



Bakerloo line extension

Consultation report
March 2015

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

BAKERLOO LINE EXTENSION

Consultation report

March 2015

Prepared by WSP UK Ltd on behalf of Transport for London

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frame Appendix H: Question 14 code frame Appendix I: Question 16

code frame Appendix J: Question 18 code frame Appendix K: Question

19 code frame Appendix L: Free format response code frame

1 Executive summary

1.1 Context

1.1.1 In the coming years, London will face many challenges to accommodate growth. In order to manage this growth and ensure that southeast London secures the benefit of economic development and unlocks its regeneration potential, additional transport provision is required. As part of addressing the area's transport needs, the extension of the Bakerloo line into southeast London, is currently being proposed.

1.1.2 A consultation, which ran from 30 September to 7 December 2014, was designed to help Transport for London (TfL) understand local and wider views on the possible extension. The consultation also sought to uncover views regarding development to enable the extension, two different routes options between Elephant & Castle and New Cross Gate, extending the line beyond Lewisham to Beckenham Junction and Hayes and also a possible extension of the line to Bromley town centre.

1.2 Response to the consultation

1.2.1 Overall, 15,346 consultation responses were received. The majority (14,248, or 93%) came via the project's website and online questionnaire. The remainder were received via emails, letters and campaign cards.

1.2.2 Questionnaire (closed) responses

1.2.3 A summary of responses to the closed questions (questions which asked for a response based on options provided), with the exception of Question 7 which has a different response scale, is provided in Figure 1-1. A summary of the Question 7 responses is provided in Figure 1-2.

Figure 1-1: Summary of responses to closed questions (excluding Question 7)

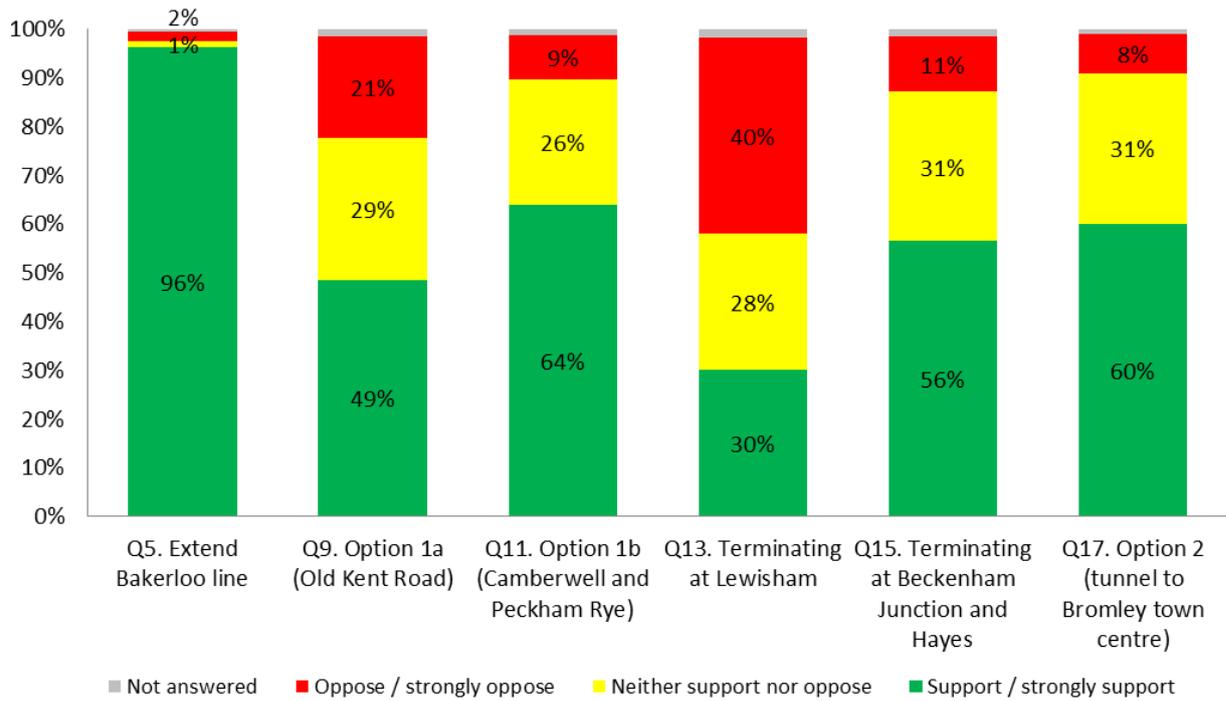
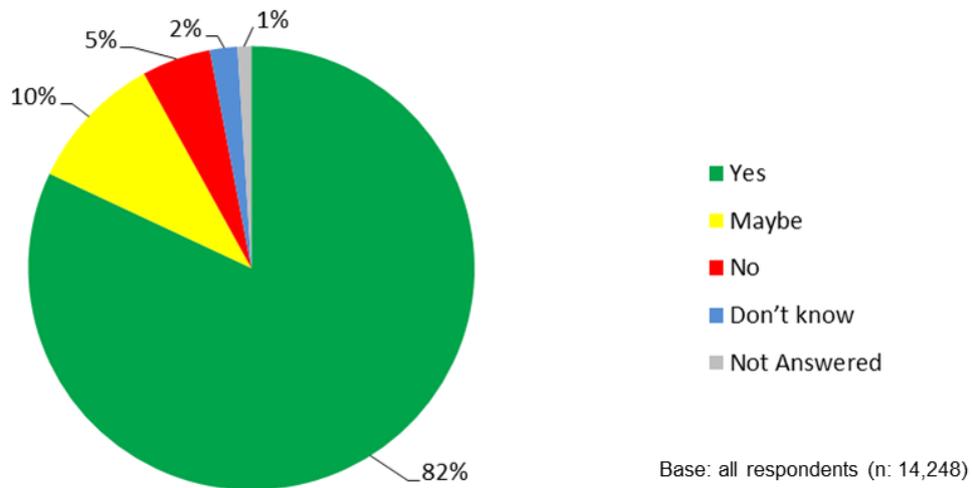


Figure 1-2: Response to Question 7 (view on extension to enable new development)



- 1.2.4 Ninety-one percent of respondents indicated that they strongly support the principle of extending the Bakerloo line beyond Elephant & Castle. Five percent support the proposal.
- 1.2.5 Eighty-two percent of respondents answered 'yes' to the question which asked if there was support for the extension on the basis that new development is likely to be necessary also.
- 1.2.6 In regards to a preferred route between Elephant & Castle and New Cross Gate, 31% of respondents strongly supported and 18% supported Option 1a (along the Old Kent Road). Forty-eight percent of respondents strongly supported and 16% supported Option 1b (via Camberwell and Peckham Rye).
- 1.2.7 Regarding the extension terminating at Lewisham, 15% of respondents strongly supported and the same amount supported this option while 24% indicated that they were strongly opposed and 16% were opposed. Twenty-eight percent of respondents indicated that they neither support nor oppose this option.

