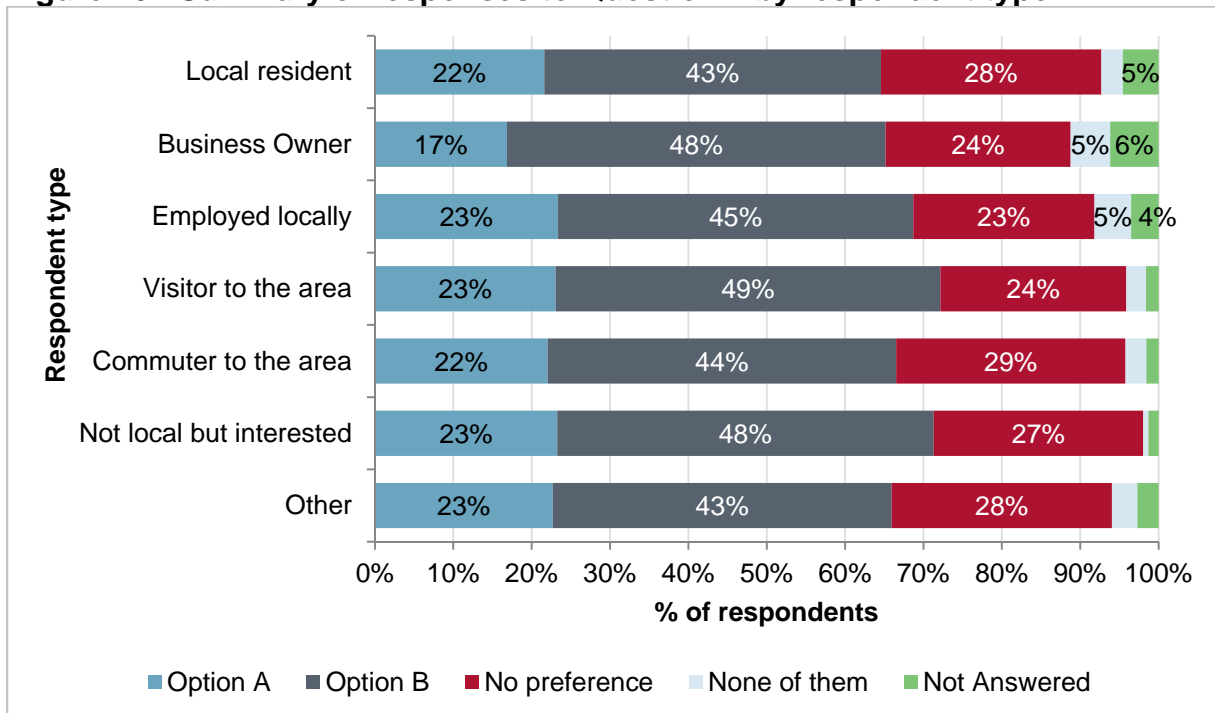
5.5.4. The chart in Figure 15 shows that option B was the preferred option with 41.2 per cent of respondents supporting it over 21.1 per cent that showed support for option A. 35.1 per cent of respondents either stated that they had no preference (26.4 per cent) or did not respond to the question (8.7 per cent) and 2.5 per cent did not support either option.

Figure 15 - Summary of responses to Question 4: What is your preferred station location?



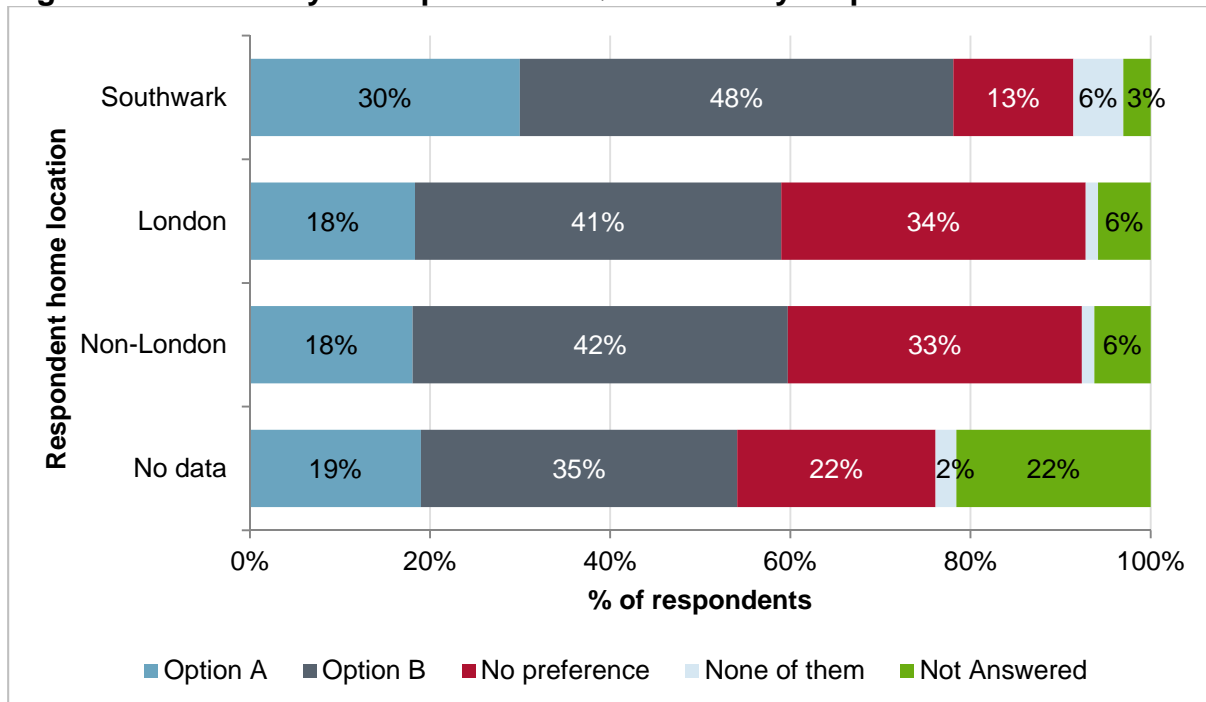
- 5.5.5. As Figure 16 shows, support for option A was very similar for all respondent types, except for business owners, whose support for option A was four to five percentage points lower than that of other respondent types. Support for option B ranged from 43 per cent ('Local resident' and 'Other') to 49 per cent ('Visitor to the area').
- 5.5.6. A notable minority of business owners and people employed locally (5 per cent each) stated that they did not support either option.

Figure 16 - Summary of responses to Question 4 by respondent type



- 5.5.7. The chart in Figure 17 shows that there is a clear relationship between respondents living in Southwark (the borough in which the station will be built) and support for a station at the Old Kent Road 1 location. Southwark residents showed a greater preference for both options A and B than other respondent types due to a lower rate of 'No preference' responses.
- 5.5.8. A minority of Southwark residents (6 per cent) stated that they don't support either option as a location for a station.

Figure 17 - Summary of responses to Question 4 by respondent home location



- 5.5.9. Maps showing station location preferences by respondent home postcode are shown in Appendix C.

5.6. Summary of responses to Question 5

5.6.1. The text for Question 5 is as follows: Please let us know if you have any further comments regarding Old Kent Road 1 station. The summary of the responses received is shown in Table 6.

Table 6 - Summary of consultation responses to Question 5 regarding Old Kent Road 1 station options

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Support option A	Total For a full list of codes please refer to Appendix B, Question 5.	268	16.6%
	Reasons included: <i>Because it keeps Tesco</i>	69	4.3%
Oppose option A		68	4.2%
Support option B	<i>It is closer to bus / other transport links</i>	182	11.3%
	<i>Because it is near Old Kent Road (general)</i>	164	10.1%
	<i>Less disruption to housing / local residents</i>	46	2.8%
	<i>Better access (general)</i>	45	2.8%
	<i>Potential regeneration effects</i>	44	2.7%
	<i>Location is more prominent</i>	43	2.7%
	<i>It is closer to shops / Tesco</i>	42	2.6%
	<i>Redevelopment / disruption of Tesco is acceptable / beneficial</i>	35	2.2%
Oppose option B		122	7.5%
	<i>Loss of Tesco / retail</i>	60	3.7%
Neither option explicitly supported / opposed		184	11.4%
General support		48	3.0%
	<i>General support</i>	48	3.0%
General opposition		23	1.4%
Total		1,617	100.0%

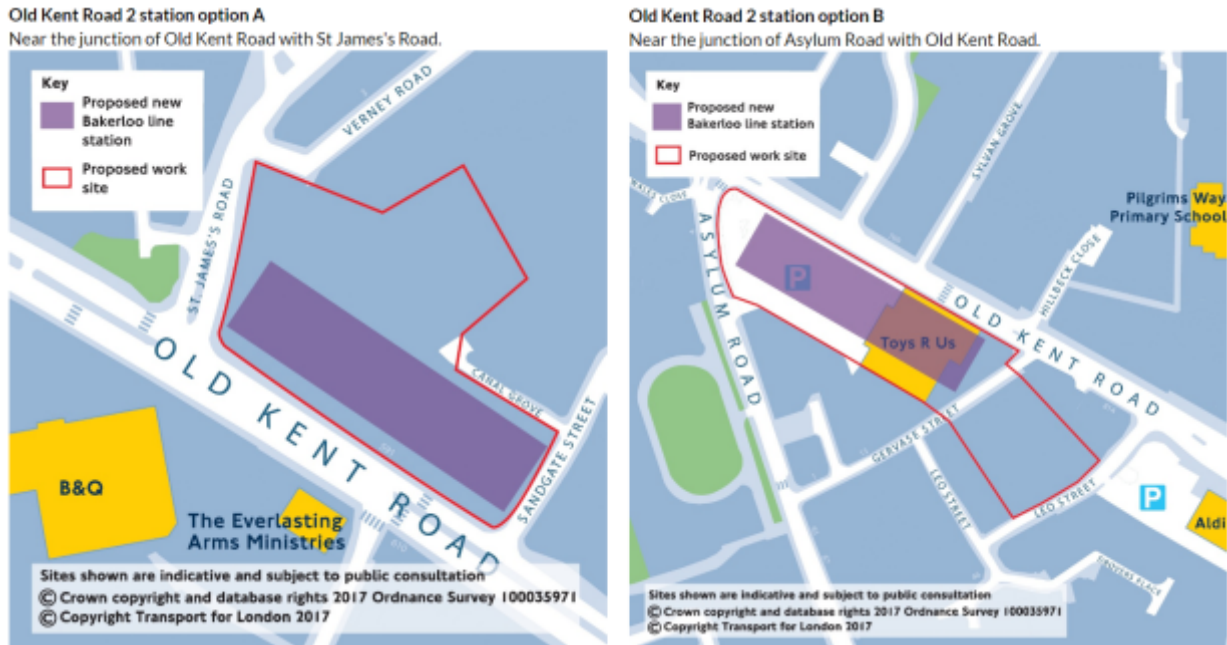
- 5.6.2. **Support for option B:** There is a clear preference for a station to be built at option B rather than option A. For option B, 55.9 per cent of responses supported a station at that location. The most common reasons for supporting a station at option B were its proximity to bus and other transport links (11.3 per cent); because it is near Old Kent Road (10.1 per cent); and because it would cause less disruption to housing and local residents (2.8 per cent).
- 5.6.3. **Opposition to option B:** 7.5 per cent of responses opposed a station at option B. The most common reason for opposing this option was the loss of Tesco and other retail (3.7 per cent).
- 5.6.4. **Support for option A:** 16.6 per cent of responses supported a station at option A. The most common reason for supporting this option was because it keeps Tesco (4.3 per cent).
- 5.6.5. **Opposition to option A:** 4.2 per cent of responses opposed a station at option A. The most common reason for opposing this option was because the location is not visible or prominent enough (1.2 per cent).

5.7. Summary of responses to Question 6

5.7.1. Question 6 is a closed question concerning the location of Old Kent Road 2 station. The text for Question 6 is as follows: What is your preferred station location?

5.7.2. The specific locations of options A and B are shown in Figure 18.

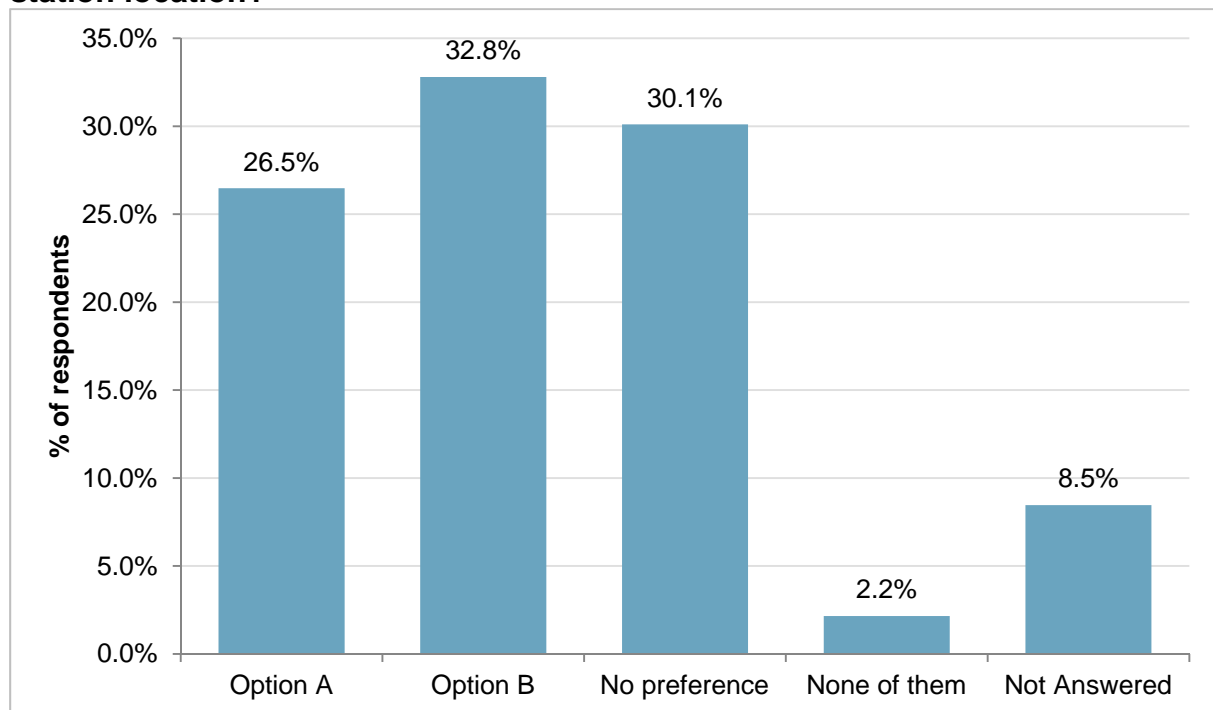
Figure 18 - Maps of Old Kent Road 2 station options accompanying consultation question 6



5.7.3. Of the 4,819 members of the public who responded to the consultation, 4,412 people (91.6 per cent) responded to Question 6.

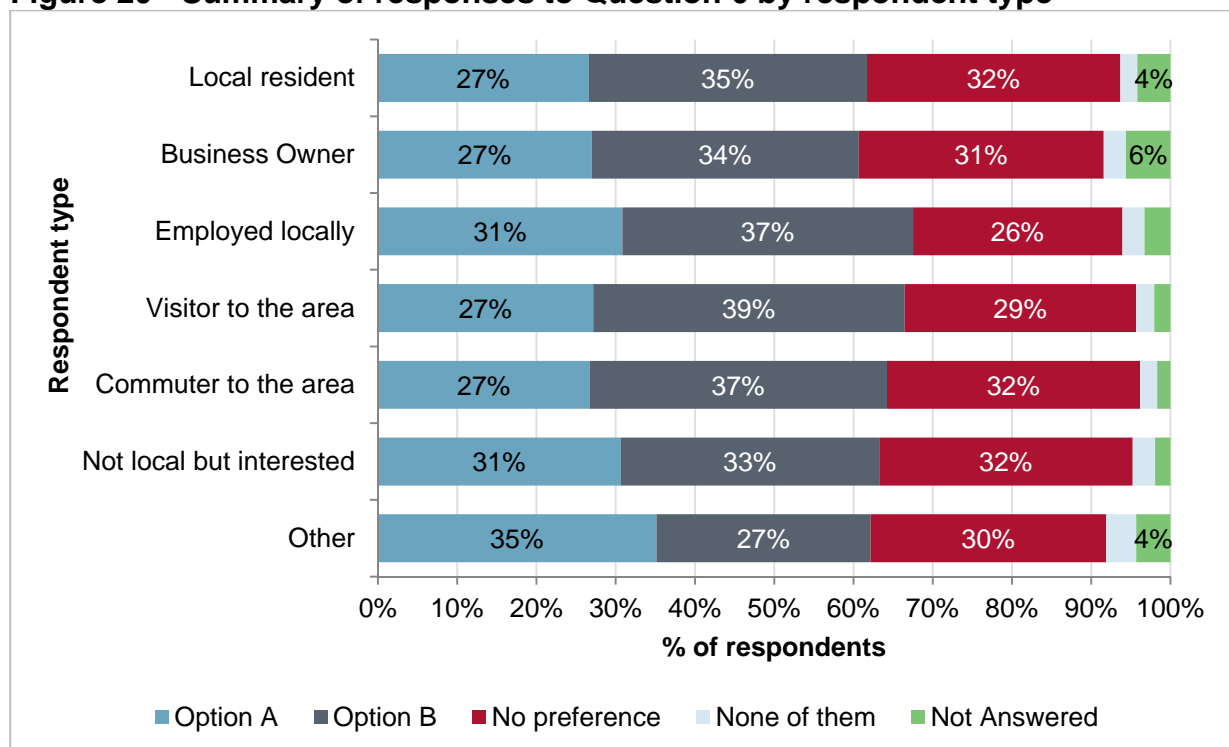
5.7.4. The chart in Figure 19 shows that there was a slight preference for option B (32.8 per cent) over option A (26.5 per cent). 38.6 per cent of respondents had no opinion, either explicitly stating that they had no preference (30.1 per cent) or not responding to the question (8.5 per cent).

Figure 19 - Summary of responses to Question 6: What is your preferred station location?



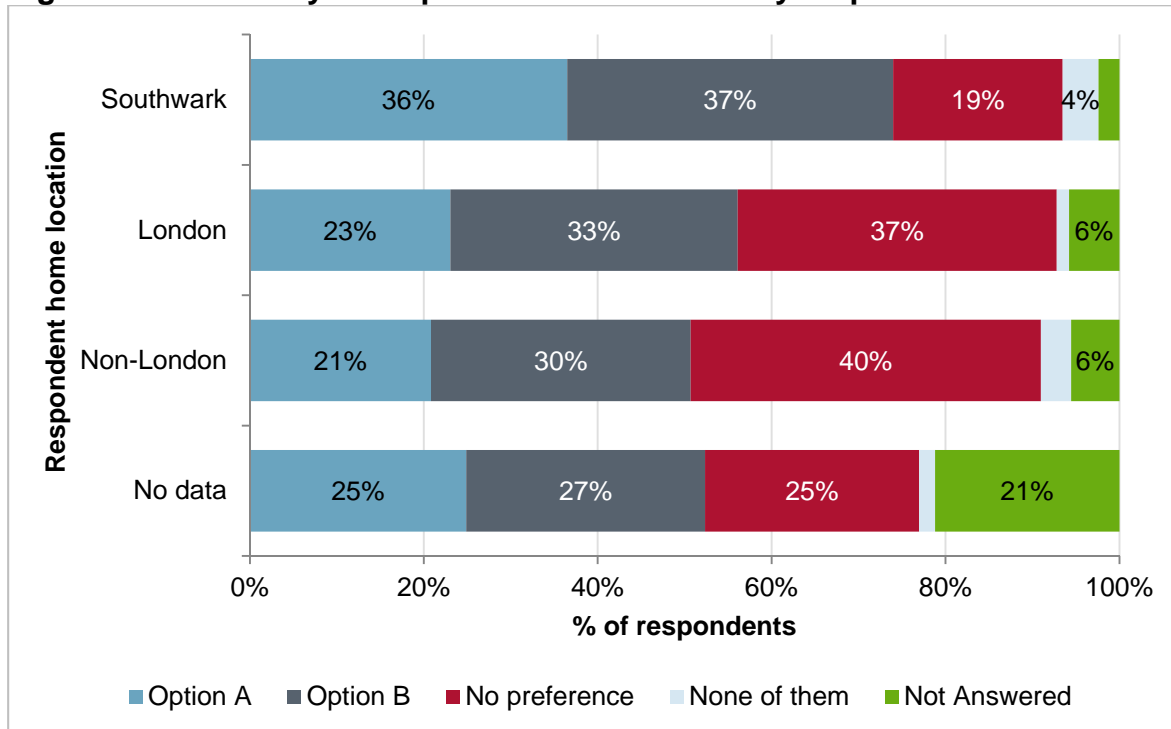
5.7.5. As Figure 20 shows, aside from respondents who identified themselves as 'Other,' all respondents who stated a preference for one of the options slightly preferred option B over option A.

Figure 20 - Summary of responses to Question 6 by respondent type



- 5.7.6. The chart in Figure 21 shows that there is a relationship between respondents living in Southwark (the borough in which the station will be built) and support for a station at the Old Kent Road 2 location. Southwark residents showed a greater preference for option A than other respondent types (36 per cent versus 21 per cent to 25 per cent) and showed a greater preference for option B than other respondent types (37 per cent versus 27 per cent to 33 per cent).
- 5.7.7. Amongst Southwark residents, opinion was relatively evenly-split between options A and B (36 per cent and 37 per cent respectively). Among non-Southwark residents (including respondents who did not identify their home location) there was a preference for option B over option A.

Figure 21 - Summary of responses to Question 6 by respondent home location



- 5.7.8. Maps showing station location preferences by respondent home postcode are shown in Appendix D.

5.8. Summary of responses to Question 7

5.8.1. The text for Question 7 is as follows: Please let us know if you have any further comments regarding Old Kent Road 2 station. The summary of the responses is provided in Table 7.

Table 7 - Summary of consultation responses to Question 7 regarding Old Kent Road 2 station options

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Support option A	Total For a full list of codes please refer to Appendix B, Question 7.	416	27.6%
	Reasons included:		
	<i>General support</i>	57	3.8%
	<i>Closer to retail</i>	48	3.2%
Oppose option A		169	11.2%
Support option B	<i>More even spacing between stations</i>	143	9.5%
	<i>Closer to Queens Road Peckham Overground Station</i>	60	4.0%
	<i>More populated area / wider catchment area served</i>	59	3.9%
	<i>Site / area is underutilised</i>	48	3.2%
	<i>General support</i>	45	3.0%
	<i>Further from Old Kent Road 1</i>	39	2.6%
Oppose option B		46	3.1%
Neither option explicitly supported / opposed		149	9.9%
Total		1,506	100.0%

- 5.8.2. **Support for option B:** Amongst responses expressing support for options A or B there is a clear preference for a station to be built at option B with 48.2 per cent of responses supported a station at that location. The most common reasons for supporting a station at option B were because it would cause more even spacing between stations (9.5 per cent); it is closer to Queens Road Peckham Overground station (4.0 per cent); and it is a more populated area / serves a wider catchment area (3.9 per cent).
- 5.8.3. **Opposition to option B:** 3.1 per cent of responses opposed a station at option B. The most common reason for opposing this option was because the area is well already served by other local train stations (0.5 per cent).
- 5.8.4. **Support for option A:** 27.6 per cent of responses supported a station at Option A. The most common response supporting this option was a general supportive comment (3.8 per cent) and that it is closer to retail (3.2 per cent).

5.8.5. **Opposition to option A:** 11.2 per cent of responses opposed a station at Option A. The most common reason for opposing this option was because it would be too close to Old Kent Road 1 station (8.4 per cent).

5.9. Summary of responses to Question 8

5.9.1. The text for Question 8 is as follows: Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate? The summary of the responses is provided in Table 8.

Table 8 - Summary of consultation responses to Question 8 regarding New Cross Gate station proposal

Theme	Response codes (>2.0%)	Number of responses	Percentage of responses
General support	Total For a full list of codes please refer to Appendix B, Question 8. Reasons included: <i>Support station at New Cross Gate (general)</i>	1,073	52.3%
Interchange	<i>Propose seamless pedestrian links between the two stations without having to exit the stations</i>	133	6.5%
	<i>Support location as it will improve interchange with Overground / National Rail</i>	84	4.1%
Retail	<i>Concern about permanent loss of Sainsbury's</i>	232 48	11.3% 3.0%
Station location	<i>Propose vacant land between New Cross Gate and Goodwood Road</i>	114 61	5.6% 3.0%
Pedestrian access <small>(all response codes that appear more than once are shown)</small>	<i>Propose pedestrian access from multiple directions</i>	86 40	4.2% 1.9%
	<i>Propose a pedestrian / cycle footbridge or subway to traverse New Cross Road</i>	15	0.7%
	<i>Ensure the station improves links with other local amenities</i>	13	0.6%
	<i>Propose an entrance on South side of New Cross Road</i>	7	0.3%
	<i>Propose access from station to west side of site</i>	4	0.2%
	<i>Propose footbridge / subway to Auburn Close</i>	2	0.1%

Theme	Response codes (>2.0%)	Number of responses	Percentage of responses
Pedestrian overcrowding	Total For a full list of codes please refer to Appendix B, Question 8 Reasons Included: <i>Ensure pedestrian routes can accommodate pedestrian flows;</i> <i>Concerns about pedestrian congestion (general)</i>	40	1.9%
Traffic congestion	<i>Concern about impacts of construction on traffic congestion;</i> <i>Concern about existing traffic congestion;</i> Concerns about pedestrian safety of proposed location due to vehicle traffic	36	1.8%
Regeneration	<i>A new station would help regenerate the area</i>	23	1.1%
Construction impacts	<i>Concerns regarding disruption (general);</i> <i>Concerns regarding disruption to Overground service;</i>	22	1.1%
Residential	<i>Propose new housing on the site;</i> <i>Any new housing should be affordable</i>	21	1.0%
Timescale	<i>Build as soon as possible</i>	19	0.9%
Disabled access	<i>Prioritise step-free access</i>	15	0.7%
Public realm	<i>There should be an improved public realm;</i> <i>Propose part-pedestrianisation of area around New Cross Gate;</i> <i>Retain existing green spaces;</i> <i>Support high quality urban realm</i>	15	0.7%
New Cross Station	<i>Propose additional station at New Cross station;</i> <i>Propose closure of New Cross Station as proposal removes demand for it</i>	13	0.6%
Development	<i>Support for retail development near station;</i> <i>Support for mixed use development near station;</i> <i>Support for development of entertainment facilities near station</i>	13	0.6%

Theme	Response codes (>2.0%)	Number of responses	Percentage of responses
Parking	<i>Concern about loss of car parking; Concern about loss of motorcycle parking</i>	6	0.3%
Thameslink	<i>Thameslink should stop at New Cross Gate</i>	4	0.2%
General opposition	<i>Oppose Bakerloo line extension</i>	2	0.1%
Land contamination	<i>Concerns about land contamination due to current use as a petrol station</i>	2	0.1%
Business	<i>Concerns about disruption to businesses</i>	1	0.0%
Cycle access	<i>Support new integrated cycle routes</i>	1	0.0%
Total		2,053	100.0%

- 5.9.2. 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.
- 5.9.3. Retail 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).
- 5.9.4. An alternative location for a new Underground station on the vacant land between New Cross Gate and Goodwood Road was identified by 3.0 per cent of responses.

5.10. Summary of responses to Question 9

5.10.1. The text for Question 9 is as follows: 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? The summary of the responses is provided in Table 9.

Table 9 - Summary of consultation responses to Question 9 regarding the New Cross Gate to Lewisham shaft proposal

Theme	Response codes (>2%)	Number of responses	Percentage of responses
General support	Total For a full list of codes please refer to Appendix B, Question 9 Reasons included: <i>Support proposal (general)</i>	275 275	44.4% 44.4%
Location	<i>Supportive of vent shaft location</i>	163 137	26.3% 22.1%
Residential	<i>Concern about disruption to residents</i>	39 39	6.3% 6.3%
Traffic congestion	<i>Concern about traffic congestion</i>	25 17	4.0% 2.7%
Culture near site	<i>Concern about historic buildings (e.g. War Memorial / Art House)</i>	23 23	3.7% 3.7%
Timescale	<i>Build ASAP</i>	18 18	2.9% 2.9%
Business	<i>Concern about disruption to local business</i>	16 16	2.6% 2.6%
Station	<i>Supportive of a station at this location</i> <i>Opposed to a station at this location</i> <i>Location is already well-served by DLR and National Rail</i>	13 11 1 1	2.1% 1.8% 0.2% 0.2%
Development of site	<i>Support development around sites near shaft</i>	10	1.6%
Noise	<i>Concern about noise / vibration</i>	8	1.3%
Construction impacts	<i>Concern about dust / debris from construction</i>	8	1.3%
Consultation	<i>Ensure local residents are consulted;</i> <i>Consult youth centre</i>	5	0.8%
Self-storage facility	<i>Wasteful to demolish self-storage facility</i>	5	0.8%

Land ownership	<i>Support for a location that TfL already owns to avoid having to purchase land</i>	2	0.3%
Access to site	<i>Concern about maintenance vehicle access to vent shaft site</i>	1	0.2%
Additional shaft	<i>Propose an additional shaft between New Cross Gate and Lewisham</i>	1	0.2%
Total		619	100.0%

5.10.2. 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.

5.11. Summary of responses to Question 10

5.11.1. The text for Question 10 is as follows: Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham? The summary of the responses is provided in Table 10 .