- 1.2.8 More than half (56%) of all respondents support or strongly support the proposed extension terminating at Beckenham Junction and Hayes. Sixty percent of respondents supported Option 2 and the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre.
- 1.2.9 Stakeholder closed responses
- 1.2.10 The vast majority (95%) of stakeholders expressed support or strong support for the principle of extending the Bakerloo line into southeast London from its current end point at Elephant & Castle (Question 5). The majority (86%) of stakeholders stated that they support the extension on the basis that it would enable new development in southeast London (i.e. answered 'yes' to Question 7).
- 1.2.11 Just over half of all stakeholders (53%) support / strongly support the principle of extending the Bakerloo line via Option 1a, the Old Kent Road (Question 9). Stakeholders expressed a slightly higher level of support (59%) for extending the Bakerloo line via Option 1b, Camberwell and Peckham Rye (Question 11).
- 1.2.12 Stakeholder opinions on terminating the extension at Lewisham are polarised with 38% opposed/strongly opposed (Question 13). Stakeholders are more supportive of the extension terminating at Beckenham Junction and Hayes: 58% support/strongly support this option (Question 15).
- 1.2.13 Stakeholders expressed a similar level of support for the extension going beyond Beckenham Junction to Bromley town centre in a new tunnel with 56% supporting this option (Question 17).
- 1.2.14 Questionnaire (open) responses
- 1.2.15 The questionnaire contained eight questions giving respondents the opportunity to provide any further views / comments regarding the previous question. This generated some 37,522 responses from 15,346 respondents across the eight questions. The most common themes for each open question are summarised in the following sections. Remaining themes and comments are discussed in detail within the relevant chapters.

Question 6: Views / comments on the principle of extending the Bakerloo line:

- 1.2.16 The highest proportion of comments focused on issues related to connectivity (30%), with 14% of respondents stating that transport connections are poor in southeast London compared to other areas of the city. Seven percent of respondents commented that the extension will provide improved connectivity with central London and its rail termini.

Question 8: Views / comments on the extension based on it enabling new development:

- 1.2.17 Forty-three percent of comments referred to the particular location and type of development. Eight percent of respondents stated that there is already a lot of development in southeast London and that the area is already densely populated. Six percent suggested that a large proportion of affordable or social housing is required to meet local needs.

Question 10: Views / comments on the Old Kent Road Option 1a:

- 1.2.18 Twenty two percent of comments focused on issues relating to public transport provision, with 26% of respondents indicating that the Old Kent Road is poorly served by public transport, including in comparison with the Option 1b corridor. A further 8% of respondents stated that greater benefit would be obtained from Option 1a, as the area served by Option 1b is already served by sufficient public transport.

Question 12: Views / comments on the Camberwell and Peckham Rye Option 1b:

- 1.2.19 The key recurring theme in the comments was connectivity (37% of the total). The most frequently mentioned comments included that the Camberwell / Walworth area is in need of better transport infrastructure (16% of respondents) and that there will be enhanced connectivity with central London (8%).

Question 14: Views / comments on terminating the proposed extension at Lewisham:

- 1.2.20 The most frequently mentioned comments included those opposing the option to terminate at Lewisham and recommending an alternative destination for the line (21% of total comments). The most frequently mentioned alternative destinations were Bromley (by 12% of respondents) and Catford (6%).

Question 16: Views / comments regarding extending the line to Beckenham Junction and Hayes:

- 1.2.21 The key theme was general support for the extension to Beckenham Junction and Hayes (29%), with 16% of respondents stating that the further the line is extended, the better. A similar proportion of comments (28%) related to connectivity benefits (28%), with 8% of respondents commenting on the need to address the lack of Underground access in southeast London.

Question 18: Views / comments on an extension, in a new tunnel, to Bromley town centre:

- 1.2.22 The most common theme was the economic benefits and regeneration that would occur if the Bakerloo line is extended to Bromley (33% of supporting comments). Twenty-seven percent of comments related to issues of connectivity, with 22% of respondents stating that they support the improved travel options to London that the connection would bring.

Question 19: Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?

- 1.2.23 Comments about other options or routes that should be considered ranged from specific route and location suggestions for the Bakerloo line, to wider discussion of other routes and public transport infrastructure. Fifty-eight percent of respondents referred to the Bakerloo line specifically, while 14% refer to rail (Overground, National Rail and Crossrail), 12% to other Underground provision, 11% to other transit systems (DLR, tram and buses) and 4% to other infrastructure, including roads and cycle provision.

1.2.24 Free-format responses from members of the public

- 1.2.25 In total, 342 free-format responses (responses that were not in the form of a questionnaire) were received from members of the public. The free-format responses indicate that the Bakerloo line extension is met with strong support from respondents for the connectivity (24% of respondents), capacity (4%), journey impact (7%) and regeneration benefits (15%) it would provide.
- 1.2.26 Of the respondents who indicated a strong preference for the Option 1 route, the majority (78%) preferred Option 1b via Camberwell and Peckham Rye compared to the remainder (22%) in favour of Option 1a via the Old Kent Road. A number of respondents stated their support for the extension to Hayes (19%) and to Bromley (10%).

1.2.27 Free-format responses from stakeholders

- 1.2.28 Overall, detailed responses were submitted by 41 different stakeholders. The majority of stakeholders (95%) support the proposed extension of the Bakerloo line from its current terminus at

Elephant & Castle, though their views on the route the extension should take vary. Two percent of stakeholder respondents opposed the proposal, and a similar number neither supported nor opposed.

1.2.29 The PACTforBakerloo campaign group formed to coordinate a campaign in favour of Option 1b – to Camberwell and Peckham. The group conducted its own campaign to canvas local opinion including a postcard response form, of which TfL received 715.

1.2.30 Next steps

1.2.31 TfL is currently assessing the consultation results in order to understand the issues that have been raised by respondents. A 'Responses to issues raised' document is currently anticipated to be published later in 2015 which addresses these issues. This report will be made publicly available.

1.2.32 Also as part of TfL's next stages of work it will be working with the London boroughs, through which a proposed extension may run, to identify possible funding options.

1.2.33 The outcome of further investigations (including the aforementioned consultation analysis) and development work will enable TfL to produce a list or revised route options for future consultation. Further public consultation, including more detailed proposals, is expected to occur in 2016.

2 Introduction

2.1 Overview

2.1.1 This chapter sets out the background to the Bakerloo line extension consultation which took place between 30 September and 7 December 2014. Following on from a discussion about the transport and policy context a summary of the consultation approach is provided. This is followed by an overview of the analysis and reporting approach.

2.2 Background

2.2.1 Growth context¹

2.2.2 By 2036, London's population is projected to grow to 10.1 million and it is expected to reach 11.3 million by 2050.

2.2.3 This rapid growth reinforces the priority of providing the necessary infrastructure to support economic growth and unlocking London's regeneration potential.

2.2.4 In southeast London, growth is predicted to occur in areas including Lewisham, Catford, New Cross and the Old Kent Road. It will also occur in parts of outer London including Bromley. These are designated Opportunity Areas (OAs) and are currently earmarked for new housing and jobs as outlined in the London Plan.

2.2.5 Southeast London is heavily dependent on the National Rail network. Given the growth pressures the region is facing, rail capacity improvements are needed in order to meet future demand.

2.2.6 Transport and policy context

2.2.7 Since its construction in 1906, the Bakerloo line has seen many proposals to extend it further into south London. As far back as 1931 an extension to Camberwell was approved by the government. However, World War Two, and the subsequent post-war austerity, resulted in its eventual abandonment.

2.2.8 More recently, extending the Bakerloo line has gained strong policy support. It is identified as a proposal which merits further study in the Mayor's Transport Strategy (2010), the London Plan (2011), the South London Sub-regional Plan (2014) and the London 2050 Infrastructure Plan (2014).

2.2.9 The Bakerloo line offers an ideal opportunity for an extension as it does not currently experience high levels of crowding along its route. With an upgrade of the line also planned, it is forecast to have the capacity required to meet the additional demand that an extension would generate.

¹ 'Bakerloo line extension: Background to consultation' (TfL, September 2014)

2.2.10 Funding context

- 2.2.11 Capital funding is not currently allocated for the project within Transport for London's (TfL) Business Plan (2014 / 15 to 2020 / 21). The project's next phases of work will include identifying finance options in collaboration with the London boroughs through which the proposed extension would run.
- 2.2.12 Any funding package is likely to include contributions from new residential and commercial developments along the proposed route. This has been the case for other major infrastructure projects such as Crossrail and the Northern line extension.

2.3 Purpose of the scheme

- 2.3.1 Work undertaken by TfL to date suggests that an extension of the Bakerloo line may offer the best solution for meeting southeast London's growth and transport challenges.
- 2.3.2 The proposed extension addresses the goals of the Mayor's Transport Strategy which includes sustainable population and employment growth, as well as increasing transport accessibility.
- 2.3.3 The extension would bring benefits to the wider southeast London rail network. If the proposed extension went as far as Hayes, it is currently assumed that it would replace the existing National Rail line between Lewisham and Hayes. This means that train paths that currently travel to London Bridge from Hayes could be reallocated to other routes between central London and the southeast.
- 2.3.4 The project's potential benefits also include:
- Putting southeast London on the Tube network and supporting the area's development and regeneration
 - Improving access to public transport and employment opportunities for local residents
 - Improving journey times and network capacity with a high frequency Tube service
 - Providing better connections between southeast London and central London and Docklands via Docklands Light Railway (DLR) at Lewisham

2.4 The consultation

- 2.4.1 The consultation, which ran from 30 September to 7 December 2014 was designed to help TfL understand local and wider views on the principle of extending the Bakerloo line.
- 2.4.2 The consultation also sought views on:
- The proposal based on the likelihood that new development is required for the project to progress
 - Two possible routes between Elephant & Castle and New Cross Gate (Option 1a via the Old Kent Road or Option 1b via Camberwell and Peckham Rye)
 - The extension terminating at Lewisham or continuing to Beckenham Junction and Hayes
 - An additional extension to Bromley town centre
 - Other options and routes that could be considered for supporting growth and increasing public transport accessibility in southeast London
- 2.4.3 It is important to note that the proposed extension is in its early planning stages. Responses to the consultation will help shape future work and inform the development of the future consultations and proposals.

- 2.4.4 The scope of the 2014 consultation did not include precise station locations. These will be included in future consultations should the proposals be taken forward.
- 2.4.5 The consultation did not include what Network Rail may do with the freed up train paths to London Bridge if the Hayes branch line is converted to the Bakerloo line.
- 2.4.6 The consultation's objectives included:
- 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

2.5 Consultation amendments

- 2.5.1 Three days after the consultation was launched, it became apparent that postcode information was not being collected. This information was required to help TfL further analyse the consultation. On 6 October 2014 the online questionnaire was updated accordingly. On 16 October 2014 an email was sent to respondents who had given TfL their email address, but who were not given the opportunity to provide their postcode information. This email was sent again on Monday 1 December 2014.
- 2.5.2 At the end of the consultation, approximately 78% of the online respondents had provided their postcode.
- 2.5.3 An amendment to the project's Background to Consultation Strategy document was also made. On 7 November 2014, paragraph 4.1.6 (page 12 of the document) was amended to clarify that TfL is considering Tramlink extensions, but not as an alternative to the proposed Bakerloo line extension.
- 2.5.4 This change was for clarification only and did not introduce any new or additional information that would affect the consultation exercise. The change was also published on the TfL consultation website.

2.6 Location

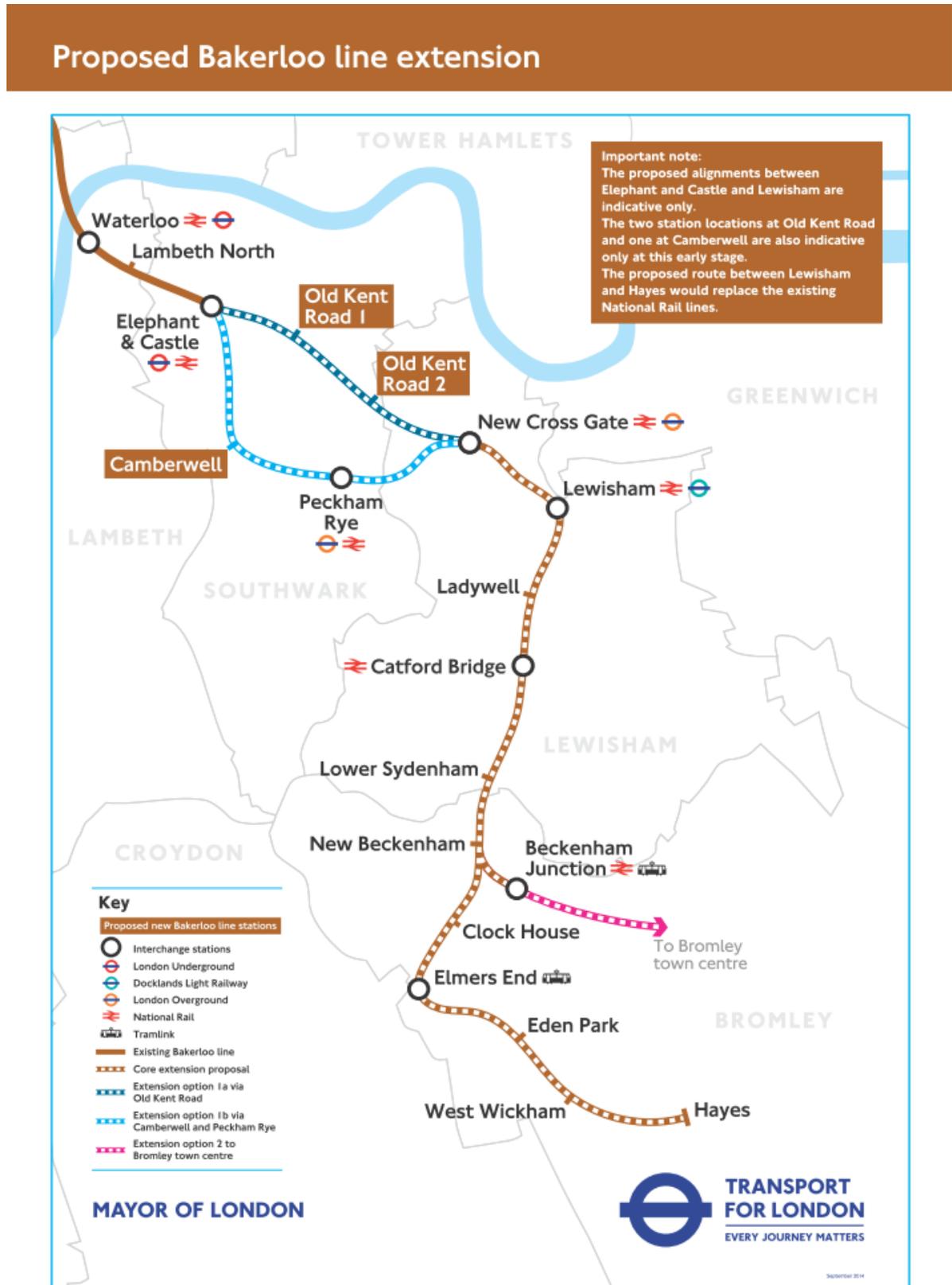
- 2.6.1 The location of the proposals being consulted on is shown in Figure 2-1.