Table 10 - Summary of consultation responses to Question 10 regarding Lewisham station proposal

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Interchange	Total For a full list of codes please refer to Appendix B, Question 10	1,199	38.1%
	Reasons included: <i>Ensure proposal provides good interchange with Lewisham rail station</i>	242	7.6%
	<i>Ensure proposal provides good interchange with Lewisham DLR station</i>	176	5.5%
	<i>Support proposal as it will provide good interchange with Lewisham rail station</i>	141	4.4%
	<i>Support for seamless pedestrian interchange</i>	101	3.2%
	<i>Support proposal as it will provide good interchange with Lewisham DLR station</i>	97	3.0%
	<i>Support proposal as it will provide good transport interchange (general)</i>	77	2.4%
General support		613	19.3%
	<i>Support proposed location (general)</i>	613	19.3%
Proposal for alternative location	<i>For a full list of alternatives please refer to Appendix B, Question 10</i>	180	5.7%
Station access	<i>For a full list of alternatives please refer to Appendix B, Question 10</i> Reasons included: <i>General concern existing poor accessibility of entrances;</i> <i>Suggest station entrance on A20 / Loampit Vale;</i> <i>Suggest station entrance on Thurston Road</i>	169	5.3%
Connectivity to other stations	<i>Support proposal because it will improve connectivity to south-east London;</i> <i>Support better connectivity to Hayes;</i> <i>Support better connectivity to Bromley;</i> <i>Support better connectivity to Catford</i>	155	4.9%

Extension	<i>Desires further Bakerloo line extension beyond Lewisham*</i>	119	3.7%
		114	3.6%
General opposition	<i>Oppose proposed location (general); Oppose a station at Lewisham (general)</i>	90	2.9%
Access to amenities / shops	<i>Ensure good pedestrian links to shopping centre; Support proposal due to good access / it will improve access to amenities / shops (general); Ensure good pedestrian links to town centre</i>	77	2.4%
Development / regeneration	<i>Support for proposal because site is currently underused; Support because it will have a positive impact on Lewisham / South East</i>	69	2.2%
Disruption	<i>Concern about disruption to local residents; Concern about disruption to local transport (general) Support proposal as it minimises disruption</i>	66	2.1%
Disturbance from construction	<i>Concern about impact of construction on traffic congestion; Concern about disturbance from construction on local residents</i>	66	2.1%
Traffic congestion	<i>Concern about traffic congestion (general);</i>	54	1.7%
Station design and facilities	Reasons included: <i>Concern about limited capacity of station to cope with additional passenger demand</i>	48	1.5%
Changes to nearby roads	<i>Concern about impacts of proposed local road changes (general); Propose improvement to local cycling infrastructure</i>	39	1.2%
Pedestrian overcrowding	<i>Concern about existing local pedestrian overcrowding; Concern that new proposal could cause / experience overcrowding; Support proposal as it will limit pedestrian overcrowding</i>	37	1.1%
Disabled access	<i>Ensure better disabled access (including step-free)</i>	36	0.6%

Pedestrian road safety	<i>Ensure design accounts for pedestrian road safety</i>	20	0.6%
Security	<i>Ensure design accounts for security of pedestrians; Ensure station access is well-lit</i>	20	0.6%
Housing development	<i>Support proposal due to proximity to housing; Support provision of affordable housing</i>	19	0.6%
Comment about consultation	<i>Ensure local peoples' views are heard</i>	7	0.2%
Flooding	<i>Concern about risk of floods near Loampit Vale / DLR station; Concern about groundwater flooding</i>	2	0.1%
Construction	<i>Consider building worksite on cut and cover basis at TfL depot</i>	1	0.0%
Total		3,182	100.0%

* Please also refer to section 4.13 which shows that a notable number of stakeholders commented on this issue

- 5.11.2. Respondents to Question 10 focused on interchange as the biggest issue, which was mentioned in 38.1 per cent of responses. In general, 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).
- 5.11.3. By far 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.
- 5.11.4. Within the theme of alternative locations, 24 different locations were proposed. The three most frequent types of response were for the station to be located as close as possible to rail and/or DLR stations. This is consistent with the strong desire for good interchange.

5.12. Summary of responses to Question 11

5.12.1. The text for Question 11 is as follows: 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? The summary of the responses is provided in Table 11.

Table 11 - Summary of consultation responses to Question 11 regarding the shaft at the end of the proposed extension to Lewisham

Theme	Response codes (>2%)	Number of responses	Percentage of responses
General support	Total For a full list of codes please refer to Appendix B, Question 11	262	41.5%
	Reasons included: <i>Supportive of proposal (general)</i>	262	41.5%
Location	<i>Supportive of location</i>	154	24.4%
	<i>Supportive of location due to existing land use</i>	29	4.6%
Rail	<i>Support further Bakerloo line extension beyond Lewisham</i>	45	7.1%
General opposition	<i>Opposed to proposal (general)</i>	19	3.0%
	<i>Prefer BLE extension to locations other than Lewisham</i>	19	3.0%
Environmental	<i>Concern about environmental impact</i>	29	4.6%
Timescale	<i>Build ASAP (general)</i>	14	2.2%
Alternative location proposed	<i>Land between railway lines; Further north; Wooded area Near Marsala Road; Closer to High Street</i>	13	2.1%
Traffic congestion	<i>Concern about traffic impacts of construction; Concern about future road traffic</i>	12	1.9%
Impacts / disruption	<i>Concern about impact of proposed location on residents; Concern about disruption to commercial area</i>	11	1.7%
Pedestrians	<i>Support for improved footways between Overground and DLR; Propose footbridge over railway</i>	2	0.3%
Consultation	<i>Rely on local views</i>	1	0.2%
Cycling	<i>Upgrade National Cycle Route 21</i>	1	0.2%
Total		631	100.0%

- 5.12.2. The most common type of 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), 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. A station at this location was proposed in 0.8 per cent of responses.
- 5.12.3. There was no consensus from the 2.1 per cent of responses proposing alternative locations for the vent shaft. The most common suggestion was the land between the railway lines, mentioned in three responses.
- 5.12.4. 7.1 per cent of responses referred to extending the Bakerloo line beyond Lewisham, and 3 per cent responses opposed the scheme because respondents preferred the Bakerloo line extension to go to locations other than Lewisham.

5.13. Summary of responses to Question 12

- 5.13.1. The text for Question 12 is as follows: Please let us have any further or general comments you would like to make about the Bakerloo line extension proposals. The summary of the responses is provided in Table 12.

Table 12 - Summary of consultation responses to Question 12 regarding the general comments made about the Bakerloo Line Extension proposals

Theme	Response codes (>2%)	Number of responses	Percentage of responses
General support	Total For a full list of codes please refer to Appendix B, Question 12	3,386	60.9%
	Reasons included: <i>Support scheme (general)</i>	2,386	42.9%
	<i>Support scheme as it will provide better transport links</i>	604	10.9%
	<i>Support scheme as south-east London needs better transport</i>	328	5.9%
Timing		644	11.6%
	<i>Begin scheme ASAP</i>	633	11.4%
Transport network		273	4.9%
Development / regeneration		192	3.5%
	<i>Proposals will provide valuable new development / regeneration</i>	188	3.4%
Extension		180	3.2%
	<i>Propose extending past Lewisham (general)</i>	149	2.7%

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Construction disruption	Concerned about construction disruption	142	2.6%
Local stations	<p>Total For a full list of codes please refer to Appendix B, Question 12</p> <p>Reasons included: <i>Propose a station at Bricklayer's Arms;</i> <i>Propose a station between New Cross Gate and Lewisham</i></p>	124	2.2%
Interchange	<p><i>Elephant & Castle station requires better interchange design;</i> <i>Redevelop area around Lewisham station for better access / interchange with other modes;</i> <i>New Cross Gate station requires better interchange design</i></p>	65	1.2%
Housing	<p><i>Concerned about increasing house prices / gentrification;</i> <i>Propose social / affordable housing is provided at development sites;</i> <i>Concern about loss of land for new housing</i></p>	59	1.1%
General opposition	<i>Oppose scheme (general)</i>	53	1.0%
Rail capacity	<p><i>Proposals should be in addition to current rail services (not using existing tracks);</i> <i>Concern about Bakerloo line capacity considering additional development</i></p>	52	0.9%
Routing (general)	<i>Disappointed that other routes were not considered</i>	47	0.8%
Rail infrastructure	<i>Ensure new rolling stock</i>	31	0.6%
Station design	<i>Propose high standard station design</i>	29	0.5%
Roads	<i>Construction traffic should be organised to ensure minimum disruption</i>	28	0.5%
Disruption	<i>Concern over impact of works on existing rail services</i>	27	0.5%
Cycling	<i>Propose new cycle routes linking with stations</i>	24	0.4%
Disabled access	<i>Support good disabled / step-free access at stations</i>	23	0.4%

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Buses	<p>Total For a full list of codes please refer to Appendix B, Question 12</p> <p>Reasons included:</p> <p><i>Propose additional bus routes integrating Camberwell / Peckham area with new line; Proposed more / better bus links with stations</i></p>	20	0.4%
Air quality	<p>For a full list of codes please refer to Appendix B, Question 12</p> <p>Reasons included:</p> <p><i>Proposals will improve air quality</i></p>	19	0.3%
Interchange design	<p><i>Elephant & Castle station requires better interchange design; Redevelop area around Lewisham station for better access / interchange with other modes; New Cross Gate station requires better interchange design</i></p>	19	0.3%
Beneficiaries	<p><i>Ensure that key beneficiaries are not wealthy and powerful (i.e. developers); Scheme will benefit wealthy and powerful rather than ordinary people</i></p>	18	0.3%
Financial	<p><i>Scheme represents poor value for money</i></p>	15	0.3%
Green space	<p><i>Ensure existing green spaces are protected</i></p>	14	0.3%
Comment about consultation	<p><i>Further consultation is needed</i></p>	11	0.2%
Station names	<p><i>Change Old Kent Road 1 to Mandela Way; Propose better station names (general)</i></p>	10	0.2%
Jobs	<p><i>Concern about job losses; Propose employing local people for construction; Support proposal as it will create jobs</i></p>	10	0.2%
Vent shaft	<p><i>Oppose vent shaft at Faraday Gardens due to proximity to school and play area; Oppose proposed vent shaft at Tanners Hill due to disruption to residents</i></p>	9	0.2%

Theme	Response codes (>2%)	Number of responses	Percentage of responses
Sustainability	Total For a full list of codes please refer to Appendix B, Question 12 Reasons included: <i>Propose use of sustainable construction methods</i>	6	0.1%
Night tube	<i>Propose extension of night tube service</i>	5	0.1%
Tram	<i>Consider tram instead of Bakerloo line extension; Consider a tram linking Peckham area with New Cross area</i>	5	0.1%
Cycle parking	<i>Support additional cycle parking at Lewisham station; Support additional cycle parking at stations</i>	4	0.1%
Pedestrian routes	<i>Propose improved pedestrian facilities / routes (general)</i>	4	0.1%
Light rail	<i>Consider light rail system instead of Bakerloo line extension</i>	3	0.1%
Traffic congestion	<i>Concern about existing traffic congestion</i>	3	0.1%
Stations	<i>Propose additional stations en route (general)</i>	2	0.0%
Car parking	<i>Propose additional car parking in Lewisham</i>	1	0.0%
Motorcycle parking	<i>Support additional motorcycle parking at stations</i>	1	0.0%
Park and ride	<i>Should be Park & Ride at end station (further out than Lewisham)</i>	1	0.0%
Station location	<i>Locate Old Kent Road stations as close to Old Kent Road as possible</i>	1	0.0%
Ventilation	<i>Ensure there is adequate station ventilation</i>	1	0.0%
Total		5,561	100.0%

- 5.13.2. As the most general question, Question 12 has the most diverse set of responses. A clear majority of responses supported the scheme as indicated by responses explicitly endorsing the scheme (60.9 per cent), identifying the need for it to happen as soon as possible (11.4 per cent); and those suggesting that it be completed in stages to ensure an earlier opening time (0.2 per cent).
- 5.13.3. A further 3.0 per cent of responses suggested that the scheme is extended past Lewisham or expressed disappointment that this phase does not extend past Lewisham. 1.2 per cent of responses mentioned the desire for a station at Bricklayer's Arms.

- 5.13.4. Benefits of the scheme noted in responses included a reduction in demand on the rest of the transport network and improving journey times (4.9 per cent), providing regeneration and new development (3.4 per cent) and improving air quality (0.3 per cent).
- 5.13.5. 1.0 per cent of responses to this question expressed opposition to the scheme. Three key concerns raised were disruption due to construction (2.6 per cent), gentrification (0.7 per cent) and disruption due to operations (0.5 per cent).

6. Summary of stakeholder responses

6.1.1. This section provides summaries of the feedback we received from stakeholders. For the purpose of brevity we have condensed detailed responses into brief summaries. However the full stakeholder responses were used for analysis purposes.

6.1.2. Stakeholders have been grouped into the following categories:

- Engineering / Infrastructure
- Environment / Heritage
- Local businesses
- Political stakeholders
- Property / Development
- Resident / Community Groups
- Transport user groups

6.2. Engineering / Infrastructure

6.2.1. *Catherine Linney PC, Road Safety Engineering Unit of the Metropolitan Police*

6.2.2. The Metropolitan Police are concerned that a station at the New Cross Gate site would require a total overhaul of the road system. The junction is already dangerous, with two fatalities in the past five years despite a 20mph speed limit, and the danger would only increase with more pedestrian movements. Such an overhaul has 'previously been found too problematic by TfL due to buried stats and the constraints of the bridge'.

6.2.3. *Institution of Civil Engineers*

6.2.4. The Institution of Civil Engineers London welcomes the proposals for the BLE and is pleased to see the plans brought forward. However, ICE suggests a Public-private partnership procurement methodology would provide an additional level of delivery scrutiny, funding as well as additional programme assurance rather than a Design & Build contract.

6.2.5. The ICE believe that the construction programme may be ambitious and an addition of at least 12 months' float to the construction programme could be considered. They believe the funding should be generated from land value uplift from sites along the route and find it encouraging that TfL are working with Southwark and Lambeth (sic) councils to change Community Infrastructure Levy arrangements. However, it is essential that funding mechanisms are put in place quickly.

6.2.6. The ICE suggest integration with Elephant & Castle Northern line upgrade and ticket halls is important to minimise long term disruption. TfL should consider using the New Cross Gate site for the consolidation of materials to other BLE

sites as the use of rail freight along this route is important to reduce the quantity of construction vehicles on the road. TfL should consider how future extensions of the Docklands Light Railway will be integrated with the BLE extension and ensure that connections to the National Grid are considered early in the planning stages.

6.2.7. *National Grid*

6.2.8. National Grid is in the early stages of developing a new cable tunnel and associated above ground infrastructure between Wimbledon and New Cross and New Cross and Hurst in South London, called London Power Tunnels 2. The works will secure the future of electricity supply within the capital.

6.2.9. National Grid would welcome the opportunity to meet with TfL to discuss the interfaces between infrastructures at the earliest opportunity to avoid any conflict.

6.3. Environment / Heritage

6.3.1. *Environment Agency*

6.3.2. The Environment Agency set out key issues and opportunities for the proposed Bakerloo line extension route for station and shaft locations; these are flood risk, and protection of groundwater and prevention of land contamination.

6.3.3. Flood Risk Assessments should be prepared for shafts in areas at risk of tidal and fluvial flooding. Proposals should have regard for the Lewisham Flood Alleviation schemes and River Corridor Improvement Plan which seeks to improve linkages to the River Ravensbourne and deliver river restoration across the town centre. Any works located in, over, under or within 8m of the River Ravensbourne may require a Flood Risk Activity Permit.

6.3.4. Developers are expected to identify all potential pollution linkages and apply best available techniques to mitigate the risks. As proposals are worked through, increasingly more detail will be required at the construction route and potential sources of historic contamination.

6.3.5. Public water supply boreholes are located in Deptford some 500 metres to the north east of Lewisham Way, close enough to mean that the latter stages of the BLE would fall within Source Protection Zone 1. Discussions with the licensed water abstractor, Thames Water Utilities Ltd, should be held as early as possible.

6.3.6. The Environment Agency then offer site specific advice.

6.3.7. *Historic England*

6.3.8. Historic England encourages the BLE as a catalyst for positive change in the historic environment, by improving public realm and removing unsympathetic buildings to enhance the setting of heritage assets.

- 6.3.9. They note the majority of sites cannot be considered heritage sensitive. However, at Elephant & Castle to Old Kent Road 1 shaft option B and Old Kent Road 2 Station option B there is potential for sensitivities. Assets such as the Caroline Gardens Conservation Area may be affected.
- 6.3.10. Much of the route falls within Archaeological Priority Areas. It is essential that the potential for archaeology is fully assessed, even beyond local authority identified site and find-spots. Historic England recommend referring to their recently published advice on Archaeological Priority Areas in Greater London as well as consulting Southwark Council's dedicated archaeological adviser.
- 6.3.11. Historic England acknowledges that there is significant potential to improve the environment of many of the chosen sites and opportunities to better reveal and enhance the historic environment in many locations on the Old Kent Road. They believe it is unclear how environmental impacts including heritage have informed the choice of site locations. They recommend this is more clearly set out and that TfL ensure that recommendations from the responses to the Old Kent Road Area Action Plan and Characterisation Study undertaken by Allies and Morrison are fully embraced and implemented.
- 6.3.12. Historic England note that in Elephant & Castle there are a number of Grade II designated heritage assets including the Alexander Fleming Memorial and The Metropolitan Tabernacle, as well as designated assets such as Metro Central Heights and the Gates and Railings to St Mary's Churchyard. Non-heritage assets include the current Elephant & Castle underground entrance and surviving 19th century terraces which provide a rare survival of pre-war domestic development.
- 6.3.13. Only the following sites affect heritage sensitive areas:
- The shaft between Elephant & Castle and Old Kent Road 1 option B falls within the Liverpool Grove Conservation Area and is heritage sensitive, forming an important public amenity. It is also adjacent to terraces of Octavia Hill's original arts and crafts inspired housing. He recommends detailed analysis of the heritage impacts and development of a strategy for ensuring harm is minimised and opportunities to better reveal heritage significance are identified and implemented.
 - Old Kent Road 2 option A runs along designated heritage assets in the form of 1 to 9 Canal Grove and a Grade II designated gas standard outside No 4 Canal Grove. Opportunities to enhance the setting and better reveal the significance of these heritage assets should be identified and developed as part of any wider development proposals, reinforcing the character of the Old Kent Road by reinstating the building line.

6.3.14. *London Wildlife Trust*

6.3.15. The London Wildlife Trust would like to see the BLE commit to Net Biodiversity Gain in design and construction, and have particular concerns about the proposed shafts' ecological impacts. The New Cross Gate Cutting nature reserve must be avoided as a potential station site. They would welcome being included in the next design stage. At New Cross Gate, Wearside and Old Kent Road 2 they expect construction management plans which avoid damage to existing ecological assets and compensate where these are unavoidable. They would like to be involved in the writing of the plan for New Cross Gate.

6.3.16. Option B for the shaft between Elephant & Castle and Old Kent Road 1 would have less impact on the ecology, though the location within option A is preferable for reasons of noise and access. Option B could preclude ecological enhancements to Faraday Gardens. Old Kent Road 2 option B may adversely impact the ecology of the greenspaces along Asylum Road.

6.4. Local Businesses

6.4.1. *Arc Electrical*

6.4.2. Arc Electrical support the scheme and state that it is needed in the area. They have no preference for the Old Kent Road 1 location and feel that both options are in a good location with little distance between them. The Elephant & Castle shaft should be at option B as option A would add more traffic to a heavily congested area, while cost should be the determining factor for the station. They would like underground walkways at both New Cross Gate and Lewisham stations (specific origins/destinations of walkways were not identified).

6.4.3. *Cregneish Ltd*

6.4.4. Creigneish Ltd. strongly support the proposals because of the increase in flat developments in the Grange Road and Old Kent Road areas and because they complement the development plans of Southwark Council in the area. However, new stations should minimise disruption and costs of acquisition by using available land. Elephant & Castle station should be located at the junctions of St George's Road and London Road, with the shaft at Option A. For both Old Kent Road stations, Options A are preferred: no reason is seen to take over land owned or leased by private companies if a new development is available.

6.4.5. *Dinwoodie Ltd.*

6.4.6. Dinwoodie Ltd. have a strong preference for a station at Bricklayer's Arms. They would prefer the Elephant & Castle shaft to be at option A.

6.4.7. *F M Conway Ltd.*

- 6.4.8. F M Conway urge careful consideration and business rate relief during the construction phase to mitigate the impact on local businesses. Local contractors should be engaged and local employment opportunities afforded.
- 6.4.9. They object to Old Kent Road 2 option A because the existing site is of strategic importance to their daily operations, including highways maintenance for London boroughs and TfL. These operations require an operational depot within a certain distance: currently Mandela Way is used. Siting a station there would disrupt the advanced development proposals including maintaining the depot and incorporating office and residential uses. The location of option B is preferable.
- 6.4.10. *Folgate Estates Ltd.*
- 6.4.11. Folgate Estates Ltd. endorse the proposal. They support Old Kent Road 2 option B because, unlike A, it falls firmly within the defined search area.
- 6.4.12. *GO Contaminated Land Solutions*
- 6.4.13. GO Contaminated Land Solutions fully support the proposals. They prefer the shopping centre as the station location at Elephant & Castle; option A for the shaft; option B for Old Kent Road Station 1; option A for Old Kent Road 2; and think the site for New Cross seems sensible. They propose passenger entrances on the south side of Loampit Lane at Lewisham station.
- 6.4.14. *Magic Foods Ltd.*
- 6.4.15. As the long-term leaseholder of units directly affected by the proposed shaft between New Cross and Lewisham, Magic Foods Ltd. strongly object to the proposed plans. Having to move their business could lead to significant losses of trade and decreased goodwill that their business has generated over the past 14 years on site. Finding a suitable alternative site would be very difficult as an ice-cream manufacturer, as new freezers would incur substantial costs on top of normal moving costs.
- 6.4.16. They require TfL to be in constant contact with them throughout the planning process as they require clarification on assistance and compensation that TfL would give in the event of the proposal going ahead.
- 6.4.17. *MB Homes Lewisham Ltd (Meyer Homes)*
- 6.4.18. MB Homes Lewisham Ltd. support the BLE plans. As the owner of land formerly used as customer car parking at the Tesco store on Conington Road, they are in pre-application discussions with the Council and other stakeholders about redeveloping the land.
- 6.4.19. They support the location of the Underground station on Thurston Road in principle as it will strengthen the Lewisham transport interchange, providing a single multimodal point of access, accommodating the Vision for Growth in

Lewisham's Core Strategy (2011) and the ambition for Lewisham to achieve Metropolitan Centre status by 2026.

- 6.4.20. Construction or future occupation of Meyer Home's Conington Road site will not have adverse impact on any future infrastructure. They are in discussions with National Rail, TfL and the Council over financial contributions towards the funding and delivery of a new northern Lewisham station entrance. They would be pleased to discuss this further and would like to be kept informed on future consultation stages about the Lewisham Interchange.
- 6.4.21. *Miralink Ltd.*
- 6.4.22. Miralink Ltd. would like an earlier completion date, as it would make maximum impact along the route. They prefer Old Kent Road 1 option B and Old Kent Road 2 option A.
- 6.4.23. *RPS CgMs*
- 6.4.24. RPS CgMs strongly support option B for the location of Old Kent Road Station 2, as it will better serve the southern and eastern areas of development towards Peckham, provide better catchment overlap with Old Kent Road Station 1 and provide good interchange with existing bus stops.
- 6.4.25. *Sime Design*
- 6.4.26. Sime Design believe the proposed distance between Old Kent Road 1 and Elephant & Castle is too far and that bypassing SE1 would be wrong, leaving the community continuing to rely on the bus service to reach a tube station. A station at Bricklayer's Arms would obviate the need for intermediate shafts and serve the community well.
- 6.4.27. They prefer the shopping centre as the station location at Elephant & Castle. Old Kent Road 1 should be at option B because it is an established hub with easy access, whilst either options would work for Old Kent Road 2 and Lewisham and New Cross proposed locations are good sites.
- 6.4.28. *Singhai UK Ltd.*
- 6.4.29. Singhai UK Ltd. prefer Option B for Old Kent Road 1 and Option A for Old Kent Road 2.
- 6.4.30. *Taylor Pearce Ltd.*
- 6.4.31. Taylor Pearce Ltd. urge TfL to implement the proposals as soon as possible, as the buses between the Old Kent Road and New Cross are over capacity and often delayed due to congestion. New Kent Road is suitable for a new Bakerloo Line station with a shaft at option A. Both station location preferences are option B.

6.4.32. *Tower Tandoori*

6.4.33. Tower Tandoori would prefer the entrance to Elephant & Castle station to be at the entrance to St. George's Road to prevent overcrowding. They support a station at Bricklayer's Arms as it would catalyse huge social and economic growth. Old Kent Road 1 should be located on the Tesco site and Old Kent Road 2 at the Toys R Us site.

6.5. Political Stakeholders

6.5.1. *Fiona Twycross, London Labour Assembly Member*

6.5.2. Ms. Twycross strongly supports the proposals. She wants to ensure a further extension beyond Lewisham remains on the agenda, specifically to Bromley town centre and Hayes. Any release of train paths in to London Bridge from Hayes should be reallocated wherever possible to ensure the maximum number of passengers' benefit.

6.5.3. *Alan Hall on behalf of fellow Bellingham Ward (Lewisham) Councillors*

6.5.4. Bellingham Ward (London Borough of Lewisham) Councillors wish for the extension of the Bakerloo line to Hayes to be incorporated with the current plans. The extension of TfL operation over local lines, instead of the current franchise arrangement, would be of enormous benefit to residents and business in the borough of Lewisham and beyond.

6.5.5. Almost all respondents to previous consultations backed the extension of the line to Catford. An extension would bring much needed economic and social uplift to areas south of Lewisham.

6.5.6. *Mark Ingleby, Lewisham Councillor*

6.5.7. Cllr Ingleby welcomes the proposal to bring the line to the borough of Lewisham, but believes the project does not make long term economic sense or represent value for money unless the line continues to Catford and Hayes. He points out that the Bakerloo line extends in to Zone 5 in North London but would end in Lewisham's zone 3; that it is necessary to accommodate the housing commitments in Catford; and that such an extension has public support identified in the 2015 TfL survey.

6.5.8. *Brenda Dacres, Lewisham Councillor*

6.5.9. Cllr Dacres urges the BLE to go to Catford and beyond. She also suggests the Wearside site as an additional station not a terminating spur, and that the BLE commences as soon as possible.

6.5.10. Cllr Dacres states that the Elephant & Castle station entrance should be near the shopping centre and Northern Line station; prefers option A as the shaft site at Bricklayer's Arms; and prefers Old Kent Road 1 option A. At New Cross Gate she urges TfL to ensure the new station is fully integrated with the current one

and is accessible, as well as to consider carefully the use of the space around the works site post-construction in conjunction with the local community. Lewisham must be an overarching station with multimodal interchange, ensuring underground links to the shopping centre and other areas in Lewisham and the Glass Mill.

- 6.5.11. At each site the local community must be consulted.
- 6.5.12. *Neil Coyle, Bermondsey and Old Southwark MP*
- 6.5.13. Mr Coyle states that new transport infrastructure is needed to support the development in the area and reduce reliance on buses. However, he cites disappointment that the Bricklayer's Arms roundabout was not included as a site for a new station, but as a ventilation shaft instead. A further station would better serve the large local communities such as New Kent Road, Great Dover Street, Tower Bridge Road and Old Kent Road, as well as reducing congestion at London Bridge station. He would welcome further investigation of the feasibility of the Bricklayer's Arms site and would like all viability studies already undertaken to be published.
- 6.5.14. *Ian Plowright, Head of Transport, Croydon Council*
- 6.5.15. Croydon Council welcomes the proposed station at New Cross Gate for the additional journey options for users of the Overground and the Brighton Mainline. Croydon Town Centre remains an obvious ultimate destination for the extension. Providing a high-quality link between Croydon, Lewisham and Catford would boost connectivity and the South London economy.
- 6.5.16. *Bob Neill, MP for Bromley and Chislehurst*
- 6.5.17. Mr Neill would like to underline the need for and widespread popularity of the proposals to continue the BLE to Bromley town centre. Passengers in South East London are currently entirely dependent on the local franchise, Southeastern. The Bakerloo Line extension would alleviate the problems created by this under-provision. The BLE would support housing, generate employment and accelerate regeneration.
- 6.5.18. Mr Neill would urge officials, the Mayor, local authorities and Members of Parliament to consider what immediate steps can be taken to reassess the viability of an extension to Bromley town centre and further scoping work.
- 6.5.19. *Caroline Pidgeon, Liberal Democrat Assembly Member*
- 6.5.20. Ms Pidgeon warmly welcomes the proposals, though is disappointed that the extension will only run to Lewisham, especially considering the lower construction costs per mile of a further extension. She states that new transport infrastructure is needed to support the extensive regeneration and growth in the area predicted for the next decade.

- 6.5.21. However, she has serious concerns that the Bricklayer's Arms was not considered a site for a new station. The installation of a shaft would cause years of disruption with no transport infrastructure benefits to local residents. It would also avoid a three kilometre gap in the line between Elephant & Castle and Old Kent Road 1, compared to a line average of slightly less than one kilometre.
- 6.5.22. Ms Pidgeon stresses the importance that every step is taken to avoid homes or council owned green space being lost in the development at the Elephant & Castle site. She would also like to see a further London Overground interchange at Old Kent Road 2, supports the introduction of screening doors as on the Jubilee line and the extension of the Night Tube to help night shift workers and those enjoying London's night time economy. It is essential that all new stations are built to the highest possible accessibility standards.
- 6.5.23. Finally she stresses the importance of the interchange between the DLR, National Rail and the Bakerloo line at Lewisham is neither lengthy nor complicated.
- 6.5.24. *Councillor Colin P. Smith, deputy Leader of the Council Portfolio Holder for Environment, LB Bromley*
- 6.5.25. Cllr Smith strongly welcomes the commitment for the extension to Lewisham and is pleased that the completion date has been brought forward, as South East London and North West Kent have suffered a lack of transport infrastructure funding compared to other parts of Greater London for many years. He is very keen for the extension to Lewisham to be designed to enable a future extension to Bromley town centre.
- 6.5.26. With that in mind, he supports option 3 for the Ventilation Shaft north of Wearside Road and the proposed location for the station at Lewisham (option 2), although he would like to impress the need for this to be a high quality and convenient interchange for National Rail passengers using services from stations in Bromley.
- 6.5.27. *Florence Eshalomi, London Assembly Member, Lambeth & Southwark*
- 6.5.28. Ms Eshalomi fully supports the extension and is glad that real progress is being made. She knows the development will lead to new homes and jobs for residents in Southwark. She would urge TfL to work closely with local councils, the Department for Transport and developers to secure the right mix of funding for the project as soon as possible.
- 6.5.29. She would be interested to see what other options for the shafts were considered, why they were discounted and why the current options were chosen.
- 6.5.30. She hopes TfL have learnt lessons on community relations from the Northern line Extension and will work closely with local councillors and community groups to ensure the construction phase is as easy as possible on current residents and businesses.

6.5.31. *London Borough of Lewisham*

- 6.5.32. The London Borough of Lewisham is extremely supportive of the extension to the Bakerloo line to Lewisham via Old Kent Road and New Cross Gate. It will support productivity by providing homes within easy reach of central London and by better connecting the business and higher education community. It will improve access to the employment market for residents and a wider sales market for businesses.
- 6.5.33. The borough will review its estimate that the BLE may deliver 10,000 new homes, as that was based on the extension reaching Hayes. They would also welcome a review of Lewisham's travel zoning.
- 6.5.34. The borough advises that safeguarding for over-site development at the proposed New Cross Gate station is imperative to promote future placemaking, employment, housing and economic value. The development should consider the need to link up Route 1, a priority east-west link across SA6 established in the North Lewisham Links Strategy. Overarching design principles should be developed in any future design phases, including a masterplan, an underground station box structure, station entrance design and landscape and interchange facilities.
- 6.5.35. Further work is required at the SA6 site to ensure the potential benefits are holistically realised. Lewisham are awaiting information from TfL: upon its receipt Lewisham will engage a consultant to undertake a site appraisal of the Sainsbury's site. Lewisham intend to seek funding through the Good Growth Fund to undertake a study to understand impacts, opportunities and connections one kilometre around the station.
- 6.5.36. The BLE platforms at Lewisham would need to be located beneath Thurston Road along the south-western side of the existing National Rail station. Lewisham is working on a joint-funded design project to improve the station, involving TfL, Network Rail, Atkins and Studio Egret West.
- 6.5.37. In principle, the site of overrun tunnels at Wearside Depot is considered suitable, although Lewisham have requested further details on: the impact on the operational depot; the impact of construction traffic; and the impact of permanent structures on future development of the site.
- 6.5.38. Lewisham are currently exploring different funding mechanisms other than the capture of development value.
- 6.5.39. Extending the BLE to Catford would support its Housing Zone status and be a driver for economic growth within the town centre. Extending to Hayes would mean improved connections for London Borough of Lewisham and Bromley.

Lewisham considers a Phase 2 extension to Catford and Hayes essential for the borough as a catalyst for housing and economic growth. They are seeking a commitment from TfL to further develop Phase 2.