2.7 Who TfL consulted

- 2.7.1 The consultation sought the views of people living and working in the areas through which the proposed extension would run, including people living in the boroughs of Southwark, Lewisham and Bromley.
- 2.7.2 Given that the existing Bakerloo line currently serves central and northwest London and the possible effects the extension may pose for people living and working across the capital, the promotion of the consultation was carried out London-wide.
- 2.7.3 As per standard TfL practice, a wide consultation was carried out with stakeholders including the borough councils, British Transport Police, London TravelWatch, Members of Parliament, Assembly Members and local interest groups.

2.7.4 A list of the stakeholders with which TfL consulted is provided in Appendix A and a summary of their responses is given in Section 13.

Figure 2-1: Location of Bakerloo line extension proposals



2.8 Consultation material, distribution and publicity

- 2.8.1 Given the size of the consultation audience, a large scale media, advertising and email campaign was carried out to encourage as much public participation as possible.
- 2.8.2 Advertising methods included:
- London-wide and localised print advertising
 - Posters displayed at all Bakerloo stations and additional rail stations that may be impacted by the proposal
 - Leaflet distribution at key locations to target National Rail users that may be affected
 - Media release and twitter activity
 - A comprehensive online campaign including digital banners running across a variety of websites and keywords on Google
 - Emails sent to approximately 475,250 registered Oyster card (Tube and bus) users
- 2.8.3 See Appendix B for online and print advertising, posters and leaflet.
- 2.8.4 Given the size of the project's potential audience, it was not financially viable to produce material for distribution by post.
- 2.8.5 The primary method for capturing views was via a dedicated project website. The website included a link to an electronic questionnaire, project background information, details of the options for comment, a Frequently Asked Questions (FAQ) factsheet and a consultation summary document.
- 2.8.6 Copies of these materials can be found in Appendix C of this report and online at [www.tfl.gov.uk / bakerloo-extension](http://www.tfl.gov.uk/bakerloo-extension).
- 2.8.7 People could also have their say by requesting a questionnaire be posted to them and by emailing or writing into TfL.

2.9 Consultation analysis

- 2.9.1 In December 2014, WSP was commissioned to analyse and report on the responses to the public consultation on the Bakerloo line extension.
- 2.9.2 This section provides a description of the methodologies used to classify respondents, code and analyse the data captured during the consultation.
- 2.9.3 **Classifying respondents**
- 2.9.4 Respondents were asked *"If responding on behalf of an organisation, business or campaign group, please provide us with the name"*.
- 2.9.5 Overall, 1,046 (of 14,248) respondents replied to this question. On further investigation, a large number of the responses were 'n / a', 'me', 'none' or 'personal', etc, which were subsequently filtered out to give 427 responses.
- 2.9.6 It became apparent that many of those who had stated they were responding on behalf of an organisation / business / campaign group may have been responding as individuals rather than as stakeholders / organisations. There were also a number of responses that were submitted 'on behalf of' one particular stakeholder.

2.9.7 Further analysis was considered necessary to determine whether respondents were indeed responding as a) members of the public or b) stakeholders / organisations, and the analysis team followed a set approach.

2.9.8 The approach agreed with TfL was that where multiple responses were apparently submitted by the same organisation, one would be treated as the 'stakeholder' response and others would be treated as 'individual' responses (i.e. from members of the public)². It should be noted that checks were undertaken and the decision of which would be treated as the 'stakeholder' was decided via a process which included addressing the following points.

- Does the respondent name a recognisable organisation?
- Are the responses to the open questions written in the first person singular ("I believe...") or first person plural ("we" – as the former indicates that the respondent is sharing personal views, while the latter suggests that the respondent is responding on behalf of the organisation.
- Has the respondent given an email address? If so, is it a personal email address or a business email address (for the organisation represented)?
- Are there multiple responses from one organisation?

2.9.9 Stakeholders / organisations were subsequently grouped as follows:

- Businesses
- Business groups (e.g. Chamber of Commerce)
- Campaign groups
- Charities
- Education
- Aviation
- Faith groups
- Health
- Housing
- London boroughs
- Political stakeholders (including MPs, councillors, political parties, members of the Greater London Authority (GLA))
- Residents' / community / amenity groups
- Transport stakeholders

2.9.10 A breakdown of responses by stakeholder type is provided in Chapter 3 (Table 3-3).

2.9.11 Analysis of closed questions

2.9.12 The questionnaire contained seven closed questions about the proposed scheme (aside from those asking for respondent details such as email address, organisation, etc).

² NB: Two responses from King's College Hospital Trust were considered stakeholder responses: one from a Patient Governor of the hospital and one from the Communications department.

- 2.9.13 The analysis has included overall frequency counts (i.e. based on all respondents) and cross-tabulations by London borough and respondent type (stakeholder and individual, as set out in Chapter 3).
- 2.9.14 The outputs for each of the closed responses are given in Appendices D to K.
- 2.9.15 **Analysis of open questions**
- 2.9.16 The questionnaire contained eight open questions. All but one directly related to a preceding closed question, giving respondents the opportunity to explain the reason for their response. The questions are detailed below, along with the corresponding closed question, where applicable.
- Question 5 & 6 – Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle? Please use this space for any further views / comments on the above question
 - Question 7 & 8 - One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis? Please use this space for any further views / comments on the above question
 - Question 9 & 10 - One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road? Do you have any further views / comments on the above option?
 - Question 11 & 12 - Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye? Do you have any further views / comments on the above option?
 - Question 13 & 14 - We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham? Do you have any further views / comments on the above option?
 - Question 15 & 16 - Do you support the proposed extension terminating at Beckenham Junction and Hayes? Do you have any further views / comments on the above option?
 - Question 17 & 18 - There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre? Do you have any further views / comments on the above option?
 - Question 19 - Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?
- 2.9.17 The open questions generated a considerable amount of data. Some 37,522 responses were provided across the eight open questions.
- 2.9.18 The responses to the open questions were grouped ('coded') for quantitative analysis. The coding process groups similar comments into categories using numeric codes held within a code frame. Code frames were developed for each of the eight open questions. The code frames were drafted following a review of a sample of around 15% of all responses and shared with TfL for agreement before being used to code all responses. Members of a core coding team read every response to extrapolate the themes and meanings before coding the responses according to the code frame. During the coding process it was necessary to add additional codes to the code frames as appropriate. The code frames for each open question (Appendices D to K) are detailed and extensive, demonstrating the breadth of opinion that the consultation has generated.
- 2.9.19 Many respondents provided multiple comments within their response to an open question. Each comment within the response has been categorised separately, by broad theme ('theme code', and

by the specific area of comment ('comment code'). This means that multiple theme and comment codes have been allocated to many responses.

2.9.20 For clarification, the following terminology has been used throughout the report:

- Coding = an analytical process which groups together similar responses into categories, as listed in the code frame.
- Response = respondent's answer to an open question.
- Comment = each individual point raised within a response to an open question. The respondent may have provided multiple comments within a response.
- Comments have been coded by broad theme ('theme code') and specific area of comment ('comment code').

2.9.21 A worked example is show below (for Question 6).

- Example one** (response containing a single comment)
- Response: *"I believe it should be extended to Streatham borough"*
 - Theme code assigned: [Route options \(other suggested destinations\)](#)
 - Comment code assigned: *Serve Streatham.*
- Example two** (response containing multiple comments)
- Response: *"I believe that public transport links need to be improved in south east London but I do not think there is enough clarity in the proposals to utilise national rail lines south of Lewisham to warrant my support."*
 - Theme code assigned (1): [Connectivity](#)
 - Comment code assigned (1): *Public transport links in southeast London needs to be improved.*
 - Theme code assigned (2) – [Reason for response](#)
 - Comment code assigned (2) – *Not enough information has been provided to have an opinion in support or opposition.*

2.9.22 To ensure consistency, the team worked closely during the coding. At least 15% of all coded responses were spot-checked to confirm that they conformed to the code frame.

2.9.23 The analysis of the open questions presented in this report is shown by the respondent's answer to the corresponding preceding question, i.e. the responses given by those who answered strongly support/ support to the preceding question are presented first, followed by responses from those who answered oppose/strongly oppose, and finally the responses given by those who answered that they neither support nor oppose or did not answer the corresponding closed question but did provide a response.

2.9.24 Given the considerable number of themes and comment codes generated, only the 'top 10' themes, are presented in the tables within the main body of this report. Full tables of all themes and comment codes, along with frequency counts (the number of times each theme and comment code occurs in the dataset) are provided in order of most frequently occurring in Appendices D to K.

2.9.25 Analysis of free-format responses

- 2.9.26 In addition to the questionnaire, letters and emails from stakeholders and members of the public expressing views and opinions on aspects of the consultation were received via a dedicated mailbox. There is no defined structure to these responses, since they do not follow the line of questioning given in the questionnaire and, as such, are referred to as 'free-format'.
- 2.9.27 Overall, 383 free-format responses were received during the consultation period. Responses were disaggregated according to whether they were from stakeholders or members of the public, as with the questionnaire responses.
- 2.9.28 In the same way as the open questionnaire responses were coded, each of the free-format responses from members of the public were read thoroughly and coded thematically for quantitative analysis. Detailed submissions from stakeholders have not been coded, and instead have been summarised in Chapter 13.
- 2.9.29 The analysis of the free-format responses from members of the public is presented in Chapter 13 of this report, while short summaries of the stakeholder responses are provided in Chapter 14.

2.10 Structure of this report

- 2.10.1 The remainder of this report is set out in a further twelve chapters, as detailed below:
- Chapter 3: an provides an overview of all responses received
 - Chapters 4 – 11: provide detailed analysis and emerging themes for each of the online questions in turn
 - Chapter 12: provides analysis of the free-format responses from members of the public
 - Chapter 13: provides a summary of stakeholder responses to the online questionnaire and the free-format responses from stakeholders
 - Chapter 14: summary of findings

3 Overview of consultation responses

3.1 Introduction

3.1.1 This chapter presents a summary of all consultation responses received from members of the public and stakeholders, via the online questionnaire and free-format emails and letters. Responses have been classified by type. The geographical distribution of respondents is presented, along with a breakdown of the total number of respondents (where a valid postcode has been given) residing within each London borough.

3.1.2 The chapters following this overview set out the detailed responses to each of the questions in the questionnaire, both closed and open, followed by the free-format responses received from members of the public and stakeholders.

3.2 Overview of responses and respondents

3.2.1 A total of 15,346 consultation responses were received, via the online questionnaire, emails and letters, during the consultation period of 30 September 2014 to 7 December 2014. This includes 715 'campaign cards' provided by one stakeholder group (further details in 3.2.6). A breakdown of the number of responses received by type (questionnaire / free-format, etc) can be seen in Table 3-1.

Table 3-1: Consultation responses by response type

Response type	Number	Percent
Questionnaires	14,248	93%
Free-format responses – letters (including those from Kings College Hospital), emails	383	2%
Campaign cards	715	5%
Total	15,346	100%

3.2.2 As discussed in Chapter 2, responses were received from organisations / stakeholders and members of the public. A breakdown of the number of questionnaire and free-format responses received is shown in Table 3-2. The vast majority of questionnaire respondents (14,116; 99% of the total) were members of the public. The remaining 1% of responses were from stakeholders. Of the free-format responses, again the majority (89%) were submitted by members of the public, while 11% were from stakeholders.

Table 3-2: Responses by respondent type

Respondent	Questionnaires		Free-format responses		Total	
	Number	Percent	Number	Percent	Number	Percent
Members of the public	14,116	99%	342	89%	14,458	99%
Stakeholders	132	1%	41	11%	173	1%
Total	14,248		383		14,631	

NB: 'campaign cards' are not included in the tables and are discussed in detail in Chapter 13.

- 3.2.3 As outlined in Chapter 2, stakeholders were classified by type according to their area of interest / influence. Table 3-3 shows the different types of stakeholders represented in the questionnaire and free-format response data.
- 3.2.4 The most frequent type of stakeholders were business representatives. These account for over half of all stakeholder questionnaire responses (69 responses). A number of residents' / community groups (13%), political stakeholders (8%), transport users (8%) and health stakeholders (5%) also participated in the consultation by completing the questionnaire.
- 3.2.5 A number of political stakeholders (including MPs, councillors and political parties) responded via free-format response, as did London boroughs, transport stakeholders and campaign groups.