- 6.5.40. *Councillor Liam Curran on behalf of Lewisham's Sustainable Development scrutiny committee*
- 6.5.41. The Sustainable Development scrutiny committee request that the Mayor and Transport for London seriously consider that plans for the eventual extension of the Bakerloo line to Hayes be incorporated in to the current project.
- 6.5.42. This would give TfL control and operation over the current rail line to Hayes. In previous consultations, almost all respondents backed the extension of the line to Catford and the extension into Bromley by a margin of two to one, with a significant proportion of those not actively supporting expressing no preference. The cost of the extension to Catford and Hayes is significantly less than the tunnelling and station building work required between Elephant & Castle and Lewisham.
- 6.5.43. *Councillor Andrew Wood, Canary Wharf Ward, Isle of Dogs & South Poplar*
- 6.5.44. Cllr Andrew Wood raises the question of whether the BLE might divert some passengers from getting the DLR to Lewisham to go north, as the DLR is currently experiencing serious capacity problems.
- 6.5.45. *Southwark Chamber of Commerce*
- 6.5.46. Southwark Chamber of Commerce very much support the proposal to have a station at the Bricklayer's Arms junction in Tower Bridge Road alongside further stations along the Old Kent Road. It would benefit businesses and regenerate the area.
- 6.5.47. *Ross Archer, Conservative Candidate for Lewisham Mayor*
- 6.5.48. Mr Archer welcomes the BLE. He has concerns about the potential loss of a bus stop at New Cross Gate and that the current proposals do not extend to Catford and Lower Sydenham. Such an extension would benefit more Lewisham residents and provide better transport resilience to more of the borough which currently is dependent on unreliable Southeastern services.
- 6.5.49. At New Cross Gate station, he agrees that the BLE should be as close to the existing National Rail and London Overground station as possible. He is concerned the local supermarket and car park may be lost. Many local residents rely on the supermarket for their food shopping with its convenient bus stand.
- 6.5.50. At Lewisham station he hopes that construction plans will mean access to properties at Thurston Road are not affected and local residents are fully consulted. He agrees with the principle of the extension to Lewisham.

- 6.5.51. *Southwark Council*
- 6.5.52. The Council strongly supports the BLE. In their consultation on their draft Area Action Plan, 77 per cent of respondents agreed that the BLE should be a key part of the overall vision for the Old Kent Road and 5 per cent disagreed.
- 6.5.53. The Council has strong concerns about the use of Faraday Gardens for a ventilation shaft. It would interrupt a well-used park; conflict with the designation as an open space in Southwark's local plan; introduce a shaft within yards of a primary school and flats in the Liverpool Grove conservation area; and ruin an iconic part of the community. Construction traffic would have to use the Portland Street Quietway, causing dangers for cyclists.
- 6.5.54. The Council is strongly of the view that a third station should be provided at Bricklayer's Arms. Failing that, they think the Bricklayer's Arms would be a suitable site for a ventilation shaft, but that construction impacts should be minimised through close co-operation and the head house is of a high-quality design. Further consultation should be carried out with the council and local residents, including rigorous monitoring and mitigation of air pollution during and post construction.
- 6.5.55. The Council supports Old Kent Road 1 option B because: it affords greater connectivity with other modes of public transport; it would be highly visible, easy to find and accessible from both sides of the Old Kent Road as well as users of Burgess Park; locating a new station on the road itself would reinforce its importance as a primary artery and support the growth of high street uses; and impacts of option A on adjacent residential development would need to be addressed and minimised.
- 6.5.56. Old Kent Road 2 option B is preferred because it would ensure the entirety of the Old Kent road is within 800m of a station, though impacts on the Burnhill Close travellers' site would need to be taken account of.
- 6.5.57. All new stations should support over-site development and designs should consider how the capture of waste heat from underground tunnels can be facilitated. Although recognising that some negative consequences of construction are inevitable, the Council requests TfL give full consideration of the cumulative detrimental impact of development on local residents, schools and businesses and mitigation measures that implement best practice from previous projects.
- 6.5.58. *Councillor Damian O'Brien, Southwark Liberal Democrat Transport Spokesman*
- 6.5.59. The Southwark Liberal Democrats welcome TfL's proposals for the BLE. It will support development in an area where there is already a huge reliance on overstretched bus routes and hopefully will mean fewer bus journeys and an improvement to air quality along the Old and New Kent Roads.

- 6.5.60. Serious concerns have been raised about the stations along Old Kent Road. It was of real frustration that the Bricklayer's Arms roundabout is not proposed as a new station. The installation of the shaft would cause years of disruption with no transport infrastructure benefits to local residents. A new station could include a shaft. Furthermore, Old Kent Road 1 would be 3km from Elephant & Castle, much greater than the Bakerloo line average of 1km between stations.
- 6.5.61. The area identified by TfL for a new ticket hall at Elephant & Castle contains significant numbers of homes including council properties. Under no circumstances should any homes or council owned green space be lost or destroyed in the area. Confirmation as to whether any consideration has been given to working with the developers of Skipton House and/or a shared entrance with the Northern line would be welcome.
- 6.5.62. Finally, the Southwark Liberal Democrats support the introduction of platform screening doors and the extension of the Night Tube.
- 6.5.63. *Nicholas Long, Chair of Unite, Lewisham Branch*
- 6.5.64. Unite's Lewisham Branch fully support the BLE but are concerned about the use of the Wearside depot, as Unite are worried about members' jobs in the Waste and Passenger Fleet service at the depot. They would like to be informed if TfL are to have exclusive use of the depot.

6.6. Property / Development

- 6.6.1. *Aviva Investors and Galliard Homes Ltd.*
- 6.6.2. Aviva Investors and Galliard Homes Ltd. strongly support the principle of the proposed Bakerloo line extension. It is the only way to realise and optimise the potential of the Opportunity Area to meet local housing and employment needs
- 6.6.3. They support Old Kent Road 1: station option B, because option A does not maximise the potential for improvements in accessibility. They support either option A or B for Old Kent Road 2. For option A, they propose further analysis of the impact of pedestrian movements at the proposed highway junction and want certainty that it would not adversely impact proposals for the redevelopment of the Cantium Retail Park. For option B, they wish to be included in further consultation on detailed design and connectivity options.
- 6.6.4. *Barkwest Ltd. and Shaw Corporation Ltd.*
- 6.6.5. Barkwest Ltd. and Shaw strongly support the principle of the extension to Lewisham. They support option B for Old Kent Road Station 2. They cite the better separation from Old Kent Road 1, better interchange with the Overground via Queens Road Peckham, better accessibility, proximity to regeneration sites in the Opportunity Area and the potential for Asylum Road and Old Kent Road junction to be a key focal point as grounds for this support.

- 6.6.6. They note however, that the boundary of the worksite should not extend to the northern side of the Old Kent Road, as it would then impact on the more fragmented ownerships within the composite sites at Ruby Triangle, Gasometers and Sylvan Grove.
- 6.6.7. *Berkeley Homes (South east London) Ltd.*
- 6.6.8. Berkeley Homes strongly supports the proposed extension. In order to achieve the London Borough of Southwark's vision to deliver at least 20,000 new homes and 5,000 new jobs in the area, new public transport centred on the BLE is critical. The revised approach to provide two extra stations (now totalling four new stations) is a welcome change, giving more prominence to the Old Kent Road as a whole.
- 6.6.9. Berkeley Homes considers Old Kent Road Station 1 option B and Old Kent Road Station 2 option A as the most appropriate locations: the overall position is excellent; both are closer to the central parts of the Old Kent Road; both offer better coverage of the first phases of the Opportunity area's development; and both stations are situated on key north-south nodes as well as the Old Kent Road itself. These locations will facilitate well-coordinated, cohesive and comprehensive development of the area.
- 6.6.10. *Big Yellow Self Storage*
- 6.6.11. As the freehold owner, Big Yellow object strongly to the decision to make 155 Lewisham Way the preferred location for a proposed shaft and head-house. Following its grant of consent at appeal in 2010, the Big Yellow Self Storage Centre is a recently-developed, modern, fit for purpose building which employs people on site and supports local business.
- 6.6.12. Big Yellow state that TfL's site selection process is flawed as no other options were considered; the site is well in excess of the minimum size requirements and the selection criteria are opaque; the acquisition of the site will have disproportionate impact, particularly in light of the Lewisham Employment Land Study recognising the important of the site as a Local Employment Location and the age of the buildings; an alternative site at 147 Lewisham Way would have fewer impacts; and that TfL failed to consult with Big Yellow.
- 6.6.13. *British Land Canada Water Holdings Ltd.*
- 6.6.14. British Land Canada Water Holdings Ltd. Is highly supportive of the proposals, as a welcome catalyst for change and growth in the area, as well as relieving pressure on the rail and bus network across south east London. Additional tube capacity for southeast London, reduced overcrowding on London Overground services and improved interchange capacity at Canada Water; and enabling Canada Water bus services to serve the BLE corridor are further grounds for support.

- 6.6.15. Although supportive of a potential split with one line going to Lewisham and a further to Charlton via Surrey Quays, the first priority should be the delivery of the BLE in its currently proposed form as quickly as possible.
- 6.6.16. *Threadneedle Pensions Limited and Legal and General Assurance Society Ltd.*
- 6.6.17. Lewisham Retail Park is owned by Legal and General and Carpetright site is owned by Threadneedle. The applicants commissioned Curtins Consulting to identify technical engineering solutions which would allow for the delivery of the 'station box' without prejudicing the regeneration of the Carpetright and Lewisham Retail Park sites.
- 6.6.18. Both sites are allocated for potential mixed-use development within the Lewisham Town Centre local Plan and are two of a few remaining sites to come forward for redevelopment in the town centre. Lewisham Retail Park site planning application is under determination by the London Borough of Lewisham; a detailed planning application for the Carpetright site is currently being prepared.
- 6.6.19. Both applications propose to bring forward high quality mixed-use development which meet the objectives of the client teams and the Council's vision for the sites, whilst ensuring the safeguarding of the proposed BLE. Both developments as proposed can come forward without prejudicing the delivery of the BLE and safeguard the delivery of the proposed BLE.
- 6.6.20. *DTZ Investors*
- 6.6.21. DTZ Investors support the proposed BLE. They are highly supportive of the proposed allocation of Old Kent Road 1, option B (Tesco store and car park) and Southernwood Retail Park to deliver 1,055 homes within a mixed use development. However, they believe there is the opportunity to drive a higher density of development on site given the increase in PTAL.
- 6.6.22. They consider that high-density mixed use redevelopment of Southernwood Retail Park is able to complement the development of Old Kent Road Station 1 option B and associated development. Over-station development in this location and redevelopment of Southernwood Retail Park should be capable of delivering high density residential led mixed use development and set a strong precedent for improvements to Old Kent Road.
- 6.6.23. They believe option B to be the optimal location for the new station because it: is a nodal point between Burgess Park and Old Kent Road; gives direct access onto Old Kent Road; is less constrained than option A; allows simpler construction as there would be no dig under existing residential accommodation; and allows greater opportunity to deliver a landmark building through over-station development.

- 6.6.24. *Elephant & Castle Properties Co. Limited*
- 6.6.25. Elephant & Castle Properties Co. Limited has submitted a planning application for the major mixed use redevelopment of the existing Elephant & Castle Shopping Centre and London College of Communication sites (the London Borough of Southwark Reference 16/AP/4458), as part of the regeneration plan for the area. The proposed development will deliver a new station entrance and station box for use as the Northern Line ticket hall.
- 6.6.26. Phasing is a key consideration for the proposed development. Subject to permission being granted, the redevelopment of the Shopping Centre (East Site) will commence in 2018 and be completed in 2024. Work on the LCC site (West Site) will commence in 2023 and be completed in 2027.
- 6.6.27. Elephant & Castle Properties Co. Limited and UAL:LCC are supportive of the principle of providing a larger ticket hall and wider platforms for the Bakerloo line at Elephant & Castle, as they would relieve crowding in the station.
- 6.6.28. However, the area under consideration includes the whole of the East Site and a large portion of the West Site. They request that the current planning application site is removed from the area being considered by TfL, quoting Background Information Report paragraph 5.3.5 “new tall development will have deep foundations that the underground tunnels would aim to avoid as tunnelling through foundations is more risky, complex and costly.”
- 6.6.29. The proposed development is high density and will incorporate a number of taller buildings which will require foundations at a depth of more than 20 metres. The proposed development will (if granted permission) already be under construction by the time the Bakerloo line station works commence. The introduction of a new requirement at this late stage to consider the feasibility of additional London Underground infrastructure for the Bakerloo line is likely to cause uncertainty and delay that could potentially put the project, its delivery and therefore its benefits at risk.
- 6.6.30. *Family Mosaic Housing Association*
- 6.6.31. Family Mosaic Housing Association own the freehold of the suite 310-326 St James’s Road, which will be brought forward for comprehensive residential-led mixed use development in the near future, as set out in the Draft Old Kent Road AAP/OAPF (June 2016).
- 6.6.32. In general they support the proposed extension. They strongly support option A for Old Kent Road Station 2. Option A locates the station closer to proposal sites OKR 14, OKR 15, OKR 16 and OKR 24 which have a combined projected capacity to deliver 7,332 new homes, which equates to 53 per cent of the overall development capacity of the South Area.
- 6.6.33. The PTAL of the site for option A is 3-4, lower than that for option B (4-5). Option A therefore has the potential to result in a greater localised uplift in public

transport accessibility than option B. Option A would be better located for interchange with local bus services.

6.6.34. *Goldsmiths*

6.6.35. Goldsmiths welcome the proposed extension and particularly the new interchange at New Cross Gate. They have no objections to the station location on the Sainsbury's site. They do, however, have a number of concerns.

6.6.36. They would support a combined ticket hall to serve the Bakerloo line, National Rail and Overground as the current ticket hall is cramped. They would strongly support a pedestrian access tunnel route to the south side of New Cross Road. They want widening of the bridge to be considered as part of the reconstruction of the stations to ease the pedestrian pinch point, as well as improvements to the treatment of the public realm, including roads, pavement and crossings, bus stops, signage and street furniture.

6.6.37. They recommend a four-way pedestrian crossing at the junction of New Cross Road and Goodwood Road and St James. They request the public toilet is removed from the corner of St James and integrated within the station entrance where they would be more suitably located, maintained, monitored and managed.

6.6.38. They raise several concerns about the tunnel route, including the main Victorian sewer crossing; the Surrey Canal subsidence; the damage and noise affecting Goldsmiths during construction; and the need for an unexploded Ordinance Survey.

6.6.39. Goldsmiths welcome discussions regarding potential use of the space over the station for halls of residence or similar in the future.

6.6.40. *Greenspruce GP Limited*

6.6.41. Greenspruce GP Limited owns the long-term lease of 107 Dunton Road, SE1 5HG (the Tesco site). It is let to Tesco until 2036 – the lease offers annual indexed rental uplifts and a strong underlying residual potential. The site has long term redevelopment potential, making it a valuable asset in its own right providing a service to the local community and generating employment and investment opportunities for the local economy.

6.6.42. The site is one of two preferred options for Old Kent Road 1 station. Greenspruce is supportive of the aims of the BLE, but considers there are better alternative sites available and is unable to support this option. They will strongly resist any future attempts to include the Tesco site within a safeguarding direction and will prepare a more detailed case in opposition if necessary.

6.6.43. The Consultation Report does not include any in-depth or robust assessment required to justify the proceeding with the Tesco site as the preferred option. They request that TfL responds to the enquiries set out in a letter from Berwin

Leighton Paisner on behalf of Tesco outside a formal and public consultation response document.

6.6.44. Greenspruce GP Limited note: an opaque evidence base used to identify the site and discount alternatives; a lack of consideration given to financial benefits and dis-benefits of proposing the Tesco site as preferred option; a failure to consider social impacts associated with the loss of the Tesco store and filling station.

6.6.45. *Kalmars*

6.6.46. Kalmars are the most active commercial agent in the Tower Bridge / Old Kent Road area. They strongly back the proposal to have a station at the Bricklayer's Arms, in addition to the further stations down the Old Kent Road. This would greatly improve a currently very run down area.

6.6.47. *Renewal Group Limited*

6.6.48. Renewal supports and welcomes the BLE proposals, except the second station location which is not well located to maximise high density development opportunities. A station located to the north would be better on various counts:

- Old Kent Road 2 catchments significantly duplicates catchments of other stations with high frequency line serving the heart of London;
- the interface with the existing major National Grid cable corridors on the Toys R Us to New Cross Gate sector carries construction and cost risks;
- it fails to maximise high density development, leading to greater risk of lack of funding; and
- the zone to the north of Old Kent Road has very poor Public Transport Accessibility zone. A revised second station location could be the stimulus for major developments north of the Old Kent road, similar to the Docklands.

6.6.49. *Legal & General Assurance Society Ltd.*

6.6.50. Legal & General Assurance Society Ltd. owns the PC World site at 585/589 Old Kent Road which currently comprises an operational retail warehouse unit and associated car parking operated by PC World. PC World have a lease until June 2022, after which there are plans to redevelop the site as part of the wider Old Kent Road Area Action Plan site 'OKR 16' to provide 3,000 homes, as discussed with Southwark Council, CBRE and Assael Architects. Formal pre-application meetings with the Council have been requested.

6.6.51. The proposed Old Kent Road 2 (option A) station would blight the site for circa 10 years, inhibit the delivery of the Area Action Plan aims and limit development potential once complete. Further details regarding compensation for loss of income, impact on redevelopment potential and timescales are requested. Unless there is redevelopment benefit for their site, Legal & General cannot support the proposed station location.

Legal & General also highlight further constraints associated with the proposed location:

- negotiating acquisition of the site would be complex and costly because there are four land ownerships;
- the proximity of the location to Old Kent Road 1 means the southern part of Old Kent Road would not be well served by the BLE, nor is it in accordance with the indicative locations shown in the draft Old Kent Road AAP;
- access to Verney road could conflict with the Rotherhithe New Road junction causing construction access problems;
- the proximity of school on Rotherhithe New Road poses noise, disturbance and pedestrian access problems;
- construction could harm the grade II Listed terrace of residential houses along Canal Grove;
- construction would be detrimental to residential amenity; and
- there is a Deed of Easement relating to a tunnel used by a utility provider across Legal & General's site which prevents any pile-driving or building over the tunnel or 30 feet either side without submitting plans to the electricity board and complying with its requirements.

6.6.52. *Sainsbury's Supermarkets, Mount Anvil and the Hyde Group*

6.6.53. Sainsbury's Supermarkets, Mount Anvil and the Hyde Group (collectively referred to hereafter as the developers). The developers state that they are committed to delivering new housing and investment in London, and specifically on the site of the Sainsbury's store at New Cross Gate within the next 4 years. Their response to the consultation is drafted within this context.

6.6.54. The developers welcome and support the BLE in principle but object to TfL's preferred location for proposed Bakerloo line station at New Cross Gate, they have submitted a technical report to support their objections. They state that if TfL's proposals go ahead at the New Cross Gate site it will result in the closure of existing businesses on the site, loss of at least 239 jobs and will deprive the community of valued shops, taking approximately £9m per annum out of the local economy.

6.6.55. They also state that the permanent closure of the foodstore/retail park will also have significant socio-economic impacts for the locality - threatening local employment, the long-term economic sustainability and viability of the District Centre and the wider New Cross Gate area. Furthermore, it will hinder the redevelopment potential of the site.

6.6.56. Sainsbury's have appointed development partners, Mount Anvil and the Hyde Group, and together they are preparing proposals for the site which will provide a

replacement foodstore (with no loss of trade at any point) and around 1,400 new homes including a substantial amount of affordable units

- 6.6.57. The developers state that this key opportunity to deliver much needed housing (including affordable housing) will be lost if TfL continues with its preferred option. It will also delay investment in the District Centre and fetter the regeneration of New Cross Gate. This not only represents a clear conflict with London Plan and local policy objectives but also runs contrary to TfL's stated reasons for choosing the BLE route in the various TfL consultation documents.
- 6.6.58. The developers state that there is no evidence to indicate that the impacts arising from the permanent closure of the Retail Park/Sainsbury's foodstore and the loss of a key development/regeneration opportunity have been properly and robustly assessed. Alternative station and work-site options exist which would have a demonstrably reduced impact whilst still enabling the successful delivery of the BLE. It is vital that these alternative options are fully and properly investigated.
- 6.6.59. The developers state that there is no robust evidence base justifying either New Cross Gate as a location for a new station or the Retail Park as the most appropriate site at New Cross Gate and that the selection process was fundamentally flawed and go on to address those matters in detail in the rest of their consultation response. In addition they say that without robust and transparent evidence and an objective site selection process, there is no basis for moving forward as currently proposed and the options for a new station at New Cross Gate must be reconsidered. The respondent considers that TfL have failed to engage meaningfully with Sainsbury's.
- 6.6.60. *TJX Europe Limited*
- 6.6.61. TJX has a long leasehold interest in the retail warehouse in the New Cross Gate Retail Park accessed via New Cross Road. They strongly support the principle of the proposed Bakerloo line extension. It is fundamental to the delivery and success of the wider redevelopment and regeneration of the Old Kent Road Opportunity area. It is the only way to realise and optimise the potential of the Opportunity Area to meet local housing and employment needs.
- 6.6.62. However, TJX objects to the proposed location of the station at New Cross Gate which will have an untenable impact on the commercial premises at the New Cross Gate Retail Park. This will compromise the retail offer of the local area; reduce economic activity by approximately £43.8m; cause a £7.6m loss in wages and cause the loss of 450 jobs.
- 6.6.63. The consultation document does not offer any alternative locations; nor does it reference the loss of the proposed retail warehouse currently occupied by TJX. TJX suggest the site to the east of the station which could accommodate all or part of the proposed station and work site. They do not think this would extinguish the ability of the site to contribute towards meeting local housing

needs in the medium to longer term. TJX requests a detailed analysis of this as an alternative location.

- 6.6.64. At a minimum, TJX requests alternative options that move the proposed station so that it runs directly parallel to the existing station and track to minimise impacts on established commercial space are explored.
- 6.6.65. *Safestore Plc*
- 6.6.66. Safestore are owners and occupiers of 737 Old Kent Road. They support the principles of the BLE. They recognise it as a primary catalyst for regeneration but wish to highlight its role in helping existing businesses grow and thrive in a transformed environment.
- 6.6.67. *Tesco Stores Limited*
- 6.6.68. Tesco is supportive of the aims of the BLE and recognises the transport benefits and regenerative potential of the scheme, but they do not support Old Kent Road 1 option B's location across their store and car park.
- 6.6.69. Tesco has a number of funding enquiries including: whether funding has been applied for; what the likely funding source is; when a funding announcement is anticipated; what the total estimated cost is; and of that total, what amounts to land acquisition and compensation costs.
- 6.6.70. Tesco has further questions, including: what assessment has been made of the likely land acquisition/compensation costs of acquiring the OKR Store and on what basis has that assessment been made; what assessment has been made of acquiring the F.M. Conway Site. They suggest the following sites are assessed as alternatives: the other "half" of the Bricklayer's Arms Distribution Centre Site; the site at the end of Mandela Way owned and occupied by the Board of Trustees of the Tate Gallery; the site opposite the F.M. Conway Site on Mandela Way occupied by The Stationery Office; and the Southernwood Retail Park.
- 6.6.71. Tesco then provide a list of specific queries regarding the evidence base on which the OKR store has been selected as one of the preferred options for the OKR 1 Station. Once this evidence is available, Tesco reserves the right to make further representations in respect of the BLE scheme and the OKR1 station options.
- 6.6.72. Tesco has aspirations for the redevelopment of the OKR Store site for a supermarket together with residential units, in line with policy. If the site was to accommodate a new station in addition, the amount of development would be less than without the station, which would affect site value.

- 6.6.73. *The Charities Property Fund (CPF)*
- 6.6.74. CPF is the owner of the retail warehouse and associated car parking at 593-613 Old Kent Road, currently occupied by B&M. The CPF strongly supports the principle of the BLE. CPF supports Old Kent Road 1 option B and Old Kent Road 2 option B.
- 6.6.75. Old Kent Road 1 option A does not maximise accessibility for passengers through direct pedestrian access or interchanges with the local bus network, and therefore does not accord with the National Planning Policy Framework. Dunton Road and the surrounding road network is inconsistent with the scale of the anticipated movements generated by the station. The potential requirement for temporary road closure is not of sufficient harm to discount option B which delivers materially greater benefits than option A.
- 6.6.76. Old Kent Road 2 option A is on land owned by CPF, which has aspirations for residential-led development of the site around 2025. There would be significant overlap between the catchment areas of Option A and Old Kent Road 1. The area between Idderton Road and Avonley Road would see a very limited improvement in direct access. Such an imbalance is not considered appropriate or necessary given an alternative is available.
- 6.6.77. CPF requests TfL undertakes a comprehensive consultation of the detailed methods and design of stations, access and tunnelling and requirement of temporary work sites.
- 6.6.78. *Toys R Us*
- 6.6.79. Toys R Us Properties (UK) Ltd are the long-term occupant of a 25,000 sqm site at 760 Old Kent Road. Future occupational requirement is likely to be for a smaller single level store of 1,860 sqm served by 175-200 car parking spaces, adjacent to the Old Kent Road with good visibility. The site has a PTAL rating of 5 so is already accessible and suitable for high density urban redevelopment. Existing policy supports retail and residential uses without the benefit of the extension.
- 6.6.80. Toys R Us fundamentally objects to Old Kent Road 2 Option B because the land requirements for the work site would require the substantive part of the site making trading impossible; and there is potential conflict in the post construction period with a car park and the location of the station box. The maintenance of a continued suitable trading presence both during and after construction is therefore jeopardised.
- 6.6.81. Option B also places significant numbers of people and the railway infrastructure at risk from an incident at the Old Kent Road Gasholder Station or its pipelines, a major accident hazard establishment.

- 6.6.82. The consultation is also silent on available arrangements for existing landowners to maintain ownership and control development over the station box once works are complete. Toy R Us reserves their position to make further comments.
- 6.6.83. *Yodel*
- 6.6.84. Yodel is the leasehold owner and occupier of 1-2 Bricklayer's Arms Distribution Centre, Mandela Way. They consider the selection of Option A as the preferred option would have unsupportable adverse impacts and frustrate policies applicable in the opportunity area. Option A would force Yodel either to shut down or relocate to a less central location, risking 200 jobs and severe impacts for Yodel and their customers, contrary to the policy direction for the area particularly as Yodel is located in the Mandela Way employment cluster. More work must be done to consider whether any of the other eight options considered for Old Kent Road 1 are less harmful.
- 6.6.85. The property is an example of consolidation within the terms of TfL's Rethinking Deliveries report, as a delivery hub between individual delivery/collection locations and sorting centres in Hatfield, Wednesbury and Shaw.
- 6.6.86. References are made to policy which the selection of Option A would conflict with. These include the London Borough of Southwark's Old Kent Road Area Action Plan (policies AAP1, OKR3 OKR4 and AP11 and paragraphs 3.4.1, 3.4.3, 3.4.6, and 3.4.10), the Borough's draft new Local Plan: Area Visions and Site Allocations and policy 4.4 and paragraph 4.18 of the London Plan. These policies focus on the role of light industry and job creation. Option A conflicts with them as it would mean that Yodel would need to cease its operations in the Old Kent Road Opportunity Area completely, as a result of competition for suitable sites to give them an accessible central London location.
- 6.6.87. Option B is entirely compatible with an underground station. The existing supermarket could be incorporated within the Option B proposal, whereas a regional distribution centre is not compatible with an underground station.
- 6.6.88. If harmful impacts arise as a result of every option, then TfL should reconsider the principle of having two Old Kent Road stations.

6.7. Resident / Community Groups

- 6.7.1. *Forest Hill Society*
- 6.7.2. Strongly support the BLE and state it will have a large transformative impact on travel for south-east London. No preference in regards to proposed station locations, however, state a preference for an interchange with London Overground/National Rail services at New Cross Gate that does not require using ticket barriers, or having to exit one station to enter another. Would like to see escalators and lifts from the Bakerloo line platforms to the surface rail platforms, but appreciate that this might not be feasible.

- 6.7.3. *John Lyon's Charity*
- 6.7.4. John Lyon's Charity supports the proposed Bakerloo line Extension proposal as a catalyst for urban renewal and an important component in upgrading London's transport network. The Parliamentary Press warehouse is located on the northern side of Mandela Way in the Grange area of the borough.
- 6.7.5. It is encouraging that TfL are utilising their experience from the Northern line Extension (NLE) to generate funding from land value uplift, however believe funding mechanisms need to be put in place quickly as there are a larger number of land owners than the NLE. JLC supports the proposal to ensure the whole Opportunity Area falls within Zone 2 of the CIL, at a rate of £218 per sqm. They are also supportive of the Section 106 mechanism as an interim measure, however they are keen to ensure that the interim S106 would not result in any actual or perceived double dipping.
- 6.7.6. *Lewisham Pensioners Forum*
- 6.7.7. Lewisham Pensioners Forum welcomes the BLE for bringing opportunities to residents. They support the Elephant & Castle station within the arc bounded by Newington Butts and the New Kent Road. They prefer Option A as the site of the shaft between Elephant & Castle and Old Kent Road 1; Option B for Old Kent Road 1 because it would enable better interchange with buses; and Option B for Old Kent Road 2.
- 6.7.8. At Lewisham station they are concerned that the proposed site is even further from the shopping centre than the DLR station, which itself is the wrong side of the roundabout. They would support a more accessible location. They would have no objections for the shaft at Lewisham provided disruption to the site is minimised and does not impact council services based at the site.
- 6.7.9. *Lewisham People Before Profit*
- 6.7.10. Lewisham People Before Profit are concerned that the plans for New Cross Gate station could lead to the demolition of all shops on the commercial site and the loss of hundreds of jobs that many local young people and women with children depend on due to flexible working hours. The potential loss of these jobs would be devastating to local families. The loss of the petrol station would be keenly felt as the petrol station on Evelyn Street is already being redeveloped as part of the wider Timberyard development.
- 6.7.11. They believe the site to the right of the station would work better as it would improve disability access and be better for families with buggies.
- 6.7.12. *Southwark Travellers' Action Group*
- 6.7.13. Southwark Travellers' Action Group firmly objects to the Old Kent Road 2 station Option B, as they believe it would have disproportionate negative impacts on the local Gypsy and Traveller community. They recommend TfL assess the impacts

of the different options and make this information publicly accessible after the consultation ends

- 6.7.14. The proposed location of Old Kent Road station 2 Option B is immediately adjacent to the Burnhill Close Gypsy and Traveller site and a council estate. There has been no consideration of the effects of the proposal on the residents of Burnhill Close. They are concerned by the lack of an Equality Impact Assessment and the lack of information about the existing caravan site and council estate in the factsheets. They are also concerned that there has been no outreach to the Gypsy and Traveller community living on Burnhill Close to raise awareness. It should not be assumed that everyone can easily access the online consultation documents.
- 6.7.15. Southwark Travellers' Action Group has spoken to the residents of Burnhill Close and the residents were very concerned about the impact of the proposed station on their health and wellbeing. The uncertainty and stress, noise and pollution is expected to have health and wellbeing impacts, particularly for children, older people, pregnant women and those suffering from long term illness or disabilities.
- 6.7.16. *London Gypsies and Travellers*
- 6.7.17. London Gypsies and Travellers firmly object to the Old Kent Road 2 station Option B, as they believe it would have disproportionate negative impacts on the local Gypsy and Traveller community. They recommend TfL assess the impacts of the different options and make this information publicly accessible after the consultation ends
- 6.7.18. The proposed location of Old Kent Road station 2 Option B is immediately adjacent to the Burnhill Close Gypsy and Traveller site and a council estate. There has been no consideration of the effects of the proposal on the residents of Burnhill Close. They are concerned by the lack of an Equality Impact Assessment and the lack of information about the existing caravan site and council estate in the factsheets. They are also concerned that there has been no outreach to the Gypsy and Traveller community living on Burnhill Close to raise awareness. It should not be assumed that everyone can easily access the online consultation documents.
- 6.7.19. *London Forum of Amenity & Civic Societies*
- 6.7.20. The London Forum supports the extension to relieve pressure on existing bus and rail services.
- 6.7.21. Misgivings concern the chosen route, which may owe its success to the potential for private sector contribution to its cost. The aspiration to run to Camberwell has been recognised since 1931: the Walworth Road carries more bus passengers than any radial route in London and should be a prime candidate for the new

metro Service. Re-opening the station on Thameslink does not adequately meet the needs of Walworth Road and Camberwell.