Table 3-3: Breakdown of consultation responses by stakeholder type

Stakeholder	Questionnaires		Free-format respondents
	Number	%	
Businesses (incl. landowners)	69	52%	1
Residents / community / amenity groups	17	13%	2
Political stakeholders	11	8%	18
Transport stakeholders	10	8%	4
Health stakeholders	7	5%	1
Campaign groups	4	3%	3
Education stakeholders	4	3%	-
Faith groups	4	3%	-
Charities	2	2%	-
Business groups	1	1%	-
Aviation stakeholders	1	1%	-
London boroughs	1	1%	6
Housing stakeholders	1	1%	1
Heritage, environment and water / waste stakeholders	-	-	3
District councils	-	-	1
Partnership groups	-	-	1
Total	132	100%	41

3.2.6 Campaigns

- 3.2.7 A number of local campaigns were active during the consultation period. As noted in paragraph 3.2.1, TfL received 715 signed postcards from the PACTforBakerloo campaign group and nine letters from Kings College Hospital, each of which followed a proforma response circulated by the hospital (further details are provided in Chapter 13).

3.3 Distribution of respondents

3.3.1 Where respondents provided home postcodes, they have been plotted to explore any geographical relationships in the data. Figure 3-1, shows the distribution of all respondents (including questionnaire and free-format responses) where valid postcodes have been provided (10,068 out of 15,346 total responses). This shows that the vast majority of all respondents who gave a valid postcode (96%) were based within the Greater London area. A small number of respondents stated their home postcodes as locations outside of this area and these stretch from Cornwall to Scotland. Figure 3-2, presents a zoomed in view of the Greater London area.

Figure 3-1: Distribution of all consultation respondents countrywide

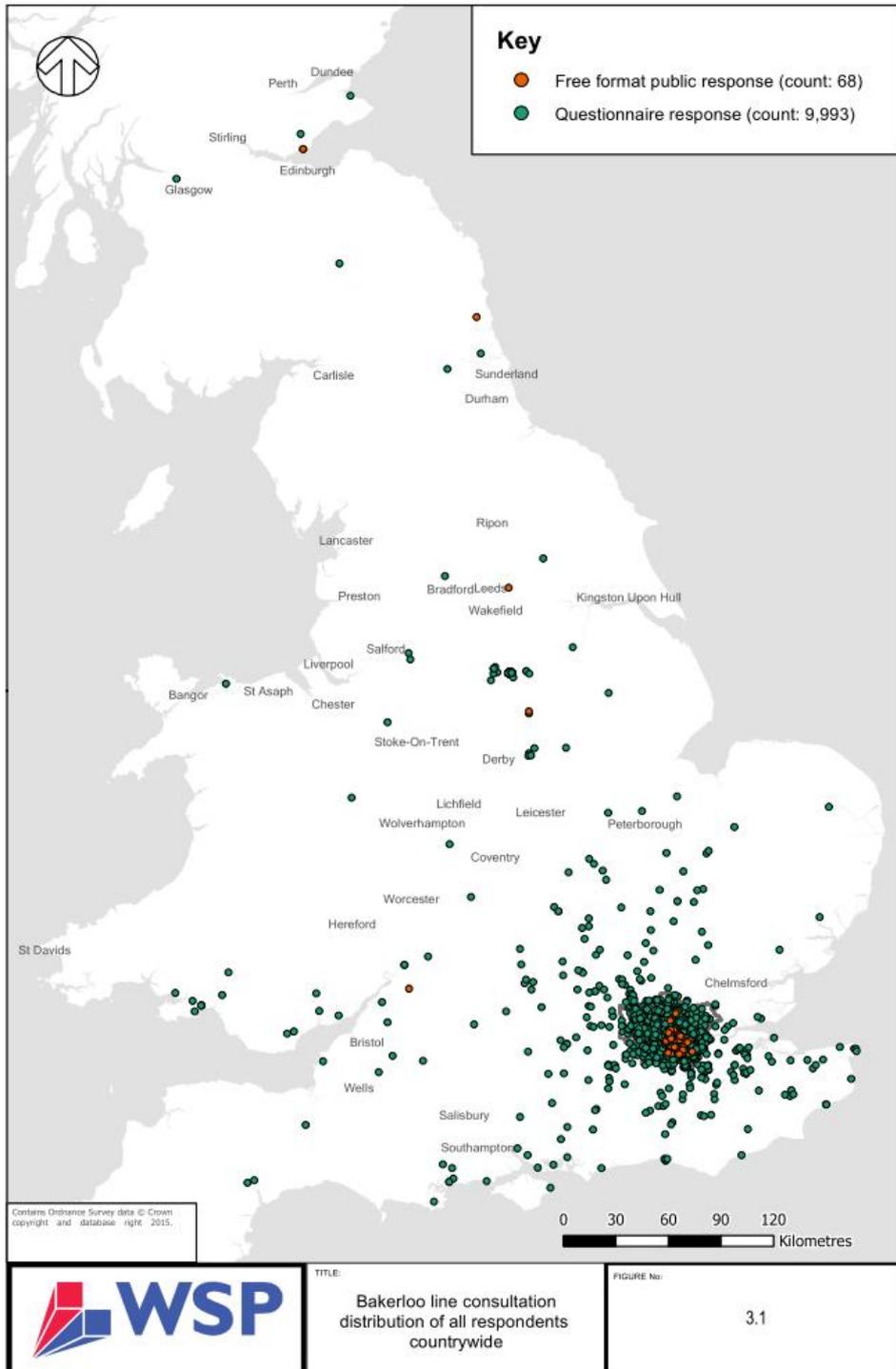
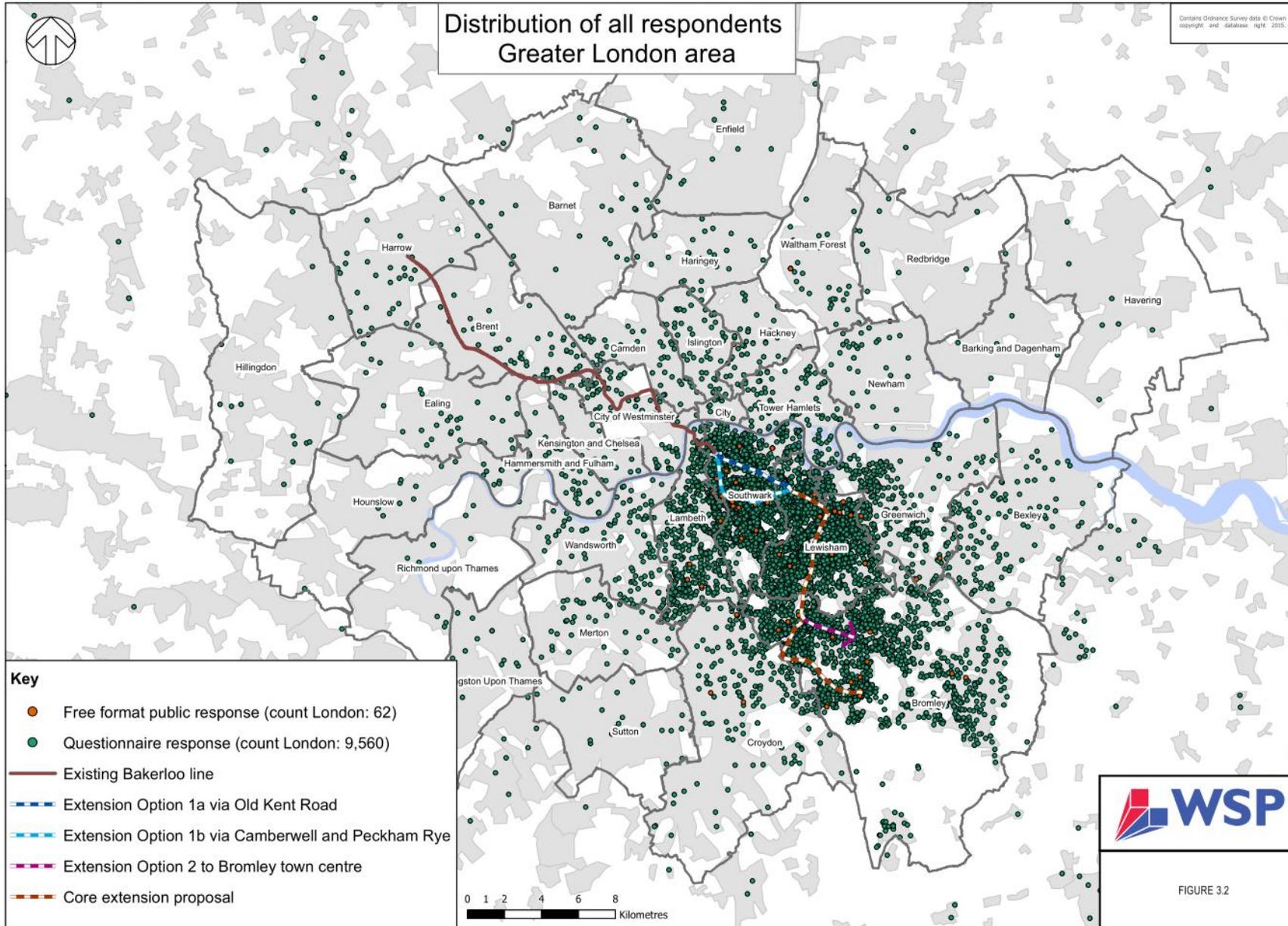