- 6.7.22. One member society believes there is scope for a cut and cover route along an abandoned canal via Honour Oak Lordship Lane and Upper Sydenham to Crystal Palace. As part of this proposal a third station could be built in Old Kent Road. They note no London-wide objections to the siting of stations, but believe local opinion should determine how these are resolved.
- 6.7.23. The interchange at Lewisham is valued but access to Lewisham Shopping Centre needs to be improved as the current crossing is inadequate for pedestrians. A tunnel is proposed as the timings on existing surface crossings would have to be vastly improved to make them sufficiently pedestrian friendly.
- 6.7.24. *Metropolitan Tabernacle*
- 6.7.25. Metropolitan Tabernacle is a Grade II listed building, both the grand portico and the 1950s reconstruction to the rear. They have much sympathy for the BLE. The premises are heavily used and they do not see any scope for building work taking place in the immediate vicinity, as proposed in the consultation documents.
- 6.7.26. *Northfield House Tenants and Residents Association (NHTRA)*
- 6.7.27. NHTRA argue against the extension as it will rely on development unlikely to prioritise social or affordable housing and pressurise the Boroughs to regenerate at the expense of social housing. There must be expansion of existing social housing; no impact on green space; and no eviction or disruption of existing residents or businesses. A better alternative would be a light rail between Elephant & Castle and Lewisham or a rail route utilising existing redundant infrastructure, in addition to traffic restriction, improved bus linkages and pedestrian and cycling infrastructure improvements.
- 6.7.28. Elephant & Castle station should be located between the existing Bakerloo and Northern line entrances, lessening impact on existing businesses and residents. Either proposed shaft site between Elephant & Castle and Old Kent Road 1 would impact green space and so are unsuitable: option A is marginally preferable to option B because it is further from schools, but an alternative site should be found. Option A is preferred for Old Kent Road 1 as it offers less scope for congestion, though bus linkages would need to be improved.
- 6.7.29. Old Kent Road 2 option B is preferred because it is further from Old Kent Road 1, poses fewer congestion challenges, is closer to existing residents and connects better with proposed Overground routes. The station design should incorporate a link to a platform on the existing rail bridge. However, an alternative location should be considered with lower impact on areas of social housing.

6.7.30. *Pempeople Livesey Exchange*

6.7.31. Pempeople Livesey Exchange are concerned about cohesive communities and the lack of affordable housing. They support the current location of Elephant & Castle station as the site for the new station; option A as the best location for the shaft between Elephant & Castle and Old Kent Road 1. They are concerned about the demolition of Tesco's but prefer Old Kent Road 1 option A. Similarly, they are concerned about the destruction of affordable housing near the site of Old Kent Road 2.

6.7.32. *Phoenix Community Housing*

6.7.33. Phoenix Community Housing urge TfL to bring forward the further extension to Ladywell, Catford Bridge and stations towards Bromley/ These areas have been bypassed too often by transport improvements and the BLE will bring much needed economic and social uplift to these areas and help to address the housing crisis by allowing increased densities. They prefer Option A as the site of the shaft between Elephant & Castle and Old Kent Road 1 and state the importance of allowing for future expansion at Lewisham.

6.7.34. *The Ladywell Society*

6.7.35. The Ladywell Society is a community group covering parts of SE13 and SE4. While welcoming the BLE, the Ladywell Society is concerned about the proposed shaft in Wearside Service Centre and worksite location for overrun tunnels from Lewisham. Vibration and dust from the works and passing traffic on the residents of Ladywell, particularly those living in the St Mary's Conservation area are of concern.

6.7.36. *St Peter's Church*

6.7.37. On behalf of St Peter's Church, Reverend Wild expresses concerns about Old Kent Road 1 Shaft Option B, which would be at Faraday Gardens. The proposed site is directly where the games area currently is and the perimeter of the work site borders the wall of St Peter's Primary school. This would block two of the school's emergency exits and their emergency assembly point, as well as depriving the area's schools and locals of precious green space. It would also block the only Emergency Vehicle Access point to the whole of Faraday Gardens and Liverpool Grove; on several occasions the Fire Brigade have stressed the importance of keeping this access point clear.

6.7.38. Although Burgess Park could be an alternative recreation space, it would require further distance to travel and may mean schools need to hire transport, incurring additional costs for already struggling budgets. Reverend Wild is also concerned that the shaft may push out a great concentration of pollution into the area, which is unacceptable given its proximity to a primary school within a heavily populated residential area.

Reverend Wild sits on the board of trustees of InSpire, a community project based in the Crypt of the church. The InSpire board members feel that it is unfair and unnecessary to take away yet another community resource from Walworth's people.

6.8. Transport / User Groups

- 6.8.1. *Brian Hart, Project Manager, Brighton Main Line 2*
- 6.8.2. BML2 strongly supports this proposal. BML2 no longer has to propose attempting to re-use the former Selsdon – Elmers End (Hayes) – Ladywell line, because the London & Southern Counties Railway Consortium are committed to a scheme to connect Croydon with Lewisham and Stratford via a wholly tunnelled fast rail link. Lewisham forms a key destination and interchange on this plan. BML2 suggest that discussion regarding the transport development at Lewisham are held with the LSCR to ensure any station construction is handled in the most efficient way possible.
- 6.8.3. *Friends of Capital Transport Campaign*
- 6.8.4. Friends of Capital Transport Campaign agree the scheme meets a capacity need, bringing benefits to existing communities and supporting development. They are pleased the extension to Hayes no longer features, but have concerns that the aspiration to relieve Walworth Road of traffic has been overlooked. To remedy this they propose a station at Camberwell.
- 6.8.5. They support locating Elephant & Castle towards the south of the proposed area to facilitate interchange with Thameslink and southbound buses. Old Kent Road 1 Option B is closer to bus stops and the proposed New Cross site is sensible, though could better segregate points of egress by being moved further south. Given the need to interchange with multiple modes, the Lewisham proposal is the optimal solution.
- 6.8.6. *Gatwick Airport Ltd.*
- 6.8.7. Gatwick Airport Ltd. strongly support improvements to accessibility for the area. They prefer Elephant & Castle to be sited as close as possible to allow interchange with the Northern line; Old Kent Road 1 Option A and Old Kent Road 2 Option A. At New Cross the location should be optimised to provide interchange and at Lewisham accessibility either side of the A20 and railway lines should be ensured.
- 6.8.8. *Chris Barker, London Group of Campaign for Better Transport*
- 6.8.9. The campaign for Better Transport believes the rejected option to build Lewisham station south-east of the preferred option must be given parity of esteem in publicity; otherwise the public will not be offered a level playing field of all the options. It is not acceptable for TfL to emphasise interchange issues over place-making, which is a major policy aim of the London Plan.

- 6.8.10. *London Travelwatch*
- 6.8.11. London Travelwatch support the proposal but would like to ensure that the existing Elephant & Castle stations are made step free and a feasibility study is undertaken to consider Bricklayer's Arms as a station as it is remote from the rail network and experiences high deprivation.
- 6.8.12. At Elephant & Castle any new station must have access to the Northern line and National Rail areas of the station, good interchange with the bus network. Similarly at New Cross there must be good connectivity and be integrated with the existing New Cross Gate station. At Lewisham connectivity must be provided into the existing station from both the Brookmill Road and Tesco sides, as well as better interchange with the bus network.
- 6.8.13. *Network Rail*
- 6.8.14. Network Rail do not have any immediate concerns with TfL's proposals or highlighted areas for potential work sites and station building locations. It is important to continue working together to achieve the best possible outcome and open a dialogue in relation to New Cross Gate and Elephant & Castle to understand and assess the impact of the BLE proposals on the future operation of these stations.
- 6.8.15. *Potters Bar and St Albans Transport User Group*
- 6.8.16. Potters Bar and St Albans Transport User Group want Lewisham to have good interchange with the DLR and Southeastern services. They would like further information on any changes to the Harrow and Wealdstone/Queens Park to Elephant & Castle services, suggesting it might be Lewisham to Queen's Park and Harrow to Waterloo, overlapping in Zone 1/2.
- 6.8.17. *Tower Bridge Road Alliance CIC*
- 6.8.18. The Tower Bridge Road Alliance CIC urge TfL to consider the views of locals, businesses and other affected groups. In Elephant & Castle (E&C) they would like to see an upgraded Bakerloo line station where the current Bakerloo line entrance is or closer to St Georges Road to prevent overcrowding in one particular location. They also state they would prefer a location which would make it easy to reach the Bricklayers Arms Roundabout.
- 6.8.19. The Bricklayers Arms is the preferred location for the shaft between E&C and Old Kent Road 1; however they state that The Bricklayers Arms roundabout should be used as a Tube Station with ventilation facilities incorporated in the design of the station. It is a suitable and sensible size which would serve the entire area and London's tourists.
- 6.8.20. Tower Bridge Road Alliance CIC's reasons for supporting a tube at Bricklayers Arms include:

1. It would serve the residential areas near Lidl supermarket, New Kent Road, Great Dover St, Tower Bridge Road and Old Kent road, currently, only served by buses
2. Tower Bridge Road businesses have blamed the lack of a tube station as one of the reasons for poor trade and lack of footfall.
3. A station at the Bricklayers Arms is a 'sensible' option as it will bring economic and social growth to New Kent Road, Great Dover St and Tower Bridge Road in the form of improved infrastructure, new developments, and business opportunities
4. It will bring increased tourist trade to the southern end of Tower Bridge Road as accessibility for visitors of Tower Bridge will be improved greatly. By naming the station 'Tower Bridge South', the area will become a major transport hub and destination instantly from the influx of tourist users thus helping local businesses.
5. The commercial property housed within the station would generate substantial income for the project.
6. The station could be constructed with minimal interference and without major demolition / relocation for businesses and residents.
7. It would be more cost effective to build a station at this location rather than spend money on building a ventilation shaft, which would take 6-7 years to construct.
8. Having the first station further down the Old Kent Road would mean the station would have bypassed an entire area and would be quite a large distance from Elephant and Castle
9. A station at Bricklayers Arms would relieve vehicular congestion not only on Old Kent Road but also on New Kent Road and Tower Bridge Road, which are notorious for being congested areas.
10. Users of London Bridge and Elephant & Castle would have a station closer to home

6.8.21. For the proposed station called Old Kent Road 2, Tower Bridge Road Alliance prefer option A (Near the junction of Old Kent Road with St James's Road however they state that this location would be suitable if TfL decided on 2 stations. If TfL decided on 3 tube stations, option B would be suitable. In regards to proposals at New Cross Gate, they state it would be better to move the petrol pump and use the main road, however the car park of Sainsbury's is a substantial size and can house a possible shopping centre with a public concourse area.

6.8.22. The proposed locations for the shaft between New Cross Gate and Lewisham station, the shaft at the end of the line in Lewisham and proposed location for the Bakerloo line station at Lewisham are good, assuring good interchange at Lewisham between the DLR, Overground and Bakerloo line.

6.9. Petitions and campaigns

- 6.9.1. We received three petitions and one campaign during the consultation. These are detailed below. A sample of the petitions and campaign can be found in Appendix H.
- 6.9.2. *Petition submitted by Southwark Liberal Democrat Councillors and Caroline Pidgeon, London Assembly member for the Liberal Democrats*
- 6.9.3. We received a petition of 647 names from the Southwark Liberal Democrat Councillors and Caroline Pidgeon London Assembly Member. The petition is in support of a Bakerloo Line station at Bricklayers Arms rather than the proposed shaft. Please see Appendix H for a sample of the petition.
- 6.9.4. *Petition submitted by Mr Ahmed on behalf of Tower Bridge Road Alliance CIC*
- 6.9.5. We received a petition of 2,214 names from Tower Bridge Road Alliance CIC. The petition is in support of a Bakerloo line station at Bricklayers Arms rather than the proposed shaft.
- 6.9.6. *Petition submitted by Councillor Peter Fleming, Faraday Ward, Southwark*
- 6.9.7. We received a petition of 149 names from Councillor Peter Fleming, Faraday Ward, Southwark. The petition is opposing proposed shaft option B - at a public park site on Portland Street (Faraday Gardens). Please see Appendix H for a sample of the petition.
- 6.9.8. *Email campaign for Bakerloo line to go to Catford, Sydenham and into the London Borough of Bromley*
- 6.9.9. We received an email campaign involving 76 people in support of extending the Bakerloo line beyond Lewisham via Catford and Sydenham and into the London Borough of Bromley, and that this should be delivered in line with the rest of the project. Please see Appendix H for sample of campaign email.

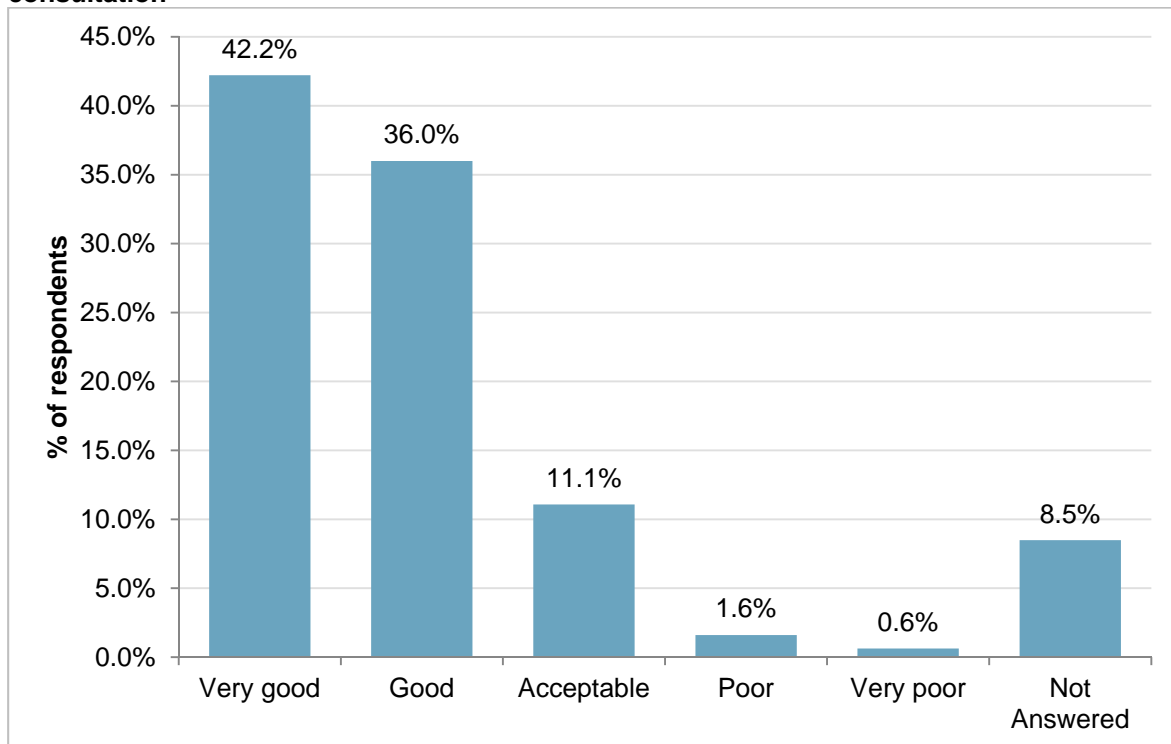
6.10. Comments on the consultation

- 6.10.1. The text for Question 25 is as follows: What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire, etc.)?
- 6.10.2. TfL values all feedback received on consultations and will consider what has worked well and what can be improved on future consultations
- 6.10.3. Of the 4,819 people who responded to the consultation (excluding stakeholders), 4,389 people (91.1 per cent) answered the question regarding the quality of the consultation and associated materials. The summary of responses is set out in Table 13 and Figure 22.

Table 13 - Results of responses to Question 12 regarding the quality of the consultation

Response	Total	Percentage
Very good	2,035	42.2%
Good	1,735	36.0%
Acceptable	534	11.1%
Poor	77	1.6%
Very poor	30	0.6%
Not answered	408	8.5%
Total	4,819	100.0%

Figure 22 - Proportion of results by response to Question 12 regarding the quality of the consultation



7. Next steps

- 7.1.1. We are now conducting a detailed assessment of comments made during the consultation to understand all the issues that have been raised by respondents.
- 7.1.2. Our response to these comments will be in the form of a “Response to issues raised document” which we aim to publish later this year. This will be subject to the volume and complexity of the issues raised and any assessments we will need to carry out in order to address these.
- 7.1.3. We will also continue to develop our proposals to progress towards an application for planning powers. This will include considering whether the proposals we consulted on during spring 2017 need to change, as well as developing them further. Once we have decided on the preferred location of stations and shafts along the route we will develop the tunnel route to link these locations. In the event that any potential changes to the scheme are identified we will undertake further public consultation in 2018 on these aspects.
- 7.1.4. Our current timescale for completion of the proposed scheme is estimated to be by 2029. This is subject to a number of factors, including future public consultation on revised route options, acquiring planning powers and funding to construct the BLE.
- 7.1.5. We will notify all registered contacts and respondents who gave us their email address of any future publications and consultations. If you would like to register, please contact the project team at ble@tfl.gov.uk .

8. Appendix A: Detailed description of proposals

Stations

We proposed four new stations along the route of the proposed BLE. The suggested locations for these were:

- 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 also proposed changes at Elephant & Castle station to improve journeys for all customers using the station.

Shafts

We would 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.

Our proposals at Elephant & Castle station

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

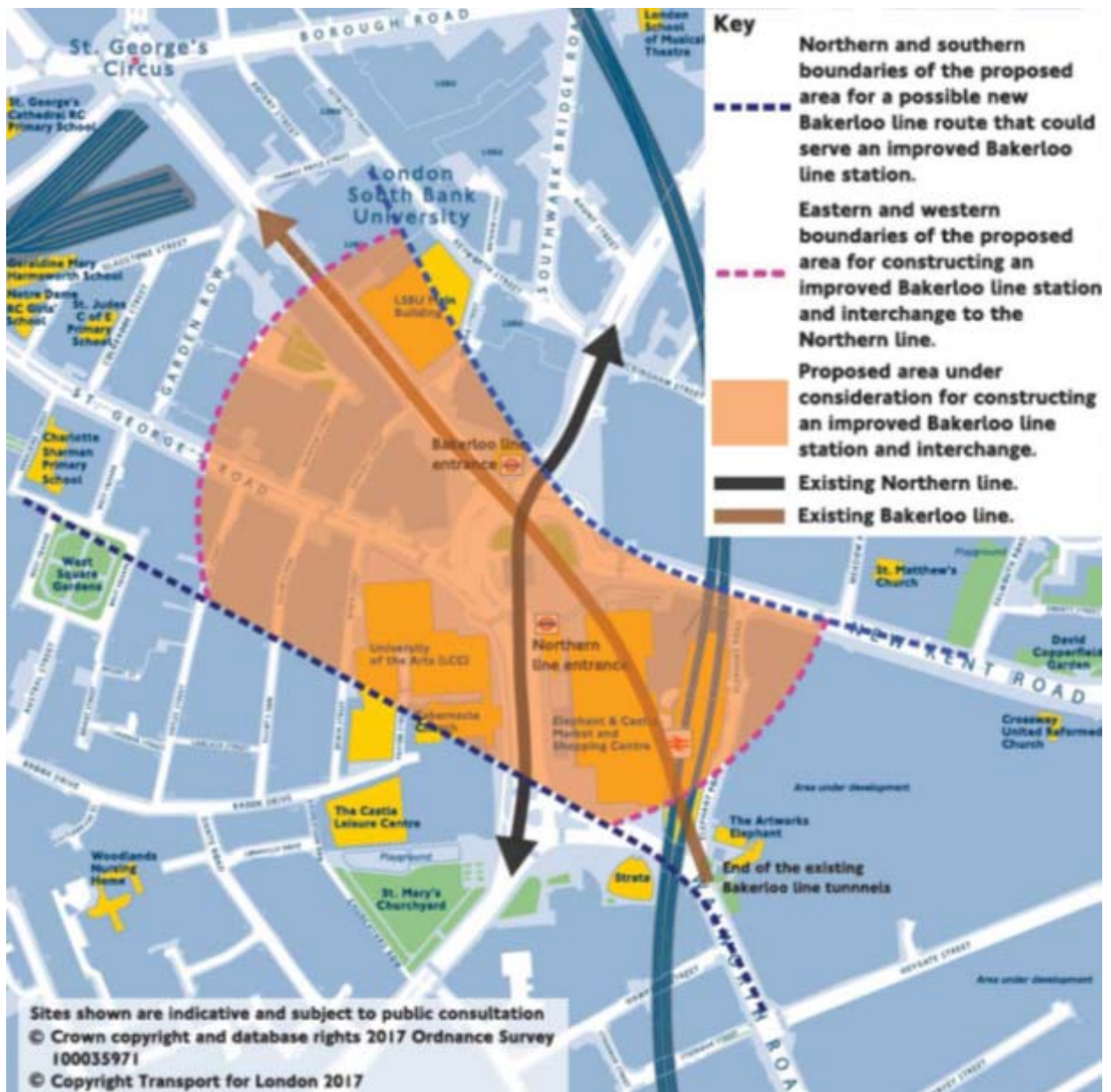
The station improvements could be undertaken in addition to the existing plans to upgrade the Northern line ticket hall. The improvements would provide a new larger

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.

In the consultation we asked for views on where within a defined area people thought would be most appropriate for the station and worksite. This area is shown in Figure 2 below.

Figure 2 – Area under consideration for the required improvements to the Bakerloo line station at Elephant & Castle



Shaft between Elephant & Castle and Old Kent Road 1 stations

We need one shaft between Elephant & Castle and the proposed station Old Kent Road 1 due to the distance between them. We asked people for their views on two possible locations for the proposed shaft. The locations are shown in Figures 3 & 4.

Figure 3 - Option A, In the Bricklayers Arms road junction area

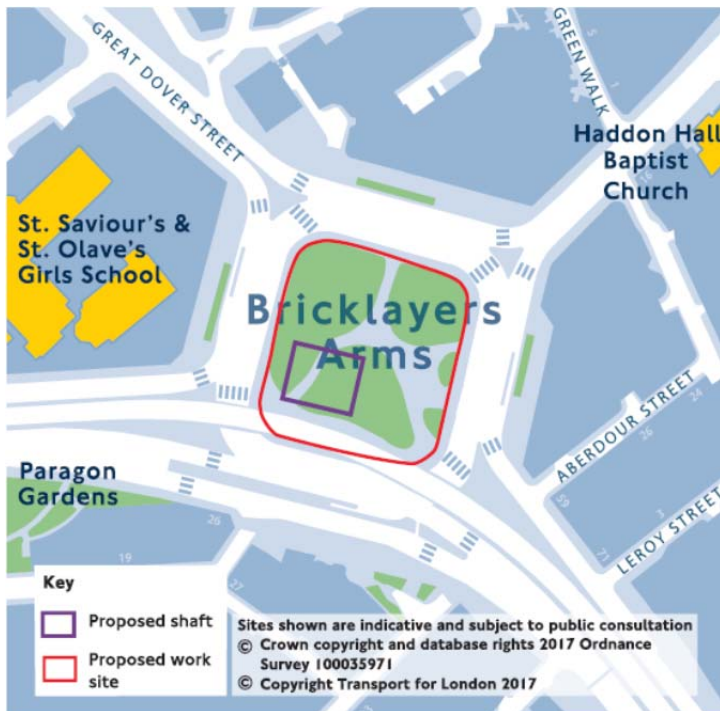
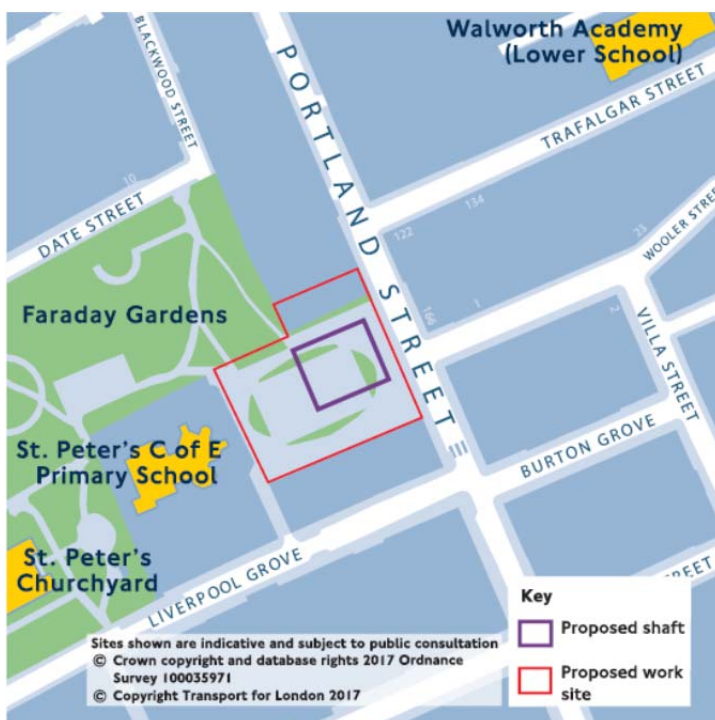


Figure 4 - Option B, At a public park site on Portland Street



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 asked people for their views on two possible locations for the proposed station currently called Old Kent Road 1; these are shown in Figures 5 & 6 below.

Figure 5 - Option A, Near the junction of Mandela Way with Dunton Road

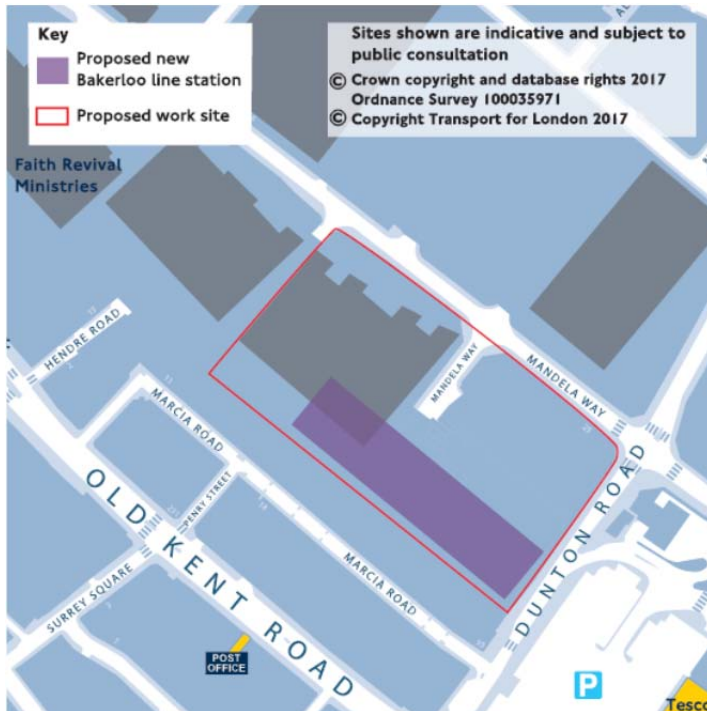
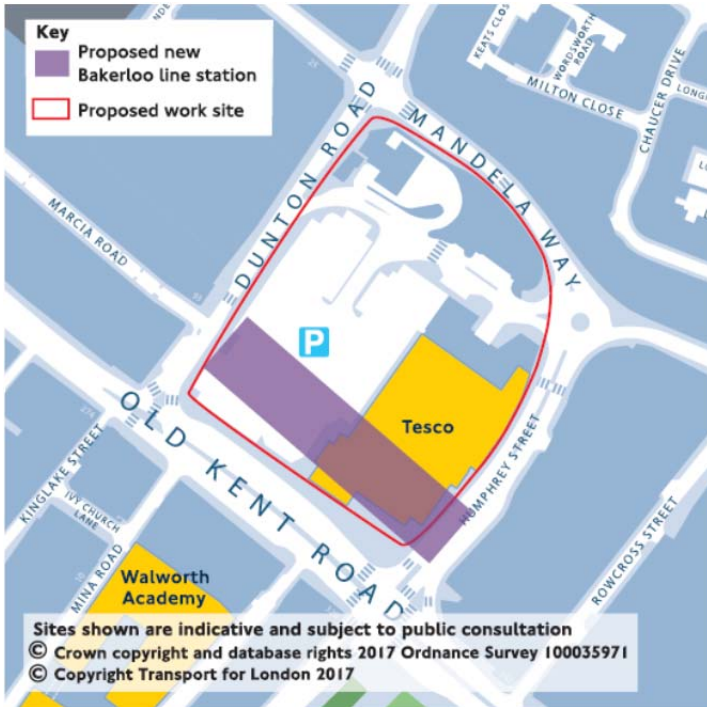


Figure 6 - Option B, Near the junction of Old Kent Road with Dunton Road



We also consulted on two locations for the second proposed station along Old Kent Road, currently called Old Kent Road 2. The locations are shown in figures 7 & 8.

Figure 7 - Option A, Near the junction of Old Kent Road with St James's Road

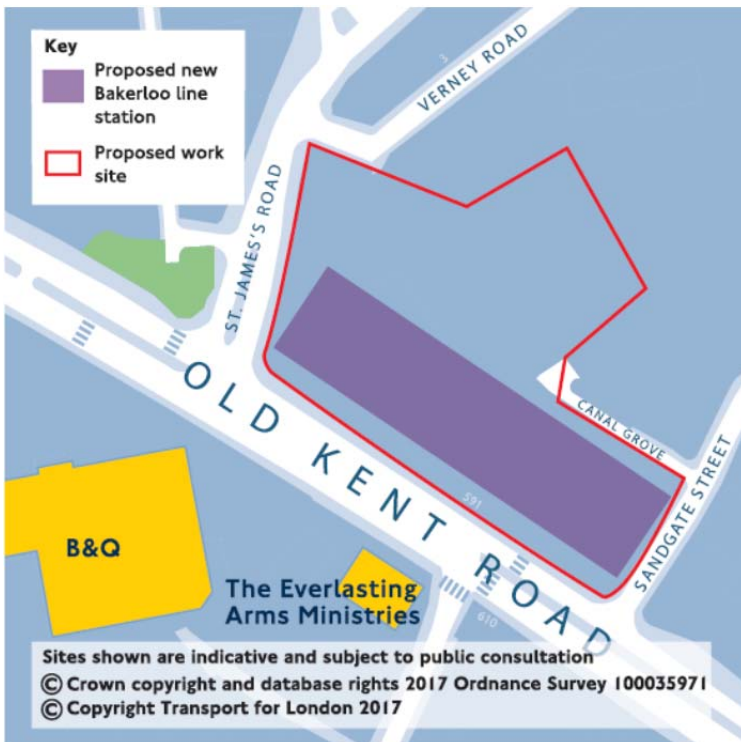
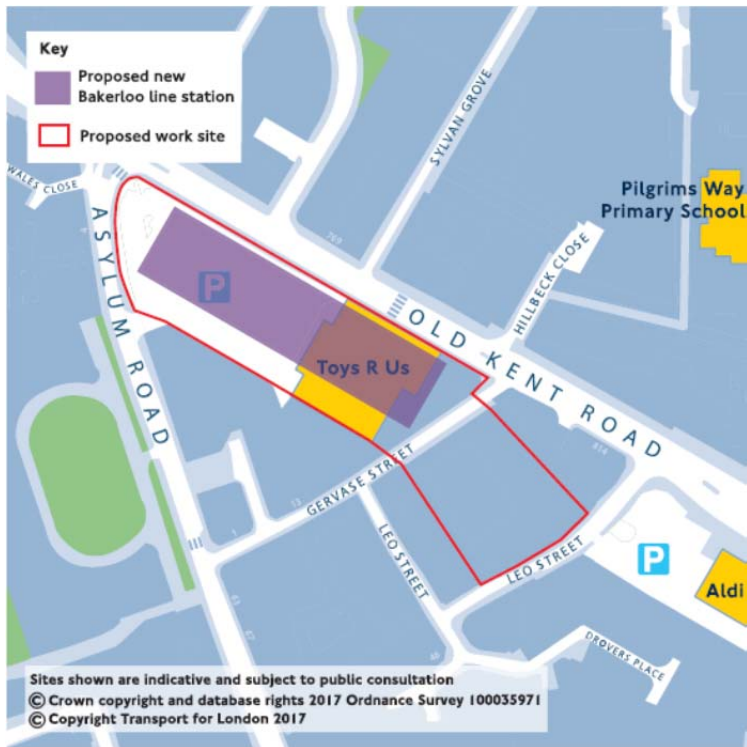


Figure 8 - Option B, Near the junction of Asylum Road with Old Kent Road



New Cross Gate station

We propose to build a new station at New Cross Gate and have identified a preferred site. This is shown in Figure 9 below.

Figure 9 – Proposed New Cross Gate Bakerloo line station and worksite



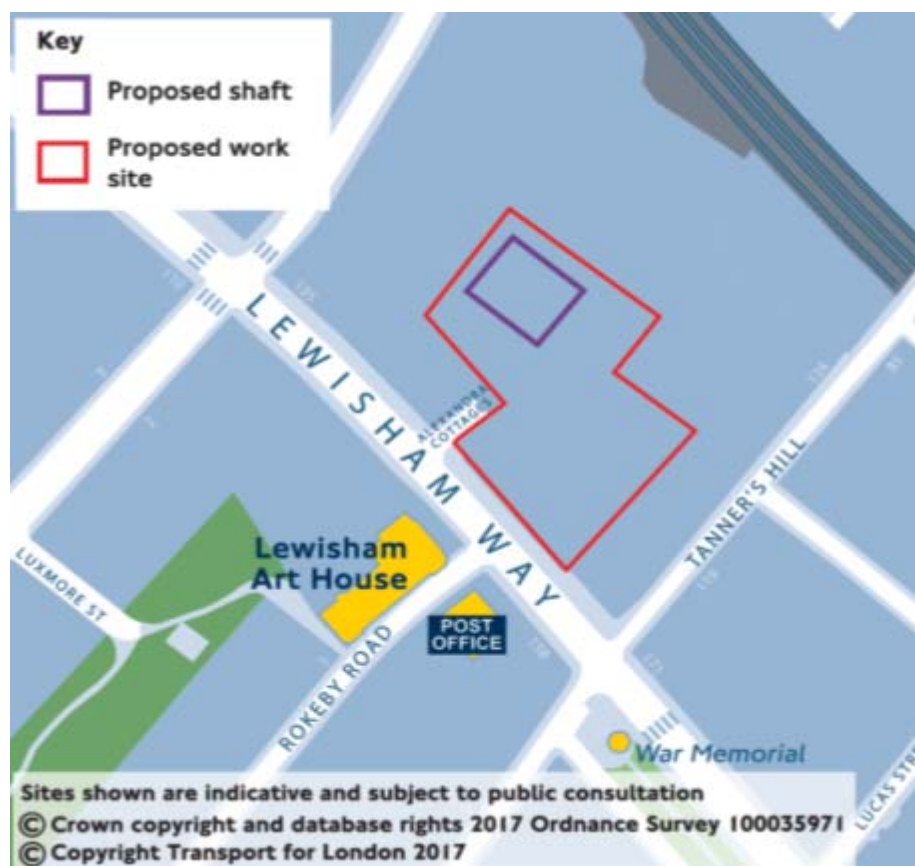
The station would be below ground along the western side of the existing rail station. It would improve connectivity in this part of London by providing an interchange to London Overground, National Rail services and local bus routes.

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.

Shaft between New Cross Gate and Lewisham stations

A shaft needs to be located between New Cross Gate and Lewisham station. We consulted on a single preferred site for a shaft and worksite on the proposed location at the end of Alexandra Cottages off Lewisham Way; this is shown in Figure 10.

Figure 10 – Proposed shaft and worksite between New Cross Gate and Lewisham stations



We proposed 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.

Lewisham

We consulted on a preferred site for the Bakerloo line station at Lewisham; this is shown in Figure 11.

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.

Figure 11 - Proposed Lewisham Bakerloo line station and worksite



Shaft at the end of the line in Lewisham

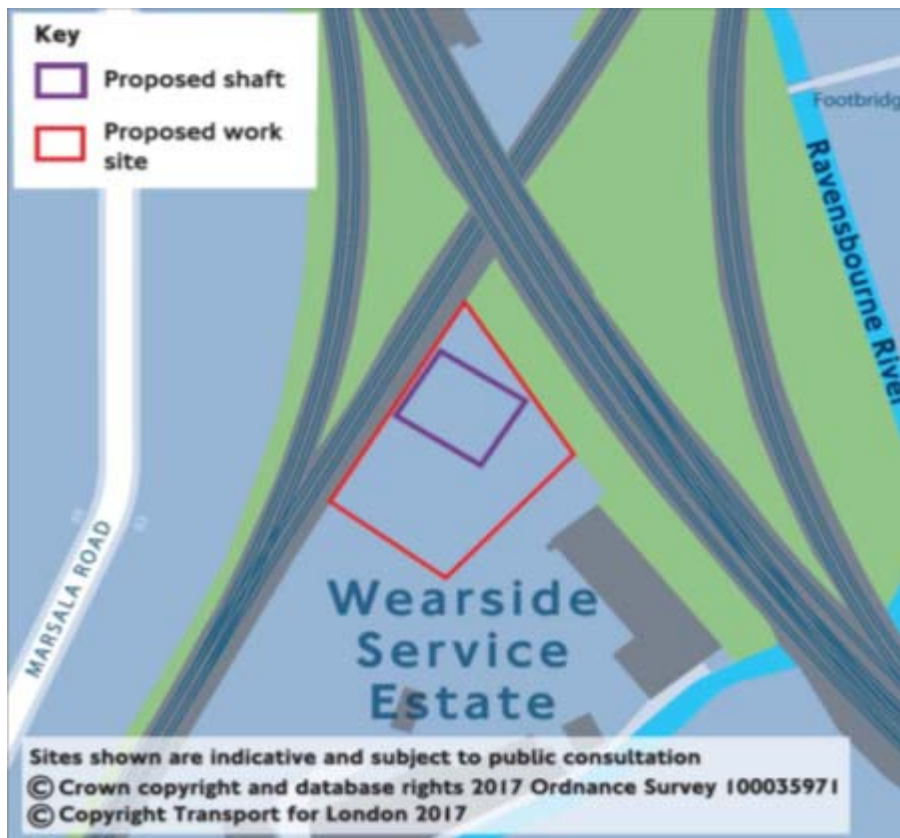
We need to build tunnels beyond Lewisham station to provide an overrun tunnel that would allow empty trains to be parked.

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 proposed shaft site we proposed 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; this is shown in Figure 12.

We proposed 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.

Figure 12 – Proposed shaft and worksite location for over run tunnels in Lewisham



9. Appendix B: Full code frames for open questions

The tables below provide a summary of all responses to open questions provided by members of the public. Stakeholder responses are summarised in section 4.13.

Q1: Location of new station at Elephant & Castle

Considering the shaded area in the map for Elephant & Castle, where within this area do you consider suitable for a new Bakerloo line station?

This table includes only responses which do not refer to a proposed location for the station. Responses which refer to a station location are mapped separately below this table.

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Conservation				1	0.1%
Conservation	Preserve existing historical Bakerloo line station	1	0.1%		
Disabled access				1	0.1%
Disabled access	Prioritise disabled access	1	0.1%		
Entrances				2	0.1%
Entrances	Provide multiple pedestrian entrances	2	0.1%		
Factor to consider in deciding location				51	3.8%
Factor to consider in deciding location	Minimising disruption	17	1.3%		
Factor to consider in deciding location	Minimising impact on residents	12	0.9%		
Factor to consider in deciding location	Cost efficiency	7	0.5%		
Factor to consider in deciding location	Accessibility	7	0.5%		
Factor to consider in deciding location	Minimising need to demolish existing buildings / infrastructure	7	0.5%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Factor to consider in deciding location	Views of local people	1	0.1%		
General opposition				21	1.5%
General opposition	Oppose scheme (general)	21	1.5%		
General support				74	5.4%
General support	Support scheme (general)	74	5.4%		
Interchange				1,199	88.2%
Interchange	Prioritise interchange between Bakerloo and National Rail lines	439	32.3%		
Interchange	Prioritise interchange between Bakerloo line and Northern line	380	28.0%		
Interchange	Integrate proposed Bakerloo line station into existing/redeveloped Elephant & Castle market and shopping centre*	321	23.6%		
Interchange	Prioritise interchange between Bakerloo line and TfL buses	59	4.3%		
Lift				6	0.4%
Lift	Enhance existing Bakerloo line entrance lift system	6	0.4%		
Road				2	0.1%
Road	Avoid narrowing road approaches to roundabout	1	0.1%		
Road	Ensure station design does not prevent future changes to the road layout	1	0.1%		
Urban design				2	0.1%
Urban design	Make area car free	1	0.1%		
Urban design	Propose integrating the scheme into an existing urban design scheme in the area	1	0.1%		
TOTAL		1,359	100.0%	1,359	100.0%

Q3: Elephant & Castle 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.

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option A: Support					485	48.9%
Shaft at Option A: Support	Conditional support / issue of concern	Remainder of site should/must be improved	20	2.0%		
Shaft at Option A: Support	Conditional support / issue of concern	Vent shaft should/must be aesthetically pleasing	17	1.7%		
Shaft at Option A: Support	Conditional support / issue of concern	Traffic / construction impact should/must be minimised	16	1.6%		
Shaft at Option A: Support	Conditional support / issue of concern	Road/junction should/must be improved	10	1.0%		
Shaft at Option A: Support	Conditional support / issue of concern	Vent shaft should/must be in a different location within the roundabout	3	0.3%		
Shaft at Option A: Support	Conditional support / issue of concern	Will/might cause transport issues	2	0.2%		
Shaft at Option A: Support	Conditional support / issue of concern	Ensure minimal impact on schools	2	0.2%		
Shaft at Option A: Support	Conditional support / issue of concern	Build vent shaft quickly and cheaply	1	0.1%		
Shaft at Option A: Support	Conditional support / issue of concern	Minimise impact on green spaces	6	0.6%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option A: Support	Conditional support /issue of concern	Improve pedestrian/cycling access	3	0.3%		
Shaft at Option A: Support	Conditional support/ issue of concern	Perform cut-and-cover on this section	1	0.1%		
Shaft at Option A: Support	Development feasibility	The site has enough space	17	1.7%		
Shaft at Option A: Support	Development feasibility	The site is easier for tunnelling	4	0.4%		
Shaft at Option A: Support	Development feasibility	Because the council is planning to remove the flyover	2	0.2%		
Shaft at Option A: Support	Development potential	It may unlock future development	13	1.3%		
Shaft at Option A: Support	Future Consultation	Consult on final shaft design	1	0.1%		
Shaft at Option A: Support	General	It is a better location (general)	23	2.3%		
Shaft at Option A: Support	General	General support	16	1.6%		
Shaft at Option A: Support	It would cause less disturbance	It is an undesirable site	95	9.6%		
Shaft at Option A: Support	It would cause less disturbance	It would cause less disturbance / disruption	64	6.5%		
Shaft at Option A: Support	It would cause less disturbance	It has better access / would minimise traffic impacts	42	4.2%		
Shaft at Option A: Support	It would cause less disturbance	It is an unused/less valuable site	33	3.3%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option A: Support	It would cause less disturbance	It is further from residential areas	30	3.0%		
Shaft at Option A: Support	It would cause less disturbance	It is further from a school	24	2.4%		
Shaft at Option A: Support	It would cause less disturbance	It is further from anything / buildings	14	1.4%		
Shaft at Option A: Support	It would cause less disturbance	If is further from parks	5	0.5%		
Shaft at Option A: Support	Retention of amenities	Less green/public space would be lost	19	1.9%		
Shaft at Option A: Support	Retention of amenities	Shops would not be lost	2	0.2%		
Shaft at Option A: Oppose					65	6.6%
Shaft at Option A: Oppose	Development potential	May block future development potential	10	1.0%		
Shaft at Option A: Oppose	Environmental impact	Would pollute the environment	1	0.1%		
Shaft at Option A: Oppose	Green space / open land	Loss of / impact on open/green space	20	2.0%		
Shaft at Option A: Oppose	It would cause disturbance	Negative traffic impact (general)	16	1.6%		
Shaft at Option A: Oppose	It would cause disturbance	Negative construction traffic impact	5	0.5%		
Shaft at Option A: Oppose	It would cause disturbance	Already high levels of construction disturbance	3	0.3%		
Shaft at Option A:	It would cause	General opposition	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Oppose	disturbance					
Shaft at Option A: Oppose	It would cause disturbance	It could attract antisocial behaviour	1	0.1%		
Shaft at Option A: Oppose	It would cause disturbance	Noise	1	0.1%		
Shaft at Option A: Oppose	It would cause disturbance	It is too close to a school	1	0.1%		
Shaft at Option A: Oppose	It would cause disturbance	It is too close to a park	1	0.1%		
Shaft at Option A: Oppose	It would cause disturbance	Too close to Elephant & Castle Station	1	0.1%		
Shaft at Option A: Oppose	Road safety	Construction / vent shaft would endanger road/pedestrian users	3	0.3%		
Shaft at Option A: Oppose	Use of public funds	Waste of public money	1	0.1%		
Station at Option A: Support					73	7.4%
Station at Option A: Support	Comment regarding tube station at this location	Respondent supports a tube station at this location	70	7.1%		
Station at Option A: Support	Conditional support / issue of concern	Disabled access should/must be improved	3	0.3%		
Shaft at Option B: Support					71	7.2%
Shaft at Option B: Support	Conditional support / issue of concern	Green space should/must be retained	4	0.4%		
Shaft at Option B: Support	Conditional support / issue of concern	Vent shaft should/must be aesthetically pleasing	3	0.3%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option B: Support	Conditional support / issue of concern	Ensure impact on school is minimised	2	0.2%		
Shaft at Option B: Support	Conditional support / issue of concern	Only if it is less expensive	2	0.2%		
Shaft at Option B: Support	Conditional support / issue of concern	If no better location identified	1	0.1%		
Shaft at Option B: Support	Conditional support / issue of concern	Place it elsewhere within the site	1	0.1%		
Shaft at Option B: Support	Conditional support / issue of concern	Remainder of site should/must be improved	1	0.1%		
Shaft at Option B: Support	Conditional support / issue of concern	Ensure shaft does not affect sight line of traffic	1	0.1%		
Shaft at Option B: Support	General	General support	2	0.2%		
Shaft at Option B: Support	It would cause less disturbance	It would cause less traffic disturbance (general)	11	1.1%		
Shaft at Option B: Support	It would cause less disturbance	It would cause less disturbance (general)	9	0.9%		
Shaft at Option B: Support	It would cause less disturbance	It would cause less disturbance during construction	5	0.5%		
Shaft at Option B: Support	It would cause less disturbance	It would be less visible	3	0.3%		
Shaft at Option B: Support	It would cause less disturbance	It is further from sensitive areas	2	0.2%		
Shaft at Option B: Support	It would cause less disturbance	It is further from a school	2	0.2%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option B: Support	It would cause less disturbance	It would cause less disturbance to commuters	1	0.1%		
Shaft at Option B: Support	It would cause less disturbance	It is already an undesirable site	1	0.1%		
Shaft at Option B: Support	It would cause less disturbance	The site is vacant	1	0.1%		
Shaft at Option B: Support	Retention of amenities	Less green/open space would be lost	16	1.6%		
Shaft at Option B: Support	Retention of amenities	Tesco could be kept	1	0.1%		
Shaft at Option B: Support	Road safety	It is better for road safety	2	0.2%		
Shaft at Option B: Oppose					162	16.3%
Shaft at Option B: Oppose	Development feasibility	It would be difficult for construction vehicle access	4	0.4%		
Shaft at Option B: Oppose	Development potential	May block future development potential	2	0.2%		
Shaft at Option B: Oppose	It would cause disturbance	It is too close to a school	46	4.6%		
Shaft at Option B: Oppose	It would cause disturbance	It is too close to residential areas	32	3.2%		
Shaft at Option B: Oppose	It would cause disturbance	Negative construction/pollution impact	13	1.3%		
Shaft at Option B: Oppose	It would cause disturbance	It is too close to a church	7	0.7%		
Shaft at Option B: Oppose	It would cause disturbance	It is too close to a market	2	0.2%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Shaft at Option B: Oppose	It would cause disturbance	Would reduce safety of area	1	0.1%		
Shaft at Option B: Oppose	Legal	Respondent will pursue legal action to prevent option B from being used	1	0.1%		
Shaft at Option B: Oppose	Retention of amenities	Loss of / impact on open/green space	54	5.4%		
Station at Option B: Support					12	1.2%
Station at Option B: Support	Comment regarding tube station at this location	Supportive (general)	12	1.2%		
Station at Option B: Oppose					3	0.3%
Station at Option B: Oppose	Comment regarding tube station at this location	Too far out of the way	3	0.3%		
Neither option explicitly supported / opposed					120	12.1%
Neither option explicitly supported / opposed	Access	Remove flyover	3	0.3%		
Neither option explicitly supported / opposed	Access	Ensure traffic/ pedestrian/ cycling access	3	0.3%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Access	Improve pedestrian access at E&C roundabout	1	0.1%		
Neither option explicitly supported / opposed	Comment regarding tube station at either location	Opposed (general)	7	0.7%		
Neither option explicitly supported / opposed	Comment regarding tube station at either location	Supportive (general)	3	0.3%		
Neither option explicitly supported / opposed	Conditional support / issue of concern	Concern about impact on schools	10	1.0%		
Neither option explicitly supported / opposed	Conditional support / issue of concern	Do not impact on green space	6	0.6%		
Neither option explicitly supported / opposed	Conditional support / issue of concern	Consider environmental impact	5	0.5%		
Neither option explicitly supported / opposed	General	General support	22	2.2%		
Neither option explicitly supported / opposed	General	Opposed to Bakerloo line Extension	9	0.9%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	General	Opposed to shaft at either site	9	0.9%		
Neither option explicitly supported / opposed	General	Begin construction as soon as possible	9	0.9%		
Neither option explicitly supported / opposed	It would cause disturbance	Negative traffic impact (general)	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all required information	Whichever option would cause least disturbance	11	1.1%		
Neither option explicitly supported / opposed	Respondent does not have all required information	Whichever option is cheapest/quickest	5	0.5%		
Neither option explicitly supported / opposed	Respondent does not have all required information	Whichever option is supported by engineers/experts	5	0.5%		
Neither option explicitly supported / opposed	Respondent does not have all required information	Whichever would better serve the local population	1	0.1%		
Neither option explicitly supported / opposed	Retention of amenities	Retain / incorporate green space	9	0.9%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Retention of amenities	Retain buildings of architectural merit	1	0.1%		
TOTAL			991	100.0%	991	100.0%

Q5: Old Kent Road 1 Station

Please let us know if you have any further comments regarding this station.

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
General support					48	3.0%
General support	General	General support	48	3.0%		
General opposition					23	1.4%
General opposition	General	General opposition	23	1.4%		
Support Option A					268	16.6%
Support Option A	Access	Good access to retail / amenities / employment	5	0.3%		
Support Option A	Access	Better access (general)	4	0.2%		
Support Option A	Access	Better access (construction)	2	0.1%		
Support Option A	Congestion	Will ease congestion around the new station / relieve pressure on Old Kent Road	11	0.7%		
Support Option A	Disabled access	Ensure good disabled access is provided	1	0.1%		
Support Option A	Disruption	Less disruption (general)	20	1.2%		
Support Option A	Disruption	Less disruption to existing services / amenities / shops	19	1.2%		
Support Option A	Disruption	Less disruption during construction	4	0.2%		
Support Option A	Disruption	Less disruption (to residents)	3	0.2%		
Support Option A	General	General support	20	1.2%		
Support Option A	Impact on local businesses	Will stimulate local businesses	4	0.2%		
Support Option A	Location	Location (general)	9	0.6%		
Support Option A	Location	Location (less busy)	5	0.3%		
Support Option A	Location	Not adjacent to Old Kent Road	4	0.2%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option A	Location	Appropriate distance from other stations	3	0.2%		
Support Option A	Location	Close to bus depot	1	0.1%		
Support Option A	Nature of site	Because it is an industrial site	19	1.2%		
Support Option A	Nature of site	Because there is more space	12	0.7%		
Support Option A	Nature of site	Easier to develop	12	0.7%		
Support Option A	Nature of site	Site currently unused	11	0.7%		
Support Option A	Nature of site	Cheaper Site	6	0.4%		
Support Option A	Nature of site	Site generally more appropriate	3	0.2%		
Support Option A	Pedestrian access	Will provide better pedestrian access	3	0.2%		
Support Option A	Pedestrian access	Ensure good pedestrian routes are provided	2	0.1%		
Support Option A	Pedestrian crowding	Less pedestrian crowding	2	0.1%		
Support Option A	Tesco	Because it keeps Tesco	69	4.3%		
Support Option A	Wider area regeneration	Location (will encourage wider regeneration)	14	0.9%		
Oppose Option A					68	4.2%
Oppose Option A	Access	Less general accessibility / connectivity	4	0.2%		
Oppose Option A	Alternative uses	Suggestion that site A should be used for other developments instead	1	0.1%		
Oppose Option A	Disruption	Operational noise	7	0.4%		
Oppose Option A	Disruption	Destruction of housing / local services	3	0.2%		
Oppose Option A	Location	Location is not visible / prominent enough	19	1.2%		
Oppose Option A	Location	Because it is not adjacent to Old Kent Road	16	1.0%		
Oppose Option A	Location	Location (general)	11	0.7%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Oppose Option A	Parking	Might lead to commuters parking in Tesco car park	2	0.1%		
Oppose Option A	Pedestrian crowding	Concern about pedestrian crowding	4	0.2%		
Oppose Option A	Safety	Concern about pedestrian safety / security	1	0.1%		
Support Option B					904	55.9%
Support Option B	Access	Better access (general)	45	2.8%		
Support Option B	Access	Priority for / easier pedestrian access to station	19	1.2%		
Support Option B	Access	Easy access during construction	1	0.1%		
Support Option B	Cost	As long as it is cheaper / might be cheaper	2	0.1%		
Support Option B	Crowding	More room for pedestrians	6	0.4%		
Support Option B	Design	Could / should improve image of Old Kent Road	13	0.8%		
Support Option B	Design	Ensure high quality public realm	5	0.3%		
Support Option B	Design	Ensure high quality station design	2	0.1%		
Support Option B	Disruption	Less disruption to housing / local residents	46	2.8%		
Support Option B	Disruption	Less disruption (general)	6	0.4%		
Support Option B	Disruption	Less disruption to businesses	2	0.1%		
Support Option B	General	General support	25	1.5%		
Support Option B	Impact on local business	It would help improve commercial offer	10	0.6%		
Support Option B	Impact on local business	It will provide better transport to residents and businesses	10	0.6%		
Support Option B	Location	Because it is near Old Kent Road (general)	164	10.1%		
Support Option B	Location	Location is more prominent	43	2.7%		
Support Option B	Location	Because it is closer to Burgess Park	30	1.9%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option B	Location	Location (general)	14	0.9%		
Support Option B	Location	Build station as near to Old Kent Road as possible	12	0.7%		
Support Option B	Location	It is closer to sources of transport demand	12	0.7%		
Support Option B	Location	It is a commercial area	10	0.6%		
Support Option B	Location	Support central / hub location	7	0.4%		
Support Option B	Location	It is further from residential area	2	0.1%		
Support Option B	Nature of site	Site easier to develop	3	0.2%		
Support Option B	Safety	It is better for pedestrian safety	13	0.8%		
Support Option B	Tesco	It is closer to shops / Tesco	42	2.6%		
Support Option B	Tesco	Redevelopment / disruption of Tesco is acceptable / beneficial	35	2.2%		
Support Option B	Tesco	Keep / minimise disruption to Tesco	31	1.9%		
Support Option B	Tesco	Integrate station into redeveloped Tesco	24	1.5%		
Support Option B	Tesco	Loss of Tesco is beneficial	12	0.7%		
Support Option B	Tesco	Loss of Tesco car park is beneficial	9	0.6%		
Support Option B	Tesco	Loss of Tesco is acceptable	6	0.4%		
Support Option B	Tesco	Loss of Tesco car park is acceptable	2	0.1%		
Support Option B	Traffic congestion	Less traffic congestion	1	0.1%		
Support Option B	Transport links	It is closer to bus / other transport links	182	11.3%		
Support Option B	Transport links	As long as existing public transport is not disrupted	1	0.1%		
Support Option B	Travel habits	Encourages public transport use / reduces road traffic	7	0.4%		
Support Option B	Wider area redevelopment	Potential regeneration effects	44	2.7%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option B	Wider area redevelopment	Enables further transport developments (e.g. bus station on site of car park)	6	0.4%		
Oppose Option B					122	7.5%
Oppose Option B	Access	General concerns about access	1	0.1%		
Oppose Option B	Congestion	Concern about traffic congestion	11	0.7%		
Oppose Option B	Cost	Might be more expensive	1	0.1%		
Oppose Option B	Disruption	Disruption (general)	8	0.5%		
Oppose Option B	Location	Location (general)	2	0.1%		
Oppose Option B	Location	It is directly in front of school	2	0.1%		
Oppose Option B	Loss of car park	Loss of car park	4	0.2%		
Oppose Option B	Nature of site	Location does not require for redevelopment	1	0.1%		
Oppose Option B	Pedestrian crowding	Concern about pedestrian crowding	7	0.4%		
Oppose Option B	Safety	General concerns about safety	1	0.1%		
Oppose Option B	Safety	Entrance onto main road is too dangerous	1	0.1%		
Oppose Option B	Tesco	Loss of Tesco / retail	60	3.7%		
Oppose Option B	Tesco	Disruption to Tesco	17	1.1%		
Oppose Option B	Traffic congestion	Would add to Old Kent Road traffic congestion problems	6	0.4%		
Neither option explicitly supported / opposed					184	11.4%
Neither option explicitly supported / opposed	Additional station location in local area	Burgess Park (north side)	4	0.2%		
Neither option explicitly supported /	Additional station location in local area	Disused Walworth Road station	1	0.1%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
opposed						
Neither option explicitly supported / opposed	Additional station location in local area	Bricklayer's Arms	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Bricklayer's Arms	14	0.9%		
Neither option explicitly supported / opposed	Alternative station location in local area	Current site of mosque (subject to its relocation)	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Southwark car pound	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Bus depot	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Closer to Aylesbury site	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Burgess Park (north side)	1	0.1%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Alternative station location in local area	Burgess Park (south side)	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Petrol station at Penry Street	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	St Mary Magdalen Churchyard area	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Old Kent Road at Trafalgar Road / Glengall Road	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Asda	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Tesco	0	0.0%		
Neither option explicitly supported / opposed	Consultation	Consider views of local residents	1	0.1%		
Neither option explicitly supported / opposed	Cost	Support whichever option is most cost effective	7	0.4%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Design	Ensure high quality design	5	0.3%		
Neither option explicitly supported / opposed	Disruption	Support whichever option will cause least disruption	13	0.8%		
Neither option explicitly supported / opposed	Disruption	General concerns about disruption	7	0.4%		
Neither option explicitly supported / opposed	General	Support both options	19	1.2%		
Neither option explicitly supported / opposed	General	No opinion	11	0.7%		
Neither option explicitly supported / opposed	Parking	Concerns about parking	2	0.1%		
Neither option explicitly supported / opposed	Pedestrians	Concerns about pedestrian access	5	0.3%		
Neither option explicitly supported / opposed	Pedestrians	Suggestion for pedestrian subway	5	0.3%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Pedestrians	Concerns about pedestrian crowding	3	0.2%		
Neither option explicitly supported / opposed	Proposed entrance	Dunton Road	4	0.2%		
Neither option explicitly supported / opposed	Proposed entrance	Old Kent Road	4	0.2%		
Neither option explicitly supported / opposed	Proposed entrance	Mandela Way	2	0.1%		
Neither option explicitly supported / opposed	Proposed entrance	Propose multiple entrances	1	0.1%		
Neither option explicitly supported / opposed	Proposed entrance	At park opposite	1	0.1%		
Neither option explicitly supported / opposed	Proposed entrance	Tesco	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Burgess Park	14	0.9%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Proposed station name	Mandela Way	7	0.4%		
Neither option explicitly supported / opposed	Proposed station name	Old Kent Road	4	0.2%		
Neither option explicitly supported / opposed	Proposed station name	Name the station after Mandela	3	0.2%		
Neither option explicitly supported / opposed	Proposed station name	Walworth East	2	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Walworth	2	0.1%		
Neither option explicitly supported / opposed	Proposed station name	The Thomas A Becket	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Albany Road	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Mandela Station	1	0.1%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Proposed station name	Burgess Park - Nelson Mandela	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Old Kent Road North	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Dunton Road	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Bricklayer's Arms	1	0.1%		
Neither option explicitly supported / opposed	Safety	Concerns about public safety / anti-social behaviour	5	0.3%		
Neither option explicitly supported / opposed	Station location	Support consideration of other location options (general)	10	0.6%		
Neither option explicitly supported / opposed	Station location	Ensure stations are equidistant from each other and other stations	4	0.2%		
Neither option explicitly supported / opposed	Traffic	Concerns about congestion	5	0.3%		

Option:	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
TOTAL			1,617	100.0%	1,617	100.0%

Q7: Old Kent Road 2 Station

Please let us know if you have any further comments regarding this station.