Figure 3-2: Distribution of consultation respondents in the Greater London area



3.3.2 Table 3-4 shows the proportion of respondents, with a valid postcode, from within the Greater London area.

Table 3-4: Consultation responses by respondent type and location (of those with a valid postcode)

Total respondents	Number of countrywide responses	% of respondents per category	Number of countrywide responses in Greater London area	% countrywide responses in Greater London area by respondent type
Questionnaire	9,993	99%	9,560	96%
Free-format members of public	68	0.7%	62	91%
Free-format stakeholders	7	0.1%	7	100%
Total respondents	10,068	100%	9,629	

3.3.3 Table 3-5 presents a breakdown of all questionnaire respondents (with a valid postcode) by London borough. This shows that the boroughs with the greatest proportion of respondents are Southwark (28%), Lewisham (27%) and Bromley (20%), which together account for 75% of all respondents (who provided a postcode). Other boroughs which had a high proportion of respondents are Lambeth (8%) and Greenwich (4%).

3.3.4 It should be noted that only those boroughs with at least 75 respondents are included in the charts and tables presented in the remainder of this report.

Table 3-5: Questionnaire responses by London borough

London borough	Total responses	Percent
Barking and Dagenham	6	0%
Barnet	28	0%
Bexley	117	1%
Brent	56	1%
Bromley	1,946	20%
Camden	47	0%
City of London	11	0%
City of Westminster	75	1%
Croydon	198	2%
Ealing	32	0%
Enfield	13	0%
Greenwich	375	4%
Hackney	43	0%
Hammersmith and Fulham	38	0%
Haringey	31	0%

London borough	Total responses	Percent
Harrow	29	0%
Havering	7	0%
Hillingdon	16	0%
Hounslow	25	0%
Islington	53	1%
Kensington and Chelsea	23	0%
Kingston upon Thames	15	0%
Lambeth	726	8%
Lewisham	2,621	27%
Merton	46	0%
Newham	36	0%
Redbridge	11	0%
Richmond upon Thames	12	0%
Southwark	2,670	28%
Sutton	20	0%
Tower Hamlets	95	1%
Waltham Forest	31	0%
Wandsworth	108	1%
Total	9,560	100%

3.4 Summary

- 3.4.1 A total of 15,346 consultation responses were received, via questionnaire responses, emails, letters and 'campaign cards' during the consultation period of 30 September 2014 to 7 December 2014. Completed questionnaires account for the largest proportion of responses (93%), with campaign cards comprising the second highest return (5%). Free-format letters and emails from both stakeholders and members of the public account for 3% of all responses.
- 3.4.2 The majority of responses to the consultation (99% of the total) were received from members of the public. The remaining 1% of responses were received from stakeholders.
- 3.4.3 The data gathered during the consultation exercise represents a wide range of stakeholders, including businesses (the most prevalent type of stakeholder in the questionnaire responses) as well as political stakeholders, London boroughs, residents' / amenity / community groups, transport and health stakeholders, campaign groups and heritage, environment, water and waste stakeholders.
- 3.4.4 Respondents provided 10,068 valid postcodes (out of 14,638 questionnaire and free-format responses) for the entire country, stretching from Cornwall to Scotland. The vast majority of respondents who gave a valid postcode (96%) are based within the Greater London area.
- 3.4.5 The postcode data was further broken down to establish the response by London borough. This shows that the London boroughs with the greatest proportions of respondents are Southwark (28%),

Lewisham (27%) and Bromley (20%). Other boroughs with a high number of responses are Lambeth (8%) and Greenwich (4%).

4 Consultation findings: views on the principle of extending the Bakerloo line

4.1 Introduction

4.1.1 This chapter presents an analysis of the responses to Questions 5 and 6 of the questionnaire:

- Question 5: Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle? (closed question)
- Question 6: Please use this space for any further views / comments on the above question (open question)

4.1.2 Section 4.2 outlines the responses to Question 5, whilst Section 4.3 provides an explanation of the most frequently occurring themes and associated responses in relation to Question 6. This analysis is provided for a) those who support the principle of extending the Bakerloo line, b) those who oppose and c) those who neither support nor oppose.