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option A					416	27.6%
Support Option A	Access	Better access (general)	3	0.2%		
Support Option A	Bus access	Better bus access	29	1.9%		
Support Option A	Cycle access	Better cycle access	1	0.1%		
Support Option A	Development and regeneration	It would encourage regeneration	12	0.8%		
Support Option A	Development and regeneration	It would encourage further development	11	0.7%		
Support Option A	Development site	More feasible to build / more space for construction	13	0.9%		
Support Option A	Development site	Requires less demolition	7	0.5%		
Support Option A	Development site	It is an under utilised space	7	0.5%		
Support Option A	Development site	Better location for construction	3	0.2%		
Support Option A	Disruption	It would cause less disruption (general)	22	1.5%		
Support Option A	Disruption	Concern about disruption to canal-side houses on Canal Grove	1	0.1%		
Support Option A	General	General support	57	3.8%		
Support Option A	General	More people will benefit (general)	2	0.1%		
Support Option A	Local access	Better access to Surrey Canal	4	0.3%		
Support Option A	Local access	Closer to Burgess Park	2	0.1%		
Support Option A	Local catchment area served	Closer to retail	48	3.2%		
Support Option A	Local catchment area served	Closer to more residential (existing and proposed)	25	1.7%		
Support Option A	Local catchment	This site is in more need of improved	16	1.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
	area served	transport links				
Support Option A	Local catchment area served	Would better serve new and proposed developments	10	0.7%		
Support Option A	Local catchment area served	Closer to amenities (general)	5	0.3%		
Support Option A	Local catchment area served	Closer to schools	5	0.3%		
Support Option A	Local catchment area served	Closer to local developments	5	0.3%		
Support Option A	Local catchment area served	Serves more businesses	5	0.3%		
Support Option A	Local catchment area served	Site better serves Millwall football fans	4	0.3%		
Support Option A	Local catchment area served	It is a busier area	3	0.2%		
Support Option A	Local catchment area served	It would ease pressure on South Bermondsey station	2	0.1%		
Support Option A	Local catchment area served	Closer to the park	1	0.1%		
Support Option A	Local catchment area served	Closer to a church	1	0.1%		
Support Option A	Local catchment area served	Closer to Arms Ministries	1	0.1%		
Support Option A	Location	Prefer location (general)	17	1.1%		
Support Option A	Location	More evenly spaced between Elephant & Castle and New Cross Gate stations	5	0.3%		
Support Option A	Location	It is located directly on Old Kent Road	2	0.1%		
Support Option A	Location	Both Old Kent Road stations would be on the same side of the road	2	0.1%		
Support Option A	Location	Location is more central	1	0.1%		
Support Option A	Location	Keep tube station far enough away from retail	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
		shops to avoid pedestrian				
Support Option A	Pedestrian access	Better / safer pedestrianisation access	3	0.2%		
Support Option A	Pedestrian access	Improve pedestrian access from Burgess Park through the Asda site	1	0.1%		
Support Option A	Proposed station name	Surrey Canal'	1	0.1%		
Support Option A	Proposed station name	Peckham Park Road'	1	0.1%		
Support Option A	Proposed station name	Sandgate Street'	1	0.1%		
Support Option A	Public realm	Make the surrounding area a green space	2	0.1%		
Support Option A	Regional access	Site is more easily accessed from Bermondsey	20	1.3%		
Support Option A	Regional access	Site is more easily accessed from Peckham / Peckham Rye	16	1.1%		
Support Option A	Regional access	Site is more easily accessed from Camberwell	4	0.3%		
Support Option A	Regional access	Site is more easily accessed from Rotherhithe	3	0.2%		
Support Option A	Regional access	Site is more easily accessed from Deptford / Surrey Quays	3	0.2%		
Support Option A	Regional access	Site is more easily accessed from Canada Water	1	0.1%		
Support Option A	Retention / loss of amenities	It does not require the demolition of Toys R Us	6	0.4%		
Support Option A	Retention / loss of amenities	Not opposed to demolition of Currys / PC World	2	0.1%		
Support Option A	Retention / loss of amenities	It does not require the demolition of businesses	2	0.1%		
Support Option A	Road access	Better road links / located at a major junction (Peckham Park Road & St James Road)	13	0.9%		
Support Option A	Road access	Road is wider	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option A	Station design	Integrate retail into the station design	1	0.1%		
Support Option A	Traffic congestion	Should reduce traffic congestion	1	0.1%		
Support Option A	Underground access	Site is closer to Jubilee line	1	0.1%		
Oppose Option A					169	11.2%
Oppose Option A	Development and regeneration	Area is less in need of redevelopment	2	0.1%		
Oppose Option A	Development site	More difficult to construct a site at this location (general)	1	0.1%		
Oppose Option A	Development site	Concern about impact of construction on foundations of nearby listed buildings	1	0.1%		
Oppose Option A	Disruption	Disruption to Canal Grove residential area	1	0.1%		
Oppose Option A	Location	Too close to Old Kent 1 station	127	8.4%		
Oppose Option A	Location	Catchment areas for station OKR1 and OKR2 would overlap	4	0.3%		
Oppose Option A	Location	Would leave the southern/eastern part of Old Kent Road without tube access	2	0.1%		
Oppose Option A	Location	It is not appropriate to have a station amongst large retail stores	2	0.1%		
Oppose Option A	Location	Isolated location	1	0.1%		
Oppose Option A	Loss of amenity	Disruption to / loss of local retail / businesses	4	0.3%		
Oppose Option A	Pedestrians	Junction is busy enough / unsafe	9	0.6%		
Oppose Option A	Pedestrians	Car-based local environment is unsuitable for pedestrians	6	0.4%		
Oppose Option A	Regional access	Further from New Cross Gate station	6	0.4%		
Oppose Option A	Regional access	Further from Lewisham	1	0.1%		
Oppose Option A	Regional access	Closer to Peckham Rye which already has routes to London Victoria	1	0.1%		
Oppose Option A	Security	Would increase anti-social behaviour in this area	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option B					726	48.2%
Support Option B	Bus access	Better bus access	19	1.3%		
Support Option B	Bus access	Support for new bus route along Commercial Way	1	0.1%		
Support Option B	Car access	Easier to drop people off	1	0.1%		
Support Option B	Cycling access	Improve cycling interchange	1	0.1%		
Support Option B	Development and regeneration	It could foster / support regeneration of the local area	23	1.5%		
Support Option B	Development and regeneration	It better facilitates future development	15	1.0%		
Support Option B	Development and regeneration	It is needed in the context of development population growth in the area	3	0.2%		
Support Option B	Disruption	Less disruptive to local residents	17	1.1%		
Support Option B	Disruption	Concern about impact on Caroline Gardens	1	0.1%		
Support Option B	Emergency vehicle access	Better access for emergency vehicles	1	0.1%		
Support Option B	General	General support	45	3.0%		
Support Option B	General	Best serves local community / local residents	8	0.5%		
Support Option B	Land use	Site / area is underutilised	48	3.2%		
Support Option B	Land use	It is a commercial site / area	3	0.2%		
Support Option B	Land use	Current site is environmentally poor	1	0.1%		
Support Option B	Local catchment area served	More populated area / wider catchment area served	59	3.9%		
Support Option B	Local catchment area served	Closer to residential	15	1.0%		
Support Option B	Local catchment area served	Site better serves Millwall football fans	10	0.7%		
Support Option B	Local catchment area served	Closer to retail	8	0.5%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option B	Local catchment area served	Closer to amenities (general)	6	0.4%		
Support Option B	Local catchment area served	Serves Asylum Road residents and businesses	6	0.4%		
Support Option B	Local catchment area served	Closer to Ilderton Road	5	0.3%		
Support Option B	Local catchment area served	Easier link to Surrey Canal	4	0.3%		
Support Option B	Local catchment area served	Closer to parking	3	0.2%		
Support Option B	Local catchment area served	Further from residential	3	0.2%		
Support Option B	Local catchment area served	Closer to recycling facility	2	0.1%		
Support Option B	Local catchment area served	Better connectivity with Burgess Park	1	0.1%		
Support Option B	Local catchment area served	Serves communities off St James road better	1	0.1%		
Support Option B	Local catchment area served	Closer to the earlier proposed Overground Station at Ilderton Road	1	0.1%		
Support Option B	Local catchment area served	Site serves Hatcham Park	1	0.1%		
Support Option B	Location	More even spacing between stations	143	9.5%		
Support Option B	Location	Further from OKR1	39	2.6%		
Support Option B	Location	It is a better location (general)	23	1.5%		
Support Option B	Location	Station is further south-east / serves other end of Old Kent Road	17	1.1%		
Support Option B	Location	It is on the south side of the road	6	0.4%		
Support Option B	Location	More prominent location	3	0.2%		
Support Option B	Location	It is at the junction of two main roads	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Support Option B	Location	It is at a junction which would allow for entrances on two sides	1	0.1%		
Support Option B	Location	It has more of a sense of place	1	0.1%		
Support Option B	Overground access	Closer to Queens Road Peckham Overground station	60	4.0%		
Support Option B	Overground access	Propose new station at Surrey Canal Bridge and interchange with proposed location	1	0.1%		
Support Option B	Pedestrian access	Propose subways for pedestrian access	5	0.3%		
Support Option B	Pedestrian access	Propose improving pedestrian routes	4	0.3%		
Support Option B	Pedestrian access	Incorporate a link to platforms from the existing rail bridge	2	0.1%		
Support Option B	Pedestrian access	Propose entrance on Gervase Street	1	0.1%		
Support Option B	Pedestrian access	Propose entrance on both sides of the station	1	0.1%		
Support Option B	Pedestrian access	Have a station entrance by the car park	1	0.1%		
Support Option B	Proposed station name	Asylum Road'	4	0.3%		
Support Option B	Proposed station name	Peckham North' / 'North Peckham'	3	0.2%		
Support Option B	Proposed station name	Oppose naming station 'Asylum'	1	0.1%		
Support Option B	Proposed station name	Peckham Park'	1	0.1%		
Support Option B	Proposed station name	Old Kent Road South'	1	0.1%		
Support Option B	Regional access	Site is more easily accessed from Peckham	21	1.4%		
Support Option B	Regional access	Site is more easily accessed from Bermondsey	8	0.5%		
Support Option B	Regional access	Site is more easily accessed from Nunhead	3	0.2%		
Support Option B	Regional access	Site is more easily accessed from New Cross	1	0.1%		
Support Option B	Regional access	Site is more easily accessed by residents of	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
		south-east London				
Support Option B	Retention / loss of amenities	Loss of Toys R Us is acceptable	7	0.5%		
Support Option B	Retention / loss of amenities	Fewer trees are sacrificed	1	0.1%		
Support Option B	Roads	Road is wider at this location	1	0.1%		
Support Option B	Safety	Better / safer road crossing with pedestrian / cycling access	19	1.3%		
Support Option B	Station design	Integrate station with the Toys R Us and parking	1	0.1%		
Support Option B	Station design	Propose an outdoor station platform	1	0.1%		
Support Option B	Station design	Should be at street level	1	0.1%		
Support Option B	Transport impact	Local area needs better transport links	19	1.3%		
Support Option B	Transport impact	Will help accommodate new passengers expected in New Cross Gate area	2	0.1%		
Support Option B	Transport impact	Takes pressure of Queens Road Peckham	2	0.1%		
Support Option B	Transport impact	Take pressure off local bus network	2	0.1%		
Support Option B	Transport impact	Increased use of underground will free up road capacity	2	0.1%		
Support Option B	Transport impact	Removing car park space could reduce car traffic	1	0.1%		
Support Option B	Underground access	Closer to Deptford High Street underground station	2	0.1%		
Oppose Option B					46	3.1%
Oppose Option B	Bus access	Area is already well served by buses	1	0.1%		
Oppose Option B	Bus access	Too difficult to interchange with buses	1	0.1%		
Oppose Option B	Development and regeneration	Less potential for regeneration	1	0.1%		
Oppose Option B	Development site	Construction costs will be higher	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Oppose Option B	Disruption	Concern about impact of construction on historical buildings	4	0.3%		
Oppose Option B	Disruption	Concern about disruption to local residents	3	0.2%		
Oppose Option B	Disruption	Concern about disruption (general)	2	0.1%		
Oppose Option B	Disruption	Site would encroach on a traveller site	1	0.1%		
Oppose Option B	Disruption	The duration of the work would be longer	1	0.1%		
Oppose Option B	Disruption	Concern about increase footfall and associated disruption	1	0.1%		
Oppose Option B	Disruption	Concern about impact of construction on greenspaces along Asylum Road	0	0.0%		
Oppose Option B	Local catchment area served	Serves fewer people	3	0.2%		
Oppose Option B	Local catchment area served	Less nearby retail	2	0.1%		
Oppose Option B	Local catchment area served	Fewer local amenities (general)	1	0.1%		
Oppose Option B	Local catchment area served	Site does not serve Bricklayer's Arms	1	0.1%		
Oppose Option B	Location	Isolated location	3	0.2%		
Oppose Option B	Location	Site is too far from OKR1	3	0.2%		
Oppose Option B	Location	Area better suited to residential development	1	0.1%		
Oppose Option B	Parking	Concern about loss of parking	2	0.1%		
Oppose Option B	Rail access	Area is well already served by other local train stations	7	0.5%		
Oppose Option B	Retention / loss of amenities	Concern about loss of retail	3	0.2%		
Oppose Option B	Retention / loss of amenities	Oppose loss of Toys R Us	2	0.1%		
Oppose Option B	Security	Pedestrian access off the main road is not as secure	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Oppose Option B	Traffic congestion	Area has heavy traffic congestion	1	0.1%		
Neither option explicitly supported / opposed					149	9.9%
Neither option explicitly supported / opposed	Alternative station location in local area	Junction of Old Kent Road and Ilderton Road	12	0.8%		
Neither option explicitly supported / opposed	Alternative station location in local area	Surrey Canal Road (interchange with rail)	2	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Opposite side of Old Kent Road from site A	2	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	At the site of the disused National Rail Old Kent Road station	2	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Junction of Old Kent Road and Sandgate Street	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Junction of Old Kent Road and Commercial Way	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Junction of Old Kent Road and Murdock Street	1	0.1%		
Neither option	Alternative station	Junction of Old Kent Road and Kender Street	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
explicitly supported / opposed	location in local area					
Neither option explicitly supported / opposed	Alternative station location in local area	Old Kent Road between Asda and Aldi	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Near Aldi	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Opposite side of Old Kent Road from site B	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Near junction of the London Bridge / Surrey Quays / Peckham Rye Line	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Brownfield site on Devonshire Grove	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Further west	1	0.1%		
Neither option explicitly supported / opposed	Alternative station location in local area	Near the B&Q and ASDA	1	0.1%		
Neither option	Bus access	Include bus interchange	2	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
explicitly supported / opposed						
Neither option explicitly supported / opposed	Bus access	Add new north-south bus routes	1	0.1%		
Neither option explicitly supported / opposed	Costs	Associated costs should be disclosed	1	0.1%		
Neither option explicitly supported / opposed	Costs	Sainsbury's / Tesco should not be compensated for the works	1	0.1%		
Neither option explicitly supported / opposed	Costs	Money is better spent in the North of England	1	0.1%		
Neither option explicitly supported / opposed	Cycle access	Include cycle parking	1	0.1%		
Neither option explicitly supported / opposed	Cycling access	Support for Santander Cycle Hire at station	2	0.1%		
Neither option explicitly supported / opposed	Disabled access	As a disabled person this will improve quality of life	1	0.1%		
Neither option	Disabled access	Ensure wheelchair accessibility	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
explicitly supported / opposed						
Neither option explicitly supported / opposed	Disruption	Do not develop Perronet House	1	0.1%		
Neither option explicitly supported / opposed	Disruption	Concerned about tunnelling impacts on Caroline Gardens	1	0.1%		
Neither option explicitly supported / opposed	Disruption	Use a construction management plan	0	0.0%		
Neither option explicitly supported / opposed	General	A station in this area is not necessary	27	1.8%		
Neither option explicitly supported / opposed	General	Supportive of either location	15	1.0%		
Neither option explicitly supported / opposed	General	Would prefer to have both of the stations	5	0.3%		
Neither option explicitly supported / opposed	General	Build ASAP	4	0.3%		
Neither option	General	Support for three stations on Old Kent Road	2	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
explicitly supported / opposed						
Neither option explicitly supported / opposed	Interchange	Prioritise interchange with Overground	1	0.1%		
Neither option explicitly supported / opposed	Overground access	Propose an Overground station on Old Kent Road / link with Queens Road Peckham	12	0.8%		
Neither option explicitly supported / opposed	Parking	Concern about loss of parking	2	0.1%		
Neither option explicitly supported / opposed	Pedestrian access	Station entrance to be visible from Old Kent Road	1	0.1%		
Neither option explicitly supported / opposed	Proposed station name	Old Kent Road	3	0.2%		
Neither option explicitly supported / opposed	Proposed station name	Need better name for station (general)	2	0.1%		
Neither option explicitly supported / opposed	Public art	Support for public art at station	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site will cause the least disruption to residents / businesses	8	0.5%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site will serves more people	5	0.3%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site could accommodate an Overground station	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site has the best transport links	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site has best access with cycle lanes	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site is most cost effective	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site is the most evenly spaced between other stations	1	0.1%		
Neither option explicitly supported / opposed	Respondent does not have all information required to identify a location	Whichever site can enable the most new housing to be constructed nearby	1	0.1%		

Option	Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Neither option explicitly supported / opposed	Retention / loss of amenities	Replaced housing must be affordable	2	0.1%		
Neither option explicitly supported / opposed	Retention / loss of amenities	Green spaces should not be lost	2	0.1%		
Neither option explicitly supported / opposed	Retention / loss of amenities	Homes should not be lost	1	0.1%		
Neither option explicitly supported / opposed	Station design	Design should be high quality (general)	4	0.3%		
Neither option explicitly supported / opposed	Station design	Support new lifts leading to shortened platforms to improve reliability	1	0.1%		
Neither option explicitly supported / opposed	Station design	Integrate a supermarket into the station	1	0.1%		
Neither option explicitly supported / opposed	Taxi access	Design should include taxi interchange	2	0.1%		
TOTAL			1,506	100.0%	1,506	100.0%

Q8: New Cross Gate Station

Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate?

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Business				1	0.0%
Business	Concerns about disruption to businesses	1	0.0%		
Construction impacts				22	1.1%
Construction impacts	Concerns regarding disruption (general)	11	0.5%		
Construction impacts	Concerns regarding disruption to Overground service	3	0.1%		
Construction impacts	Rail removal of excavated material needs to be properly planned and firmly enforced	3	0.1%		
Construction impacts	Concerned about disruption to buses	3	0.1%		
Construction impacts	Concern about line capacity if used to remove construction materials	1	0.0%		
Construction impacts	Respondent disagrees that construction material can be removed by train	1	0.0%		
Cycle access				1	0.0%
Cycle access	Support new integrated cycle routes	1	0.0%		
Development				13	0.6%
Development	Support for retail development near station	9	0.4%		
Development	Support for mixed use development near station	3	0.1%		
Development	Support for development of entertainment facilities near station	1	0.0%		
Disabled access				15	0.7%
Disabled access	Prioritise step-free access	15	0.7%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
General opposition				2	0.1%
General opposition	Oppose Bakerloo line extension	2	0.1%		
General support				1,073	52.3%
General support	Support proposal (general)	1,073	52.3%		
Interchange				315	15.3%
Interchange	Propose seamless pedestrian links between the two stations without having to exit the stations	133	6.5%		
Interchange	Support location as it will improve interchange with Overground / National Rail	84	4.1%		
Interchange	Support location as it will improve interchange (general)	40	1.9%		
Interchange	Propose that Bakerloo line is served by an expanded New Cross Gate station	37	1.8%		
Interchange	Propose better interchange with New Cross station (subway, traveller)	11	0.5%		
Interchange	Support location as it will improve interchange with buses	4	0.2%		
Interchange	Propose a new integrated station entry	3	0.1%		
Interchange	Propose integrated bus station	3	0.1%		
Land contamination				2	0.1%
Land contamination	Concerns about land contamination due to current use as a petrol station	2	0.1%		
New Cross Station				13	0.6%
New Cross Station	Propose additional station at New Cross station	12	0.6%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
New Cross Station	Propose closure of New Cross Station as proposal removes demand for it	1	0.0%		
Parking				6	0.3%
Parking	Concern about loss of car parking	5	0.2%		
Parking	Concern about loss of motorcycle parking	1	0.0%		
Pedestrian access				86	4.2%
Pedestrian access	Propose pedestrian access from multiple directions	40	1.9%		
Pedestrian access	Propose a pedestrian / cycle footbridge or subway to traverse New Cross Road	15	0.7%		
Pedestrian access	Ensure the station improves links with other local amenities	13	0.6%		
Pedestrian access	Propose entrance on South side of New Cross Road	7	0.3%		
Pedestrian access	Propose access from station to west of site	4	0.2%		
Pedestrian access	Propose footbridge / subway to Auburn Close	2	0.1%		
Pedestrian access	Propose access from station to east of site	1	0.0%		
Pedestrian access	Propose access from station to St James Street / Laurie Grove	1	0.0%		
Pedestrian access	Propose entrance to station from Sainsbury's	1	0.0%		
Pedestrian access	Support retention of existing pedestrian routes	1	0.0%		
Pedestrian access	Propose station design that considers people with a fear of heights	1	0.0%		
Pedestrian overcrowding				40	1.9%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Pedestrian overcrowding	Ensure pedestrian routes can accommodate pedestrian flows	26	1.3%		
Pedestrian overcrowding	Concerns about pedestrian congestion (general)	11	0.5%		
Pedestrian overcrowding	Propose increasing train service to alleviate overcrowding	1	0.0%		
Pedestrian overcrowding	Propose widening platforms	1	0.0%		
Pedestrian overcrowding	Propose less convenient interchange to minimise increase in passenger numbers and overcrowding	1	0.0%		
Public realm				15	0.7%
Public realm	There should be an improved public realm	12	0.6%		
Public realm	Propose part-pedestrianisation of area around New Cross Gate	1	0.0%		
Public realm	Retain existing green spaces	1	0.0%		
Public realm	Support high quality urban realm	1	0.0%		
Regeneration				23	1.1%
Regeneration	A new station would help regenerate the area	23	1.1%		
Residential				21	1.0%
Residential	Propose new housing on the site	16	0.8%		
Residential	Any new housing should be affordable	5	0.2%		
Retail				232	11.3%
Retail	Concern about permanent loss of Sainsbury's	48	2.3%		
Retail	Concern about temporary loss of Sainsbury's	40	1.9%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Retail	Oppose site location because it removes Sainsbury's	37	1.8%		
Retail	Support retention of existing retail on the site (general)	23	1.1%		
Retail	Oppose permanent loss of Sainsbury's	21	1.0%		
Retail	Support removal of Sainsbury's	11	0.5%		
Retail	Support retention of Sainsbury's	10	0.5%		
Retail	Oppose temporary loss of Sainsbury's	6	0.3%		
Retail	Support re-building Sainsbury's as a result of BLE works (different location)	6	0.3%		
Retail	Support retention of TK Maxx if possible	5	0.2%		
Retail	Oppose site location because it removes petrol station	5	0.2%		
Retail	Support retention of Sainsbury's (if possible)	4	0.2%		
Retail	Support re-building Sainsbury's following BLE works (same location)	4	0.2%		
Retail	Support removal of petrol station	4	0.2%		
Retail	Support re-opening Sainsbury's following BLE works	3	0.1%		
Retail	Support re-building Sainsbury's as a result of BLE works (general)	3	0.1%		
Retail	Concern about loss of petrol station	1	0.0%		
Retail	Support retention of petrol station	1	0.0%		
Station location				114	5.6%
Station location	Propose vacant land between New Cross Gate and Goodwood Road	61	3.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station location	The proposed location is too close to existing station(s)	18	0.9%		
Station location	Propose that station is located near New Cross station	14	0.7%		
Station location	Locate station as close to New Cross Road as possible	7	0.3%		
Station location	Propose that station is located mid-way between New Cross Gate and New Cross	7	0.3%		
Station location	Locate station as close as possible to New Cross Gate station	3	0.1%		
Station location	Propose building station beneath Sainsbury's car park	2	0.1%		
Station location	Locate the station further back from New Cross Road to provide more room for pedestrians	1	0.0%		
Station location	Propose station is located at New Cross Post Office	1	0.0%		
Thameslink				4	0.2%
Thameslink	Thameslink should stop at New Cross Gate	4	0.2%		
Timescale				19	0.9%
Timescale	Build as soon as possible	19	0.9%		
Traffic congestion				36	1.8%
Traffic congestion	Concern about impacts of construction on traffic congestion	23	1.1%		
Traffic congestion	Concern about existing traffic congestion	9	0.4%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Traffic congestion	Concerns about pedestrian safety of proposed location due to vehicle traffic	4	0.2%		
TOTAL		2,053	100.0%	2,053	100.0%

Q9: Shaft between New Cross Gate and Lewisham stations

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?

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Access to site				1	0.2%
Access to site	Concern about maintenance vehicle access to vent shaft site	1	0.2%		
Additional shaft				1	0.2%
Additional shaft	Propose an additional shaft between New Cross Gate and Lewisham	1	0.2%		
Businesses				16	2.6%
Businesses	Concern about disruption to local businesses	16	2.6%		
Construction impacts				8	1.3%
Construction impacts	Concern about dust / debris from construction	8	1.3%		
Consultation				5	0.8%
Consultation	Ensure local residents are consulted	4	0.6%		
Consultation	Consult youth centre	1	0.2%		
Culture near site				23	3.7%
Culture near site	Concern about historic buildings (e.g. War Memorial / Art House)	23	3.7%		
Design				7	1.1%
Design	Support good aesthetics / landscaping of site	7	1.1%		
Development of site				10	1.6%
Development of site	Support development around sites near shaft	10	1.6%		
General support				275	44.4%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
General support	Support proposal for vent shaft	275	44.4%		
Land ownership				2	0.3%
Land ownership	Support for a location that TfL already owns to avoid having to purchase land	2	0.3%		
Location				163	26.3%
Location	Supportive of location	137	22.1%		
Location	Supportive of location as site is currently under used	11	1.8%		
Location	Should be closer to New Cross	6	1.0%		
Location	Should be closer to Lewisham Station	6	1.0%		
Location	Concern about location (general)	1	0.2%		
Location	Should be away from the main road	1	0.2%		
Location	Should be closer to St. Johns Station	1	0.2%		
Noise				8	1.3%
Noise	Concern about noise / vibration	8	1.3%		
Residential				39	6.3%
Residential	Concern about disruption to residential	39	6.3%		
Self-storage facility				5	0.8%
Self-storage facility	Wasteful to demolish self-storage facility	5	0.8%		
Station				13	2.1%
Station	Supportive of a station at this location	11	1.8%		
Station	Opposed to a station at this location	1	0.2%		
Station	Location is already well-serviced by DLR and National Rail	1	0.2%		
Timescale				18	2.9%
Timescale	Build ASAP	18	2.9%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Traffic congestion				25	4.0%
Traffic congestion	Concern about traffic congestion	17	2.7%		
Traffic congestion	Concern about construction traffic	6	1.0%		
Traffic congestion	Supportive as long as buses are unaffected	2	0.3%		
TOTAL		619	100.0%	619	100.0%

Q10: Lewisham station

Do you have any comments on the site we are considering for the location of a new Underground station at Lewisham?

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Access to amenities / shops				77	2.4%
Access to amenities / shops	Ensure good pedestrian links to shopping centre	11	0.3%		
Access to amenities / shops	Support proposal due to good access / it will improve access to amenities / shops (general)	11	0.3%		
Access to amenities / shops	Ensure good pedestrian links to town centre	10	0.3%		
Access to amenities / shops	Support proposal due to proximity to shopping centre	8	0.3%		
Access to amenities / shops	Concern about access to town centre	8	0.3%		
Access to amenities / shops	Support subways / exclusive pedestrian link connecting station to shopping centre	7	0.2%		
Access to amenities / shops	Concern about access to amenities / shops (general)	6	0.2%		
Access to amenities / shops	Support proposal because close to town centre	4	0.1%		
Access to amenities / shops	Support subways connecting station to town centre	3	0.1%		
Access to amenities / shops	Consider access to rear of station from Tesco	3	0.1%		
Access to amenities / shops	Propose better access to Elverson Road DLR	2	0.1%		
Access to amenities / shops	Ensure good access to amenities / shops (general)	1	0.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Access to amenities / shops	Ensure good access to Mothercare / Matalan site	1	0.0%		
Access to amenities / shops	Concern about access to Mothercare / Matalan site	1	0.0%		
Access to amenities / shops	Oppose loss of green space	1	0.0%		
Changes to nearby roads				39	1.2%
Changes to nearby roads	Concern about impacts of proposed local road changes (general)	13	0.4%		
Changes to nearby roads	Propose improvement to local cycling infrastructure	12	0.4%		
Changes to nearby roads	Concern about closure of Thurston Road	8	0.3%		
Changes to nearby roads	Concern about pedestrianisation of Thurston Road	3	0.1%		
Changes to nearby roads	Propose improvement to pavement along Thurston Road	2	0.1%		
Changes to nearby roads	Propose improvement to local pedestrian infrastructure	1	0.0%		
Comment about consultation				7	0.2%
Comment about consultation	Ensure local peoples' views are heard	7	0.2%		
Connectivity to other stations				155	4.9%
Connectivity to other stations	Support proposal because it will improve connectivity to south-east London	33	1.0%		
Connectivity to other stations	Support better connectivity to Hayes	27	0.8%		
Connectivity to other stations	Support better connectivity to Bromley	24	0.8%		
Connectivity to other stations	Support better connectivity to Catford	21	0.7%		
Connectivity to other stations	Support better connectivity to Eltham	5	0.2%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Connectivity to other stations	Support better connectivity to Beckenham	5	0.2%		
Connectivity to other stations	Support better connectivity to Hither Green	3	0.1%		
Connectivity to other stations	Support better connectivity to Peckham Rye	3	0.1%		
Connectivity to other stations	Support better connectivity to Grove Park	3	0.1%		
Connectivity to other stations	Support better connectivity to Ladywell	3	0.1%		
Connectivity to other stations	Support better connectivity to Sidcup	2	0.1%		
Connectivity to other stations	Support better connectivity to Bexleyheath	2	0.1%		
Connectivity to other stations	Support better connectivity to Blackheath	2	0.1%		
Connectivity to other stations	Support better connectivity to Orpington	2	0.1%		
Connectivity to other stations	Support better connectivity to Lower Sydenham	2	0.1%		
Connectivity to other stations	Support better connectivity to Kent	2	0.1%		
Connectivity to other stations	Support better connectivity to Shooters Hill	2	0.1%		
Connectivity to other stations	Support better connectivity to Beckenham Junction	2	0.1%		
Connectivity to other stations	Support better connectivity to Queens Road Peckham	2	0.1%		
Connectivity to other stations	Support better connectivity to Dartford	1	0.0%		
Connectivity to other stations	Support better connectivity to Croydon	1	0.0%		
Connectivity to other stations	Support better connectivity to Bexley	1	0.0%		
Connectivity to other stations	Support better connectivity to Kidbrooke	1	0.0%		
Connectivity to other stations	Support better connectivity to Bellingham	1	0.0%		
Connectivity to other stations	Support better connectivity to Downham	1	0.0%		
Connectivity to other stations	Support better connectivity to Brockley	1	0.0%		
Connectivity to other stations	Support better connectivity to Crofton Park	1	0.0%		
Connectivity to other stations	Support better connectivity to Lee	1	0.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Connectivity to other stations	Support better connectivity to Denmark Hill	1	0.0%		
Construction				1	0.0%
Construction	Consider building worksite on cut and cover basis at TfL depot	1	0.0%		
Development / regeneration				69	2.2%
Development / regeneration	Support for proposal because site is currently underused	20	0.6%		
Development / regeneration	Support because it will have a positive impact on Lewisham / South East	14	0.4%		
Development / regeneration	Support because it will make Lewisham a more desirable place to live/start a business/visit	9	0.3%		
Development / regeneration	Support development in Lewisham (general)	8	0.3%		
Development / regeneration	Support for proposal because it could stimulate further development	8	0.3%		
Development / regeneration	Support for proposal because site is already being developed	4	0.1%		
Development / regeneration	Support as tube station would make site more visually appealing	2	0.1%		
Development / regeneration	Support regeneration of warehouse and car park	2	0.1%		
Development / regeneration	Support for regenerating land over the roundabout	1	0.0%		
Development / regeneration	Support for public open space between south of station and Loampit Vale	1	0.0%		
Disabled access				36	1.1%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Disabled access	Ensure better disabled access (including step-free)	36	1.1%		
Disruption				66	2.1%
Disruption	Concern about disruption to local residents	13	0.4%		
Disruption	Concern about disruption to local transport (general)	13	0.4%		
Disruption	Support proposal as it minimises disruption	12	0.4%		
Disruption	Concern about disruption (general)	10	0.3%		
Disruption	Concern about disruption to shops / amenities	7	0.2%		
Disruption	Concern about impact on Ravensbourne River	5	0.2%		
Disruption	Concern about impact on historical buildings / sites	4	0.1%		
Disruption	Ensure no disruption to retail park	2	0.1%		
Disturbance from construction				66	2.1%
Disturbance from construction	Concern about impact of construction on traffic congestion	26	0.8%		
Disturbance from construction	Concern about disturbance from construction on local residents	19	0.6%		
Disturbance from construction	Concern about impact of construction on existing rail services / infrastructure	9	0.3%		
Disturbance from construction	Concern about impact of station development on new residential towers near the site	8	0.3%		
Disturbance from construction	Support proposal because it minimises disruption during construction	3	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Disturbance from construction	Concern about disturbance from construction vehicles on Brookmill Road on Conservation Area	1	0.0%		
Extension				119	3.7%
Extension	Desires further Bakerloo line extension beyond Lewisham	114	3.6%		
Extension	Desires further DLR extension beyond Lewisham	3	0.1%		
Extension	Concern that proposals are designed to prevent extension to Blackheath and this may lead to judicial review	1	0.0%		
Extension	Suggest re-routing A20 above DLR station to enable future southern DLR extension	1	0.0%		
Flooding				2	0.1%
Flooding	Concern about risk of floods near Loampit Vale / DLR station	1	0.0%		
Flooding	Concern about groundwater flooding	1	0.0%		
General opposition				90	2.8%
General opposition	Oppose proposed location (general)	47	1.5%		
General opposition	Oppose a station at Lewisham (general)	25	0.8%		
General opposition	Oppose/sceptical of new station because Lewisham is already sufficiently well-connected	18	0.6%		
General support				709	22.3%
General support	Support proposed location (general)	613	19.3%		
General support	Support development as soon as possible	33	1.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
General support	Support proposal as it is a necessity for Lewisham (general)	26	0.8%		
General support	Support proposal as it will help address growing transport demand	20	0.6%		
General support	Support proposal as it will ease demand on other transport services	17	0.5%		
Housing development				19	0.6%
Housing development	Support proposal due to proximity to housing	9	0.3%		
Housing development	Support provision of affordable housing	5	0.2%		
Housing development	Support provision of more housing	3	0.1%		
Housing development	Support the development of a new station rather than new housing at the site	2	0.1%		
Interchange				1,199	37.7%
Interchange	Ensure proposal provides good interchange with Lewisham rail station	242	7.6%		
Interchange	Ensure proposal provides good interchange with Lewisham DLR station	176	5.5%		
Interchange	Support proposal as it will provide good interchange with Lewisham rail station	141	4.4%		
Interchange	Support for seamless pedestrian interchange	101	3.2%		
Interchange	Support proposal as it will provide good interchange with Lewisham DLR station	97	3.0%		
Interchange	Support proposal as it will provide good transport interchange (general)	77	2.4%		
Interchange	Concern about impact on buses / bus station	61	1.9%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Interchange	Concern about achieving good interchange with Lewisham DLR station	52	1.6%		
Interchange	Suggest redevelopment / expansion of Lewisham station / DLR to improve interchange	47	1.5%		
Interchange	Ensure proposal provides good interchange (general)	44	1.4%		
Interchange	Concern about achieving good interchange with Lewisham rail station	42	1.3%		
Interchange	Ensure good interchange with buses	41	1.3%		
Interchange	Propose construction of single unified station combining modes	37	1.2%		
Interchange	Support proposal as it will provide good interchange with buses	20	0.6%		
Interchange	Concern about interchange (general)	8	0.3%		
Interchange	Concern about poor interchange with buses	5	0.2%		
Interchange	Propose drop-off / pickup points	3	0.1%		
Interchange	Propose the excluded option that passed under rail station and rotating it 30 degrees to improve interchange	1	0.0%		
Interchange	Request to provide more buses	1	0.0%		
Interchange	Request to provide more rail services	1	0.0%		
Interchange	The proposed bus standing area should be moved	1	0.0%		
Interchange	Propose coach station	1	0.0%		
Pedestrian overcrowding				37	1.2%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Pedestrian overcrowding	Concern about existing local pedestrian overcrowding	18	0.6%		
Pedestrian overcrowding	Concern that new proposal could cause / experience overcrowding	17	0.5%		
Pedestrian overcrowding	Support proposal as it will limit pedestrian overcrowding	2	0.1%		
Pedestrian road safety				20	0.6%
Pedestrian road safety	Ensure design accounts for pedestrian road safety	20	0.6%		
Proposal for alternative location				180	5.7%
Proposal for alternative location	Closer to rail and DLR stations	23	0.7%		
Proposal for alternative location	Further south: closer to town centre, central (e.g. Molesworth St)	21	0.7%		
Proposal for alternative location	Closer to rail station / as close as possible	21	0.7%		
Proposal for alternative location	Adjacent to Loampit Vale	20	0.6%		
Proposal for alternative location	Close to DLR station	17	0.5%		
Proposal for alternative location	Closer to / under shopping centre	10	0.3%		
Proposal for alternative location	Underneath / combined with existing DLR station	10	0.3%		
Proposal for alternative location	On site of Carpetright	9	0.3%		
Proposal for alternative location	Underneath / combined with existing rail station	9	0.3%		
Proposal for alternative location	Other side / Tesco car park	7	0.2%		
Proposal for alternative location	Further south, but still north of the town centre	7	0.2%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Proposal for alternative location	Other side of station and DLR / closer to shopping centre / police station	5	0.2%		
Proposal for alternative location	Closer to high street	3	0.1%		
Proposal for alternative location	North of Thurston Road	2	0.1%		
Proposal for alternative location	Near Lewisham Hospital	2	0.1%		
Proposal for alternative location	On site of Sports Direct / Mothercare / Car park	2	0.1%		
Proposal for alternative location	Further south: south of the town centre	2	0.1%		
Proposal for alternative location	In between the DLR and rail stations	2	0.1%		
Proposal for alternative location	Underneath roundabout	2	0.1%		
Proposal for alternative location	Closer to residential areas / on site of new development	2	0.1%		
Proposal for alternative location	Further south-west	1	0.0%		
Proposal for alternative location	St John's station	1	0.0%		
Proposal for alternative location	Between Lewisham and Old Kent Road	1	0.0%		
Proposal for alternative location	Between Old Kent Road and Elephant & Castle	1	0.0%		
Security				20	0.6%
Security	Ensure design accounts for security of pedestrians	11	0.3%		
Security	Ensure station access is well-lit	9	0.3%		
Station access				169	5.3%
Station access	General concern existing poor accessibility of entrances	25	0.8%		
Station access	Suggest station entrance on A20 / Loampit Vale	19	0.6%		
Station access	Suggest station entrance on Thurston Road	19	0.6%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station access	Suggest station entrances close to entrances to DLR and NR stations	16	0.5%		
Station access	Concern about limited access to station from north	11	0.3%		
Station access	Suggest subway under railway / improved access towards Ravenbourne River and Tesco	11	0.3%		
Station access	Suggest multiple entrances and exits on either side of the railway tracks to reduce overcrowding	10	0.3%		
Station access	Oppose proposal because Thurston Road site is not sufficiently visible / accessible	8	0.3%		
Station access	Support proposal because it addresses access / accessibility issues	6	0.2%		
Station access	Suggest station entrance on Lewisham Road	6	0.2%		
Station access	Concern about poor access to station for residents east of Lewisham	5	0.2%		
Station access	Suggest subway / footbridge across Loampit Vale	5	0.2%		
Station access	Suggest station entrance on Silk Mills Path	4	0.1%		
Station access	Suggest subways connecting station to Lewisham Gateway development	4	0.1%		
Station access	Concern about poor access to station for residents south of Lewisham	2	0.1%		
Station access	Suggestion to segregate pedestrian flows by purpose	2	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station access	Suggest station entrance on south side of Loampit Vale	2	0.1%		
Station access	Suggest station entrance on site of Carpetright	2	0.1%		
Station access	Suggest station entrance on Conington Road	2	0.1%		
Station access	Suggest station entrance on Station Road	2	0.1%		
Station access	Ensure good access from west	1	0.0%		
Station access	Suggest station entrance on Armoury Road	1	0.0%		
Station access	Suggest station entrance on Cornmill Gardens	1	0.0%		
Station access	Suggest station entrance on the corner facing Loampit Vale	1	0.0%		
Station access	Suggest station entrance to west of rail station	1	0.0%		
Station access	Suggest entrance at base of Citibank Tower	1	0.0%		
Station access	Suggest station entrance at car park to the north of the rail station	1	0.0%		
Station access	Suggest subway or overpass to divert pedestrians from having to cross roundabout	1	0.0%		
Station design and facilities				48	1.5%
Station design and facilities	Concern about limited capacity of station to cope with additional passenger demand	19	0.6%		
Station design and facilities	Support for high quality station design (general)	13	0.4%		
Station design and facilities	Support high quality public realm	5	0.2%		
Station design and facilities	Support good wayfinding	5	0.2%		
Station design and facilities	Propose oversite development	2	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station design and facilities	Support improved cleanliness / aesthetics of existing station	2	0.1%		
Station design and facilities	Propose weatherproof waiting areas	1	0.0%		
Station design and facilities	Include staircases	1	0.0%		
Traffic congestion				54	1.7%
Traffic congestion	Concern about traffic congestion (general)	41	1.3%		
Traffic congestion	Ensure no impact on traffic congestion (general)	4	0.1%		
Traffic congestion	Support proposal as it will hopefully ease traffic congestion	4	0.1%		
Traffic congestion	Concern about traffic impacts of closure of Thurston Road	4	0.1%		
Traffic congestion	Concern that road network will not have capacity for proposed new bus station	1	0.0%		
TOTAL		3,182	100.0%	3,182	100.0%

Q11: Lewisham overrun shaft

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?

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Alternative location proposed				13	2.1%
Alternative location proposed	Land between railway lines	3	0.5%		
Alternative location proposed	Further north	1	0.2%		
Alternative location proposed	Wooded area Near Marsala Road	1	0.2%		
Alternative location proposed	Closer to High Street	1	0.2%		
Alternative location proposed	Within the former roundabout at the end of the line	1	0.2%		
Alternative location proposed	Along the river	1	0.2%		
Alternative location proposed	Near Tesco / electricity substation	1	0.2%		
Alternative location proposed	At disused Blackheath platform	1	0.2%		
Alternative location proposed	Further from Ladywell and closer to Lewisham	1	0.2%		
Alternative location proposed	Closer to Lewisham High Street	1	0.2%		
Alternative location proposed	Closer to rail links	1	0.2%		
Consultation				1	0.2%
Consultation	Rely on local views	1	0.2%		
Cycling				1	0.2%
Cycling	Upgrade National Cycle Route 21	1	0.2%		
Environmental				29	4.6%
Environmental	Concern about environmental impact	12	1.9%		
Environmental	Concern about flooding	7	1.1%		
Environmental	Ensure site is made more attractive	4	0.6%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Environmental	Concern about noise/vibration	4	0.6%		
Environmental	Retail historic buildings	1	0.2%		
Environmental	Retain site for green space	1	0.2%		
General opposition				38	6.0%
General opposition	Unsupportive of proposal (general)	19	3.0%		
General opposition	Prefer BLE extension to locations other than Lewisham	19	3.0%		
General support				262	41.5%
General support	Supportive of proposal (general)	262	41.5%		
Impacts / disruption				11	1.7%
Impacts / disruption	Concern about impact of proposed location on residents	8	1.3%		
Impacts / disruption	Concern about disruption to commercial area	3	0.5%		
Location				193	30.6%
Location	Supportive of location	154	24.4%		
Location	Supportive of location due to existing land use	29	4.6%		
Location	Concern about loss of council waste depot / ensure alternative depot location	8	1.3%		
Location	Oppose / concern about location as it is crowded	2	0.3%		
Pedestrians				2	0.3%
Pedestrians	Support for improved footways between Overground and DLR	1	0.2%		
Pedestrians	Propose footbridge over railway	1	0.2%		
Rail				55	8.7%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Rail	Support further Bakerloo line extension beyond Lewisham	45	7.1%		
Rail	Support for station at this location	5	0.8%		
Rail	Concern about disruption to other rail services	4	0.6%		
Rail	If services on Hayes branch will be replaced by BLE, then some track and tunnelling may be made redundant	1	0.2%		
Timescale				14	2.2%
Timescale	Build ASAP	14	2.2%		
Traffic congestion				12	1.9%
Traffic congestion	Concern about traffic impacts of construction	8	1.3%		
Traffic congestion	Concern about future road traffic	4	0.6%		
TOTAL		631	100.0%	631	100.0%

Q12: General comments on the BLE

Please let us have any further or general comments you would like to make about the Bakerloo line extension proposals

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Air quality				19	0.3%
Air quality	Proposals will improve air quality	19	0.3%		
Beneficiaries				18	0.3%
Beneficiaries	Ensure that key beneficiaries are not wealthy and powerful (ie. developers)	13	0.2%		
Beneficiaries	Scheme will benefit wealthy and powerful rather than ordinary people	5	0.1%		
Buses				20	0.4%
Buses	Propose additional bus routes integrating Camberwell / Peckham area with new line	9	0.2%		
Buses	Proposed more / better bus links with stations	9	0.2%		
Buses	Propose dedicated bus lanes between Bromley and Lewisham	1	0.0%		
Buses	Propose improved bus lanes (general)	1	0.0%		
Car parking				1	0.0%
Car parking	Propose additional car parking in Lewisham	1	0.0%		
Comment about consultation				11	0.2%
Comment about consultation	Further consultation is needed	6	0.1%		
Comment about consultation	Consultation was not publicised widely enough	3	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Comment about consultation	Leaflet suggests the E&C Bakerloo line station is located 0.5 km further to the east-southeast than it actually is	1	0.0%		
Comment about consultation	Decisions about details should be made by experts	1	0.0%		
Construction disruption				142	2.6%
Construction disruption	Concerned about construction disruption	40	0.7%		
Construction disruption	Worksites should make use of vacant areas and businesses	19	0.3%		
Construction disruption	Ensure minimum construction disruption to housing / businesses / schools	17	0.3%		
Construction disruption	Concern about demolition of homes	15	0.3%		
Construction disruption	Concern regarding traffic disruption	11	0.2%		
Construction disruption	Concern about demolition of businesses	11	0.2%		
Construction disruption	Concern about construction impact on air quality	9	0.2%		
Construction disruption	Concerned about loss of Sainsbury's	7	0.1%		
Construction disruption	Concern about demolition of listed buildings	4	0.1%		
Construction disruption	Propose paying compensation to those who live near construction sites	3	0.1%		
Construction disruption	Concerned about loss of Tesco	2	0.0%		
Construction disruption	Not concerned about loss of supermarkets	2	0.0%		
Construction disruption	Propose retaining Sainsbury's	1	0.0%		
Construction disruption	Oppose construction near schools	1	0.0%		
Cycle parking				4	0.1%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Cycle parking	Support additional cycle parking at Lewisham station	3	0.1%		
Cycle parking	Support additional cycle parking at stations	1	0.0%		
Cycling				24	0.4%
Cycling	Propose new cycle routes linking with stations	14	0.3%		
Cycling	Propose new / additional cycle hire around Bakerloo line extension	4	0.1%		
Cycling	Better cycling infrastructure needed	3	0.1%		
Cycling	Old Kent Road work should be amalgamated with improved cycle routes	3	0.1%		
Development / regeneration				192	3.5%
Development / regeneration	Proposals will provide valuable new development / regeneration	188	3.4%		
Development / regeneration	Propose re-designing / regenerating Bricklayer's Arms area	3	0.1%		
Development / regeneration	Stations should be designed as part of a local masterplan	1	0.0%		
Disabled access				23	0.4%
Disabled access	Support good disabled / step-free access at stations	23	0.4%		
Disruption				27	0.5%
Disruption	Concern over impact of works on existing rail services	23	0.4%		
Disruption	Concern about disruption to residents	3	0.1%		
Disruption	Concern about disruption to businesses	1	0.0%		
Extension				180	3.2%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Extension	Propose extending past Lewisham (general)	149	2.7%		
Extension	Oppose extension of scheme past Lewisham	15	0.3%		
Extension	Disappointed that scheme does not extend beyond Lewisham	13	0.2%		
Extension	Any extension past Lewisham should head South, not East	2	0.0%		
Extension	Please extend extra branch from New Cross Gate	1	0.0%		
Financial				15	0.3%
Financial	Scheme represents poor value for money	6	0.1%		
Financial	Propose that developers contribute to funding to scheme	3	0.1%		
Financial	Proposals will reduce travel costs	3	0.1%		
Financial	Oppose fare increases	2	0.0%		
Financial	Propose additional stamp duty to pay for the scheme	1	0.0%		
General opposition				53	1.0%
General opposition	Oppose scheme (general)	53	1.0%		
General support				3,386	60.9%
General support	Support scheme (general)	2,386	42.9%		
General support	Support scheme as it will provide better transport links	604	10.9%		
General support	Support scheme as south-east London needs better transport	328	5.9%		
General support	Support scheme as it will improve peoples' lives	67	1.2%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
General support	Support scheme as it is better for sustainable transport	1	0.0%		
Green space				14	0.3%
Green space	Ensure existing green spaces are protected	14	0.3%		
Housing				59	1.1%
Housing	Concerned about increasing house prices / gentrification	38	0.7%		
Housing	Propose social / affordable housing is provided at development sites	18	0.3%		
Housing	Concern about loss of land for new housing	3	0.1%		
Interchange				65	1.2%
Interchange	Support convenient interchange with Overground	57	1.0%		
Interchange	Improve link / interchange between New Cross Gate and New Cross	5	0.1%		
Interchange	Support better interchanges (general)	3	0.1%		
Interchange design				19	0.3%
Interchange design	Elephant & Castle station requires better interchange design	14	0.3%		
Interchange design	Redevelop area around Lewisham station for better access / interchange with other modes	3	0.1%		
Interchange design	New Cross Gate station requires better interchange design	2	0.0%		
Jobs				10	0.2%
Jobs	Concern about job losses	5	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Jobs	Propose employing local people for construction	3	0.1%		
Jobs	Support proposal as it will create jobs	2	0.0%		
Light rail				3	0.1%
Light rail	Consider light rail system instead of Bakerloo line extension	3	0.1%		
Local stations				124	2.2%
Local stations	Propose a station at Bricklayer's Arms	68	1.2%		
Local stations	Propose a station between New Cross Gate and Lewisham	13	0.2%		
Local stations	Propose three stations on Old Kent Road	10	0.2%		
Local stations	Propose a station at Old Kent Road at Brimington Park to interchange with Overground	8	0.1%		
Local stations	Old Kent Road does not require two stations	5	0.1%		
Local stations	Elephant & Castle station should be integrated with the new shopping centre	5	0.1%		
Local stations	Propose three or more stations on Old Kent Road (number unspecified)	4	0.1%		
Local stations	Old Kent Road stations are too close together	4	0.1%		
Local stations	Propose a station at New Cross	3	0.1%		
Local stations	Propose five stations on Old Kent Road	1	0.0%		
Local stations	Propose a station at Tesco	1	0.0%		
Local stations	Propose a station at Toys R Us	1	0.0%		
Local stations	Propose a station between Elephant & Castle and Old Kent Road	1	0.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Motorcycle parking				1	0.0%
Motorcycle parking	Support additional motorcycle parking at stations	1	0.0%		
Night tube				5	0.1%
Night tube	Propose extension of night tube service	5	0.1%		
Park and ride				1	0.0%
Park and ride	Should be Park & Ride at end station (further out than Lewisham)	1	0.0%		
Pedestrian routes				4	0.1%
Pedestrian routes	Propose improved pedestrian facilities / routes (general)	4	0.1%		
Rail capacity				52	0.9%
Rail capacity	Proposals should be in addition to current rail services (not using existing tracks)	18	0.3%		
Rail capacity	Concern about Bakerloo line capacity considering additional development	16	0.3%		
Rail capacity	Consider additional capacity requirements of Overground / rail resulting from proposal	11	0.2%		
Rail capacity	Propose increasing train frequency	4	0.1%		
Rail capacity	Proposed increased Bakerloo line frequency	2	0.0%		
Rail capacity	Concern about reduced frequency on north-west section of Bakerloo line	1	0.0%		
Rail infrastructure				31	0.6%
Rail infrastructure	Ensure new rolling stock	11	0.2%		
Rail infrastructure	Ensure there is enough room to store rolling stock	5	0.1%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Rail infrastructure	Propose new rolling stock with better ventilation / air conditioning	4	0.1%		
Rail infrastructure	Ensure new signalling	3	0.1%		
Rail infrastructure	Propose driverless trains	2	0.0%		
Rail infrastructure	Consider full-sized rolling stock (not tube-style rolling stock)	2	0.0%		
Rail infrastructure	Propose upgrading tracks on Bakerloo line	2	0.0%		
Rail infrastructure	Extension should be overhead not underground	1	0.0%		
Rail infrastructure	Consider using ground pump heat sources integration	1	0.0%		
Roads				28	0.5%
Roads	Construction traffic should be organised to ensure minimum disruption	19	0.3%		
Roads	Concern about road capacity as a result additional construction trips during BLE works	4	0.1%		
Roads	Concern about road capacity as a result of additional road demand induced by proposals	3	0.1%		
Roads	Concern about local road capacity (general)	2	0.0%		
Routing (general)				47	0.8%
Routing (general)	Disappointed that other routes were not considered	18	0.3%		
Station capacity	Lewisham Station will require upgrades for additional passenger capacity	11	0.2%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station capacity	Stations will require upgrades for additional passenger capacity (general)	8	0.1%		
Station capacity	Elephant & Castle station will require upgrades for additional passenger capacity	5	0.1%		
Station capacity	New Cross Gate will require upgrades for additional passenger capacity	3	0.1%		
Station capacity	Widen platforms at Lewisham to enable more capacity	2	0.0%		
Station design				29	0.5%
Station design	Propose high standard station design	6	0.1%		
Station design	Original station materials should be re-used	5	0.1%		
Station design	Elephant & Castle station needs escalators	4	0.1%		
Station design	Concentrate on upgrading existing Bakerloo line	3	0.1%		
Station design	Minimise gaps between the train and platform	2	0.0%		
Station design	Proposed more / better bus links with New Cross Gate Station	2	0.0%		
Station design	Avoid building curved platforms	1	0.0%		
Station design	Stations should be designed like Tottenham Court Road (general)	1	0.0%		
Station design	Ticket halls should be as near to platforms as possible	1	0.0%		
Station design	Propose at least two entrances per station	1	0.0%		
Station design	Propose platform doors	1	0.0%		
Station design	Propose high quality station architecture	1	0.0%		
Station design	Propose over-station development	1	0.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Station location				1	0.0%
Station location	Locate Old Kent Road stations as close to Old Kent Road as possible	1	0.0%		
Station names				10	0.2%
Station names	Change Old Kent Road 1 to Mandela Way	4	0.1%		
Station names	Propose better station names (general)	1	0.0%		
Station names	Change Old Kent Road 1 to New Kent Road	1	0.0%		
Station names	Change Old Kent Road 1 to Thomas A Becket	1	0.0%		
Station names	Change Old Kent Road 1 to Burgess Park	1	0.0%		
Station names	Change Old Kent Road 2 to Old Kent Road	1	0.0%		
Station names	Station at Bricklayer's Arms should be called Bricklayer's Arms	1	0.0%		
Stations				2	0.0%
Stations	Propose additional stations en route (general)	2	0.0%		
Sustainability				6	0.1%
Sustainability	Propose use of sustainable construction methods	3	0.1%		
Sustainability	Propose use of green infrastructure	2	0.0%		
Sustainability	Incorporate energy efficiency into proposals	1	0.0%		
Timing				644	11.6%
Timing	Begin scheme asap	633	11.4%		
Timing	Complete work in stages (OKR first) for faster opening	10	0.2%		
Timing	Should be prioritised over Crossrail2	1	0.0%		
Traffic congestion				3	0.1%

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
Traffic congestion	Concern about existing traffic congestion	3	0.1%		
Tram				5	0.1%
Tram	Consider tram instead of Bakerloo line extension	4	0.1%		
Tram	Consider a tram linking Peckham area with New Cross area	1	0.0%		
Transport network				273	4.9%
Transport network	Proposals will reduce demand on other lines	103	1.9%		
Transport network	Proposals will reduce demand on local roads	91	1.6%		
Transport network	Proposals will reduce demand on buses	50	0.9%		
Transport network	Proposals will improve journey times	26	0.5%		
Transport network	Proposals will reduce demand on London Bridge	3	0.1%		
Vent shaft				9	0.2%
Vent shaft	Oppose vent shaft at Faraday Gardens due to proximity to school and play area	4	0.1%		
Vent shaft	Oppose proposed vent shaft at Tanners Hill due to disruption to residents	2	0.0%		
Vent shaft	Prefer Bricklayer's Arms site for vent shaft	1	0.0%		
Vent shaft	Oppose proposed vent shaft near Marsala Road due to disruption to residents	1	0.0%		
Vent shaft	Penny Fields House may be too delicate to survive vent shaft construction - please survey site	1	0.0%		
Ventilation				1	0.0%
Ventilation	Ensure there is adequate station ventilation	1	0.0%		

Theme	Code	No of responses (code)	Share of responses	No of responses (theme)	Share of responses
TOTAL		5,561	100.0%	5,561	100.0%

10. Appendix C: Suggestions for other station locations

The table below provides a summary of all suggestions for stations outside of the local area in which stations have been proposed as part of this consultation. These responses have not been coded in Appendix B.

Proposed alternative station location	Counts from each open question									
	Q1	Q3	Q5	Q7	Q8	Q9	Q10	Q11	Q12	Total
Specific locations										
Catford / Catford Bridge	7	0	2	1	2	3	4	19	300	338
Camberwell	16	8	24	22	13	10	8	9	214	324
Bromley	4	0	1	0	2	5	0	6	245	263
Hayes	0	0	0	0	0	2	0	24	169	195
Peckham / Peckham Rye	6	5	8	13	9	7	1	2	127	178
New Kent Road	113	0	0	0	0	0	0	0	0	113
Beckenham (including Clock House)	1	0	0	0	0	0	0	4	91	96
Lewisham	31	1	4	1	0	10	0	0	12	59
Dulwich	2	0	1	1	1	0	1	0	41	47
Sydenham	1	0	0	0	0	0	0	2	42	45
Ladywell	0	0	0	0	0	0	1	9	34	44
Eltham	3	2	1	1	1	2	0	3	29	42
Hither Green	1	0	0	0	0	0	0	5	34	40
Queens Road Peckham	0	0	0	11	4	0	0	1	15	31
Grove Park	0	0	0	0	1	0	0	1	28	30
Denmark Hill	0	2	2	2	2	0	1	1	14	24
New Cross Gate / New Cross	6	0	1	0	0	10	0	1	6	24
Brockley	1	1	0	0	1	1	1	2	13	20
Greenwich village	0	0	0	0	1	2	0	0	16	19
Orpington	0	0	1	0	0	1	0	1	14	17
Deptford Bridge / Deptford	1	0	0	0	4	1	1	0	8	15

Proposed alternative station location	Counts from each open question									
	Q1	Q3	Q5	Q7	Q8	Q9	Q10	Q11	Q12	Total
Sidcup	0	0	1	0	1	1	0	1	11	15
Bellingham	0	0	0	0	1	0	0	0	12	13
St Johns (LB Lewisham)	0	0	0	0	0	5	0	0	7	12
Elmers End	0	0	0	0	0	0	0	1	9	10
Kidbrooke	0	0	0	0	0	0	0	0	10	10
Nunhead	0	0	0	0	0	0	1	0	9	10
Burgess Park	0	0	5	1	0	0	0	0	3	9
Forest Hill	0	0	0	0	0	1	0	0	8	9
Herne Hill	0	0	0	0	0	0	1	0	8	9
Woolwich	0	0	0	0	0	0	0	0	9	9
Bexleyheath	0	0	0	0	0	0	0	4	4	8
Crystal Palace	2	0	0	0	0	0	0	0	6	8
Downham	0	0	0	0	0	0	0	0	8	8
Bexley	0	0	0	0	0	0	0	0	7	7
Dartford	0	0	0	0	0	1	0	2	4	7
Penge	1	0	0	0	0	0	0	0	5	6
Bermondsey	0	0	0	0	0	0	0	0	5	5
Greenwich Peninsula	0	0	0	0	0	0	0	0	5	5
Honor Oak Park	0	0	0	0	0	0	0	0	5	5
Lee	1	0	0	0	0	0	0	1	3	5
Mottingham	0	0	0	0	0	0	0	0	5	5
Shooter's Hill	0	0	0	0	0	0	0	0	5	5
Blackheath	0	0	0	0	0	0	0	2	2	4
Brixton	0	0	0	1	1	0	0	0	2	4
Crofton Park	0	0	0	0	0	0	0	0	4	4
Norwood	0	0	0	0	0	0	0	0	4	4

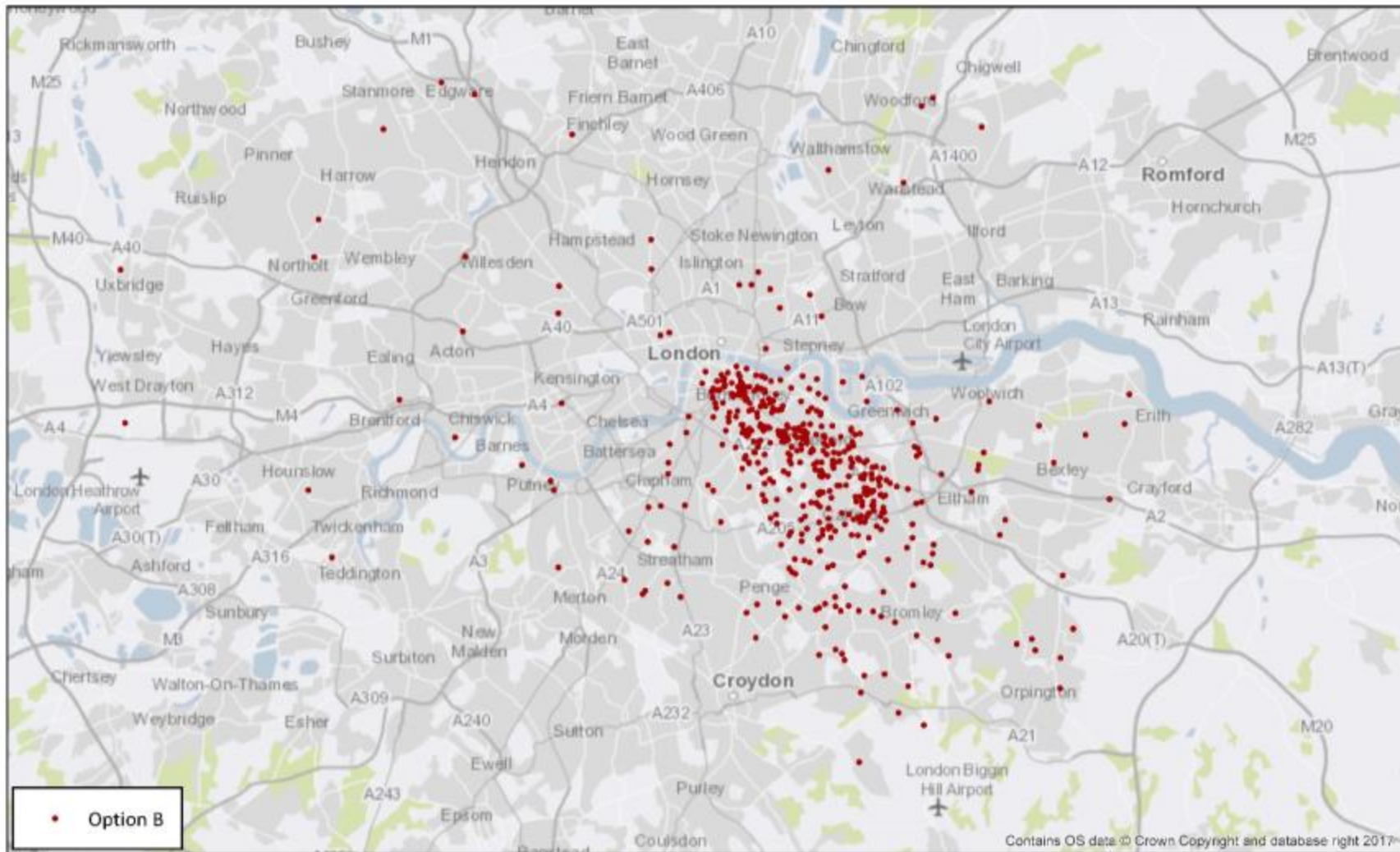
Proposed alternative station location	Counts from each open question									
	Q1	Q3	Q5	Q7	Q8	Q9	Q10	Q11	Q12	Total
South Bermondsey (including Surrey Canal Road)	1	0	0	2	0	0	0	0	1	4
Chislehurst	0	0	0	0	0	0	0	0	3	3
Croydon (central)	0	1	0	0	0	1	0	0	1	3
Sevenoaks	0	0	0	0	0	0	0	0	3	3
Streatham	0	0	0	0	0	0	0	0	3	3
Surrey Quays	0	0	0	2	0	0	0	0	1	3
Tulse Hill	0	0	0	0	0	0	0	0	3	3
Welling	0	1	0	0	0	0	0	0	2	3
Abbey Wood	0	0	0	0	0	0	0	1	1	2
Charlton	0	0	0	0	0	0	0	0	2	2
Deptford Park & junction between London Overground and National Rail lines	0	0	0	1	0	0	0	0	1	2
East Croydon	1	0	0	0	0	0	0	0	1	2
Greenhithe	0	0	0	0	0	0	0	0	2	2
Kennington	0	0	0	0	0	0	0	0	2	2
Mitcham	0	0	0	0	0	0	0	0	2	2
Norbury	0	0	0	0	0	0	0	0	2	2
Old Kent Road (junction with A202 Kender Street)	0	0	0	2	0	0	0	0	0	2
Slade Green	0	0	0	0	0	0	0	0	2	2
Swanley	0	0	0	0	0	0	0	0	2	2
West Wickham	0	0	0	0	0	0	0	0	2	2
Addiscombe	0	0	0	0	0	0	0	0	1	1
Borough High Street	1	0	0	0	0	0	0	0	0	1
Bugsby's Way (LB Greenwich)	0	0	0	0	0	0	0	0	1	1
Ebbsfleet	0	0	0	0	0	0	0	0	1	1
Erith	0	0	0	0	0	0	0	0	1	1

Proposed alternative station location	Counts from each open question									
	Q1	Q3	Q5	Q7	Q8	Q9	Q10	Q11	Q12	Total
London City Airport	0	0	0	0	0	0	0	1	0	1
Morden	0	0	0	0	0	0	0	0	1	1
Petts Wood	0	0	0	0	0	0	0	0	1	1
Plumstead	0	0	0	0	0	0	0	0	1	1
Selhurst Park	0	0	0	0	0	0	0	0	1	1
St Mary Cray (LB Bromley)	0	0	0	0	0	0	0	0	1	1
Thamesmead	0	0	0	0	0	0	0	0	1	1
Watford Junction	0	0	0	0	0	0	0	0	1	1
West Croydon	1	0	0	0	0	0	0	0	0	1
Non-specific locations										
Walworth (between OKR and A215 Walworth Road)	1	8	6	2	2	1	0	0	32	52
Old Kent Road (non-specific)	28	0	1	0	0	0	0	0	1	30
Walworth Road A215	25	0	1	0	0	0	0	0	3	29
Old Kent Road (between A2208 and Bricklayer's Arms) - excluding Station 1 options A and B	2	0	4	1	0	0	0	0	0	7
A23 (non-specific)	0	1	1	0	0	0	0	0	2	4
Isle of Dogs	0	0	0	0	0	0	0	0	3	3
Kent (non-specific)	0	0	0	0	0	1	0	0	0	1
Lewisham Way A20	0	0	0	0	0	1	0	0	0	1
Multiple locations between E&C and New Cross Gate	0	1	0	0	0	0	0	0	0	1
Queen's Park and beyond (north London)	0	1	0	0	0	0	0	0	0	1
TOTAL	257	32	64	64	46	66	20	103	1,700	2,352

11. Appendix D: Postcode mapping for closed questions

The six maps below show the respondents' postcode locations and how they responded to the three closed questions:

- Q2 Shaft between Elephant & Castle and Old Kent Road 1 stations: *What is your preferred shaft location?*
- Q4 Old Kent Road 1 station: *What is your preferred station location?*
- Q6 Old Kent Road 2 station: *What is your preferred station location?*



Bakerloo Line Extension consultation

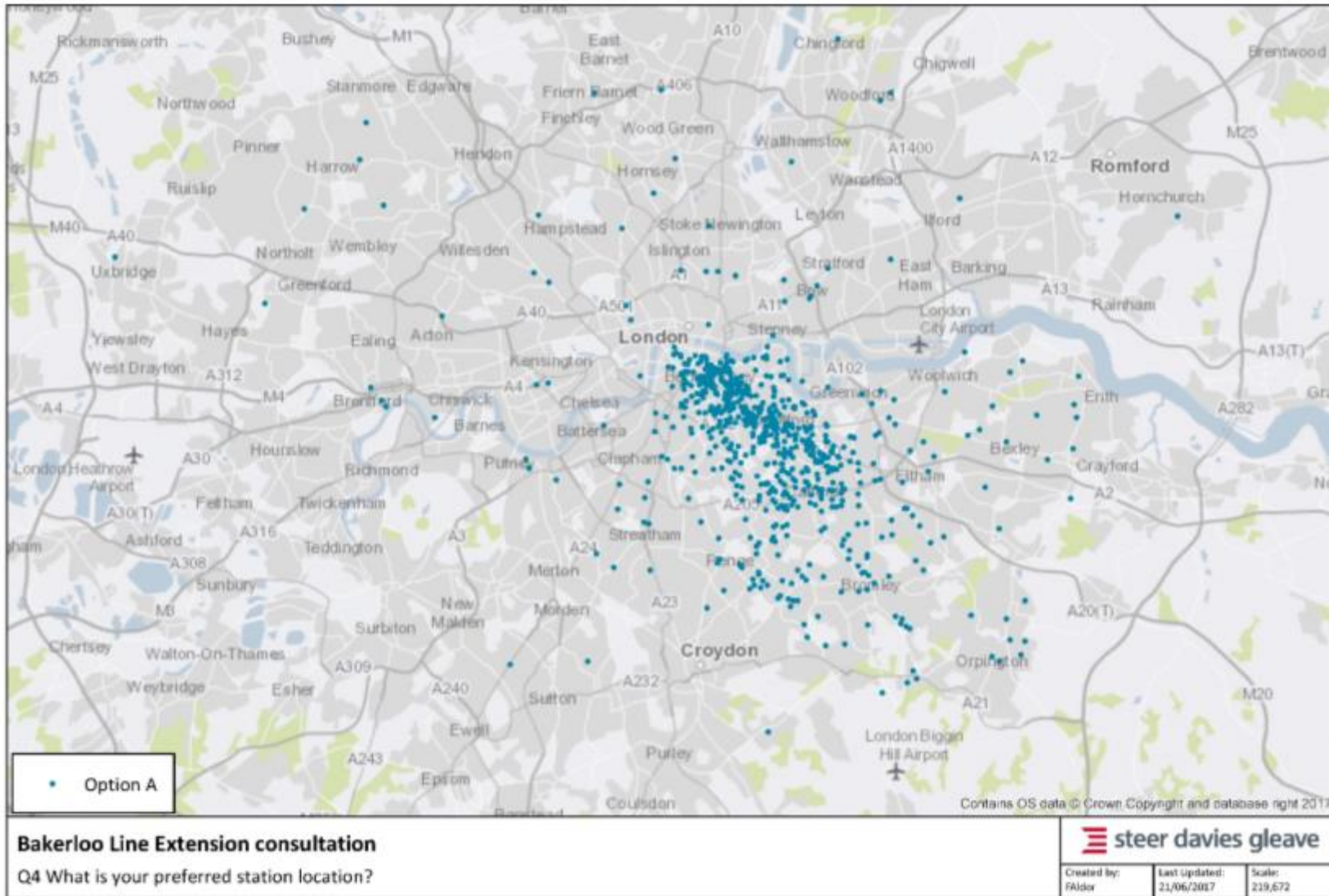
Q2 What is your preferred shaft location?



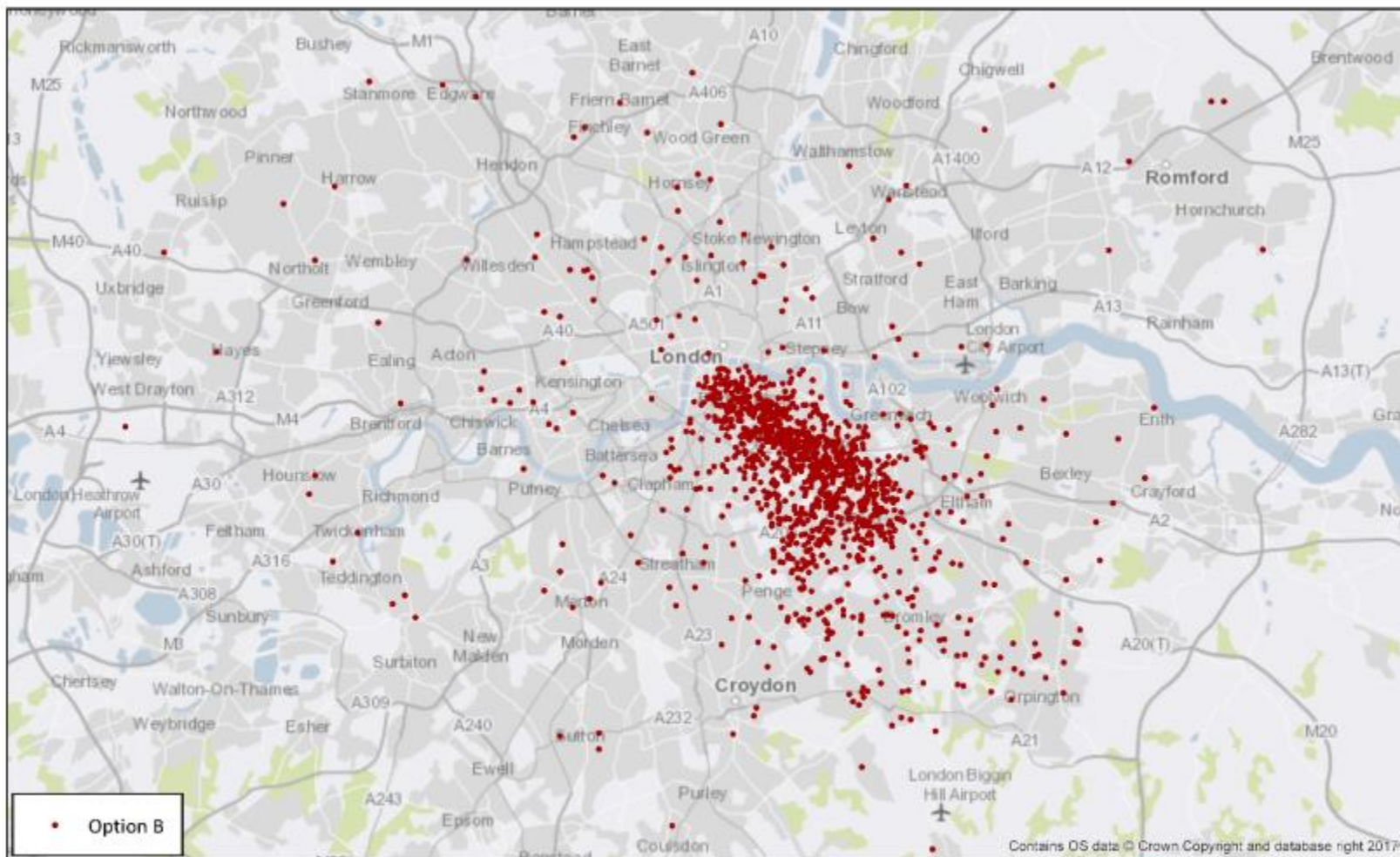
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Q4: Old Kent Road 1 station



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Bakerloo Line Extension consultation

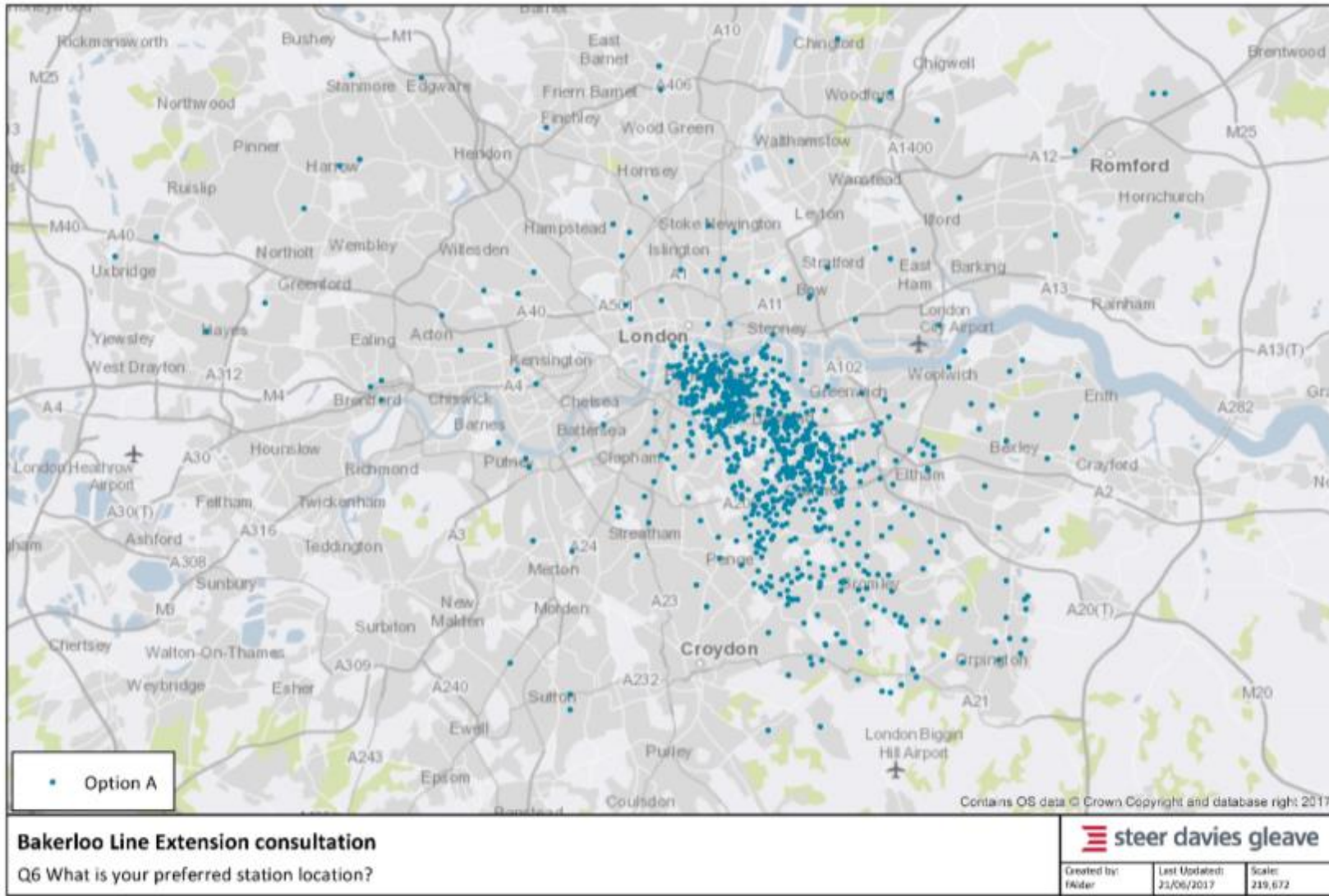
Q4 What is your preferred station location?



Created by: FAKer	Last Updated: 21/06/2017	Scale: 219,672
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Q6: Old Kent Road 2 station



Appendix E: List of Stakeholders consulted

London TravelWatch

Elected Members	
All Councillors - Lewisham	Tom Copley, AM
All Councillors - Southwark	Bob Stewart, MP
Val Shawcross, Deputy Mayor	Andrew Jones, MP
Andrew Boff, AM	Chris Grayling, MP
Caroline Pidgeon, AM	Harriet Harman, MP
Caroline Russell, AM	Heidi Alexander, MP
David Kurten, AM	Jim Dowd, MP
Fiona Twycross, AM	John Hayes, MP
Florence Eshalomi, AM	Neil Coyle, MP
Kemi Badenoch, AM	Paul Maynard, MP
Len Duvall, OBE AM	Vicky Foxcroft, MP
Peter Whittle, AM	
Sian Berry, AM	

Local Authorities	
London Borough of Bromley	London Borough of Southwark
London Borough of Lambeth	Royal Borough of Greenwich
London Borough of Lewisham	

Police / Health / Fire Authorities	
Lewisham Safer Transport Team	Metropolitan Police Heathrow Airport
London ambulance Service	Metropolitan Police service
London Fire and Emergency Planning Authority	Southwark Safer Transport Team

Local Business and Interest Groups	
All Saints Community Centre	New Cross Bus Garage
Besson Street Residents	New Cross Gate Trust
Bird in the Bush Nursery	New Cross Learning
Blackheath Joint Working Party	North One Management
Blythe Hill Fields Residents	Our Hither Green Community Association
Cobourg Primary School	PACT
Constantine (Fine Art Logistics)	Palace Superbowl
Corsica Studios	Peabody Residents
Cossall Tenants & Residents Association	Perronet House Residents Association
Crossway Church	Perry Library
Dashwood Studios Student Accommodation	Pilgrims Way Primary School
Deptford Green School	Pullens Tenants and Residents Association

E&C Shopping Centre	Royal Museums Greenwich
Elephant & Castle Partnership	Rushey Green Assembly
Elephant & Castle Urban Forest	Salvation Army Church
Evelyn Community Centre (New Cross area)	Somali and Somaliland London Community
Evolution Quarter Residents Association	Southwark Social Services
Federation of Refugees from Vietnam In Lewisham (FORVIL)	St Germans Terrace Association
Friends of Brockley and Ladywell Cemeteries	St James Hatcham CE School
Goldsmiths University	St Mungo's
Greenwich University	St Peters Church
Hadden Hall Baptist Church	St Peters Church of England Primary School
Haddonhall Resident's TMO	St Saviour's and St Olave's School
Hatcham College	The Artworks Elephant
Inspire at St Peters	The Blackheath Society
La Chatica	The Corbett Society
Lenos and Carbon restaurant	The Langton Way Residents Association
Lewisham Clinical Commissioning Group	The Pool Recording Studio
Lewisham Community Transport Scheme	The Southbank Art Company
Lewisham Indo Chinese Community	The Stationary Office
Lewisham Park Housing Association	The Telegraph Hill Society
Lewisham Shopping Centre	The Westcombe Society
Lewisham Shopping Centre	Tower Bridge Care Home - HC-One
London College of Communications	Tower Bridge Road Alliance
London Cycling Campaign (Lewisham)	Townsend Primary School
London Cycling Campaign (Southwark)	UK Vietnamese Network
London Southbank University	Vanbrugh Court Residents Association
Lost Rivers Elephant	Walworth Academy
Mamuska Restaurant	
Metro Central/Vantage Residents Association	
Metropolitan Tabernacle	
Ministry of Sound London	

Other Stakeholders	
Action on Hearing Loss (formerly RNID)	London Chamber of Commerce & Industry
Age Concern London	London First
Age UK	London City Airport
Alzheimer's Society	London Councils
Asian Peoples Disabilities Alliance	London Older People's Strategy Group

Association of British Drivers	London Omnibus Traction Society
Association of Car Fleet Operators	London Suburban Taxi-drivers' Coalition
ATOC	London Underground
Bankside Residents' Forum	Merton Community Transport (MCT)
Better Bankside BID	MIND
Better Transport	Motorcycle Action Group
Blackheath Joint Working Party	Motorcycle Industry Association
British Motorcyclists Federation	National Children's Bureau
BT	National Grid
Campaign for Better Transport	Network Rail
Canal & River Trust London	New West End Company (NWECC)
Central London NHS Trust	Northbank BID
Clapham Transport Users Group	Office of Rail Regulation
Confederation of Passenger transport	Planning Futures
Confederation of British Industry	Port of London Authority
CTC, the national cycling charity	Railfuture
Dbrief Monthly	RMT Union
Department for Transport	RNIB
Disability Alliance	Road Haulage Association
Disability Rights UK	Royal Mail
Disabled Persons Transport Advisory Committee	Royal Parks
EDF Energy	Sense
Evolution Quarter Residents' Association	Sixty Plus
Forest Hill Traders Association	South Bank Employers' Group
Freight Transport Association	South Bermondsey Partnership
FSB	South East London Chamber of Commerce
Gatwick Airport	Southeastern
GLA Strategy Access Panel members	Southwark Chamber of Commerce
Greater London Authority	St Germans Terrace Association
Greater London Forum for the Elderly	Stroke Association
Green Flag Group	Sustrans
Guide Dogs for the Blind Association	Sutton Centre for Voluntary Sector
Heathrow Airport Consultative Committee	Taxi and Private hire
Herne Hill Forum	Thames Water
Herne Hill Society	The Blackheath Society
House of Commons	The British Dyslexia Association
House of Lords	The Langton Way Residents Association
ICE -London	The Westcombe Society
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	TPH for Heathrow Airport
Joint Mobility Unit	Transport Focus
King's College Hospital	Unions Together
Licensed Taxi Drivers Association	Unite Union
Living Streets	Victoria Business Improvement

	District
London Bridge Team	Virtual Norwood Forum
London Cab drivers Club	-

12. Appendix F: Consultation questions

Questions about our proposals

Elephant & Castle station

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?

Elephant & Castle to Old Kent Road 1 shaft

2. What is your preferred shaft location? A or B, none of them, have no preference
3. Please let us know if you have any further comments regarding the Elephant & Castle to Old Kent Road 1 shaft

Old Kent Road 1 station

4. What is your preferred station location? A or B, none of them, have no preference
5. Please let us know if you have any further comments regarding this station

Old Kent Road 2 station

6. What is your preferred station location? A or B, none of them, have no preference
7. Please let us know if you have any further comments regarding this station.

New Cross Gate

8. Do you have any comments on the site we are considering for the location of a new Underground station at New Cross Gate?

New Cross Gate to Lewisham shaft

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?

Lewisham

10. 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?

The BLE proposals as a whole

12. Please let us have any further comments you would like to make about our extension proposals here.

Questions about the respondent

- What is your name?
- What is your email address?
- What is your postcode?
- Are you? (Local resident, Visitor to the area, Business owner, Commuter, Employed locally, Not local but interested in the scheme, other please specify.....)
- If responding on behalf of an organisation, business or campaign group, please provide us with the name:
- How did you hear about this consultation?
- Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)

13. Appendix G: Consultation materials

Copy of consultation leaflet:

Contact us
 Website: tfl.gov.uk/bakerloo-extension
 Email: ble@tfl.gov.uk
 Post: FREEPOST TFL CONSULTATIONS
 Tel: 0343 222 855
 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



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 consultants, 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, Saïq 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 45,000 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.



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

Workites would be required at each station and shaft location to enable construction. We may also need additional temporary workites along the proposed route of the extension to aid these construction works.



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 workite 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 workite.

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 workite.


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



Shaft between Elephant & Castle and Old Kent Road 1 stations


We need one shaft between Elephant & Castle and the proposed station Old Kent Road 1 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 1 shaft option A
 In the Bricklayers Arms road junction area.



Elephant & Castle to Old Kent Road 1 shaft option B

At a public park site on Portland Street.



Consultation leaflet continued:

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.

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.

Old Kent Road 2 station option A

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

Old Kent Road 2 station option B

Near the junction of Asylum Road with Old Kent Road.

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.

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.

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.

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.

Proposed Lewisham Bakerloo line station and worksite

Proposed shaft and worksite location for overrun tunnels in Lewisham

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 Hitler Green National Rail line.

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

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 SE15 7TY
 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 1UF
 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

Press Advert / Station poster

Below is a copy of the press advert we used in the Evening Standard, Metro, Lewisham Life and Southwark Life. This was also used at Beckenham, Catford Bridge, Elephant & Castle, Lewisham, Peckham Rye and Waterloo National Rail stations.



Have your say on the Bakerloo line extension

We are proposing to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate. The extension could improve connectivity, increase capacity and reduce journey times.

There will be exhibitions in each area along the extension. To find out more and to consult on our plans visit tfl.gov.uk/tube/bakerloo-extension.

Please submit your views by 21 April 2017.

Have your say

Supported by the London Boroughs of Southwark and Lewisham

MAYOR OF LONDON

Southwark
Council
southwark.gov.uk

 **Lewisham**

 **TRANSPORT FOR LONDON**
EVERY JOURNEY MATTERS

Email sent to the public

Below is a copy of the email we sent to the public on the day the consultation launched.

Bakerloo line consultation

Dear XXXX,

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

The extension will help improve connectivity and support London's growth. The Mayor, Sadiq Khan, has committed to bring the completion date forward from 2030 to 2028/29.

For full details and to share your views, please visit tfl.gov.uk/bakerloo-extension

This consultation will run until Friday 21 April.

Yours sincerely,

*Alex Williams
Acting Managing Director of Planning*


These are our customer service updates about consultations. To unsubscribe, please [click here](#)

14. Appendix H: Sample of Petitions / Campaigns received

Sample of Faraday Gardens petition organised by Councillor Paul Fleming

DON'T LET FARADAY GET SHAFTED

TfL has proposed extending the Bakerloo line down the Old Kent Road and in order to do this they must build a shaft for the work. The current proposal includes shafts either at the Bricklayers Arms Roundabout or Faraday Gardens. This could mean that a large part of Faraday Gardens may be dug up and turned into a building site, as well as having a permanent shaft on the current play area. Your local Labour Councillors oppose the loss of Faraday Gardens for this project and believe the shaft should be placed at the Bricklayers Arms. Help us save Faraday Gardens for the whole community and sign the petition and respond to the TfL consultation online.



Name	Address	Email	Tel	Do you normally vote Labour?
[Redacted content]				

Printed and promoted on behalf of Southwark Labour, 264 Rosendale Road, SE24 9DL.
We may use the details you provide to contact you about local issues. We will not pass your details on. If you don't want to be contacted, please write to us at Faraday Labour, FREEPOST R3J1-TGJ1-4BEG, 264 Rosendale Road, SE24 9DL

Sample of email campaign for Bakerloo line to go to Catford, Sydenham and into the London Borough of Bromley

Your name: xxxxx
Your Address: xxxxxx
Your Postcode:xxxxxx

Dear TfL,

I write to you to formally endorse the proposals put forward by you in the 2017 Bakerloo Line Extension Consultation.

However, I feel that TfL, The GLA and the Mayor of London must ensure that the Bakerloo Line Extension does not terminate at Lewisham Train Station and instead carry on via Catford, Sydenham and into the London Borough of Bromley, and that this should be delivered in line with the rest of the project.

The history of the Bakerloo Line Extension has shown that despite previous approvals it will have taken almost 100 years from initial agreement a Southern extension was possible to it becoming a reality.

London's South East quarter is poorly served by the variety of public transport infrastructure, having this new extension terminate on TfL Zone 2 border to the South but travel to Zone 5 in the north, shows an inequality, and this new upgraded service will be necessary to support London's growth, economy and housing needs in the future.

There is overwhelming public support for the Bakerloo extension, and for it to go all the way to LB of Bromley. Over 15,000 people responded to the last TfL consultation in 2014, with 96% supporting the extension. The comparative cost, between the extension to Lewisham, and the cost to extend using existing overground rail routes is minuscule, comparatively to the benefits of it, and the cost of tunnelling the first leg. By a majority of 2 to 1, respondents to your previous consultation backed extending the Bakerloo Line past Lewisham to the LB of Bromley.

I look forward to TfL making the right decision in making sure that the extension goes all the way.

XXXXX

eMail powered by BakerlooExtension.com

Sample of Bricklayers Arms petition organised by Southwark Liberal Democrat Councillors and Assembly member Caroline Pidgeon



FIGHTING YOUR CORNER ON THE BAKERLOO LINE EXTENSION

Southwark Liberal Democrats have long campaigned for the Bakerloo Line extension along the Old Kent Road including a station at the Bricklayers Arms. We welcome plans to extend the Bakerloo line bringing with it improved public transport links and huge economic benefits to the local area however current plans from the Transport for London (TfL) include a controversial ventilation shaft at the Bricklayers Arms Roundabout with no station.

I, the undersigned, support the campaign to build a vital new station at the Bricklayers Arms providing a key transport hub for local residents in the local area.

Name	Address	Email	Phone
[Redacted]			

If you complete this petition the Liberal Democrats and their elected representatives may use the information you've given to contact you. By providing your data to us, you are consenting to us making contact with you in the future by mail, email, telephone, text, website and apps, even though you may be registered with the Telephone Preference Service. You can always opt out of communications at any time by contacting us or visiting www.libdems.org.uk/optout for more information go to www.libdems.org.uk/privacy.

Sample of Bricklayers Arms petition organised by Mr Ahmed on behalf of Tower Bridge Road Alliance CIC



A Bakerloo Line Tube Station at Bricklayers Arms Roundabout

Tower Bridge Road Alliance CIC has long campaigned for the Bakerloo Line extension along the Old Kent Road including a station at the Bricklayers Arms.

We welcome plans to extend the Bakerloo line bringing with it improved public transport links and huge economic benefits to the local area however current plans from the Transport for London (TfL) include a controversial ventilation shaft at the Bricklayers Arms Roundabout with no station.

I, the undersigned, support the campaign to build a vital new station at the Bricklayers Arms providing a key transport hub for local residents, businesses and tourists in the local area.

Please complete in BLOCK CAPITALS



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Tower Bridge Road Alliance is a Community Interest Company registered in England & Wales.
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Funded by



Project lead