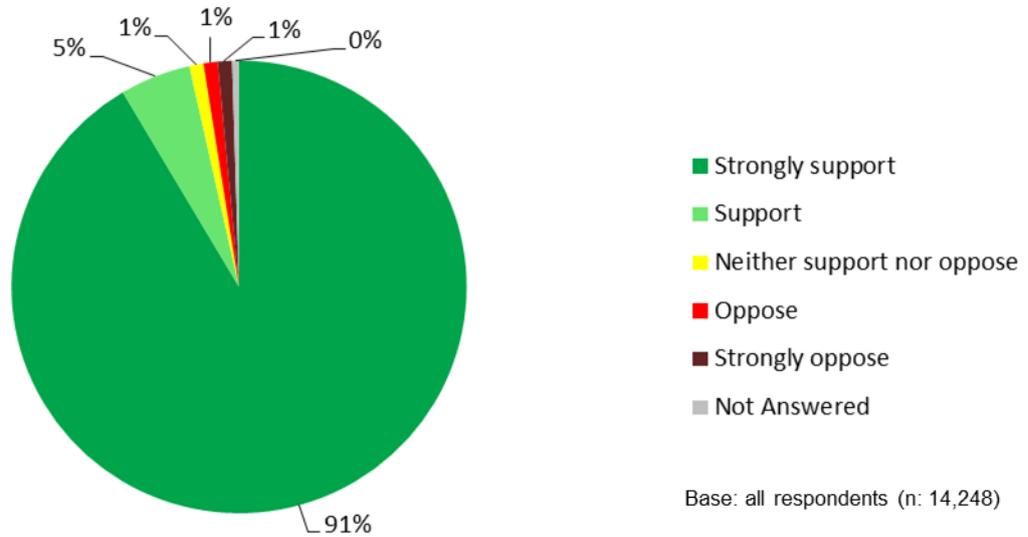
4.2 Views regarding the principle of extending the Bakerloo line (closed question responses)

4.2.1 Table 4-1 and Figure 4-1 show the results for Question 5. Analysis shows that the vast majority of respondents (96%) either strongly support (91%) or support (5%) the extension in principal, with 1% who neither support nor oppose the proposals. Only 2% (303 respondents) either oppose or strongly oppose the proposals.

Table 4-1: Question 5 - Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle?

Response	Number	Percentage of total
Strongly support	12,954	91%
Support	763	5%
Neither support nor oppose	157	1%
Oppose	104	1%
Strongly oppose	199	1%
Not answered	71	0%
Total	14,248	100%
Total support	13,717	96%
Total oppose	303	2%

Figure 4-1: Question 5 - Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle?



4.2.2 Overall views by location

4.2.3 Figures 4-2 to 4-4 present the geographical distribution of responses within the Greater London area.

4.2.4 Figure 4-2 presents the distribution of 9,180 valid postcodes for strongly support / support responses to Question 5 within the Greater London area. This shows a wide geographical spread of support across the Greater London area for the principle of extending the Bakerloo line, with denser concentrations of support noted in the boroughs of Southwark, Lewisham and Bromley in proximity to the proposed route (and where the response to the consultation was greatest; these three boroughs account for 75% of all responses).

4.2.5 Figure 4-3 presents the distribution of 127 valid postcodes for respondents who neither support nor oppose at Question 5. The figure shows that a number of these lie in close proximity to the route, along its length, with a further cluster noted to the southeast of Lambeth Borough.

4.2.6 Figure 4-4 presents the distribution of 225 valid postcodes for oppose / strongly oppose responses to Question 5. Three main clusters can be seen in the figure, with concentrations of respondents strongly opposing the extension in the areas of New Beckenham, West Wickham and Hayes and the southeast of Lambeth Borough.

Figure 4-2: Geographic distribution of support for the proposed extension of the Bakerloo line into southeast London

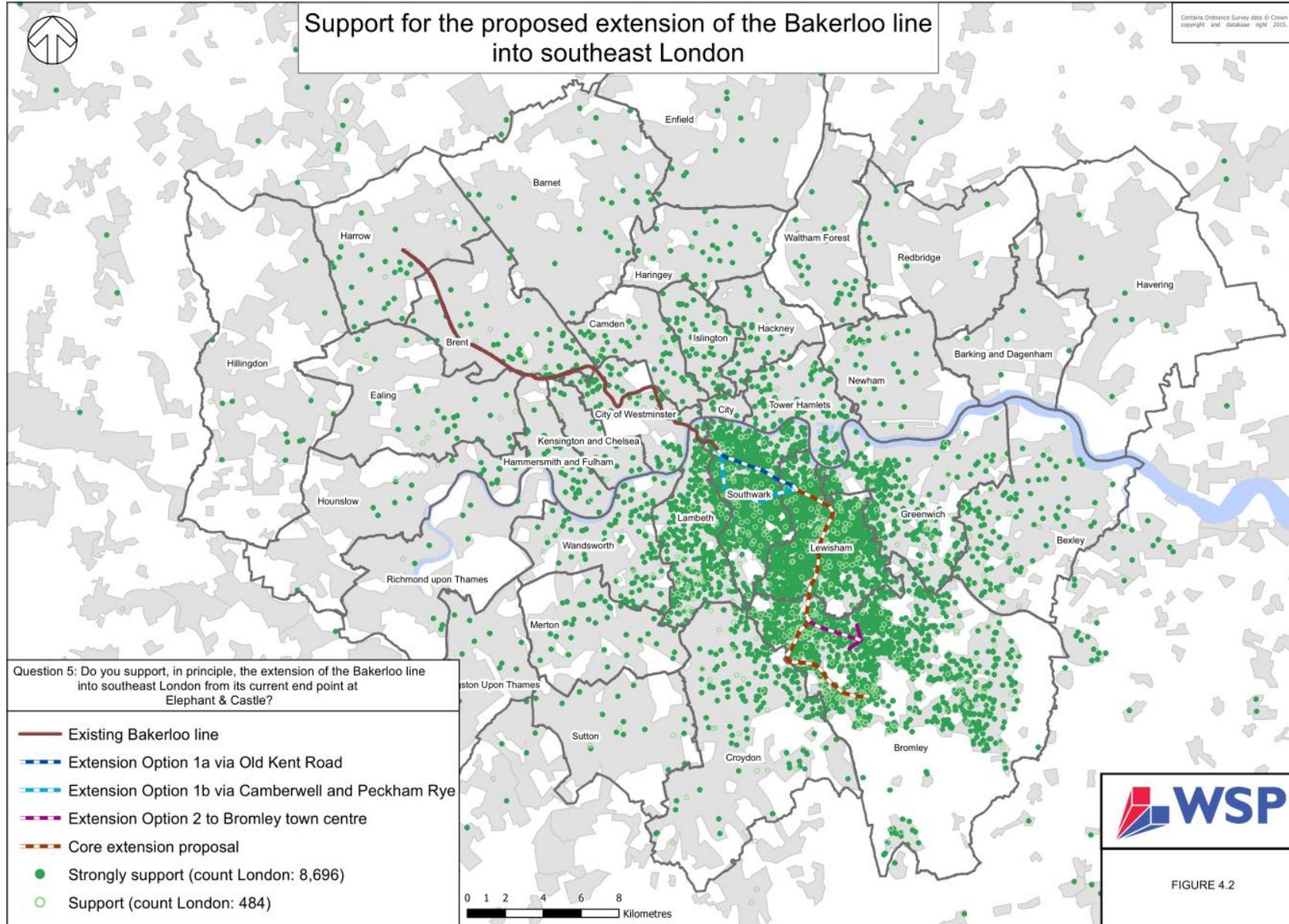


Figure 4-3: Geographic distribution of respondents who neither support nor oppose the proposed extension of the Bakerloo line into southeast London

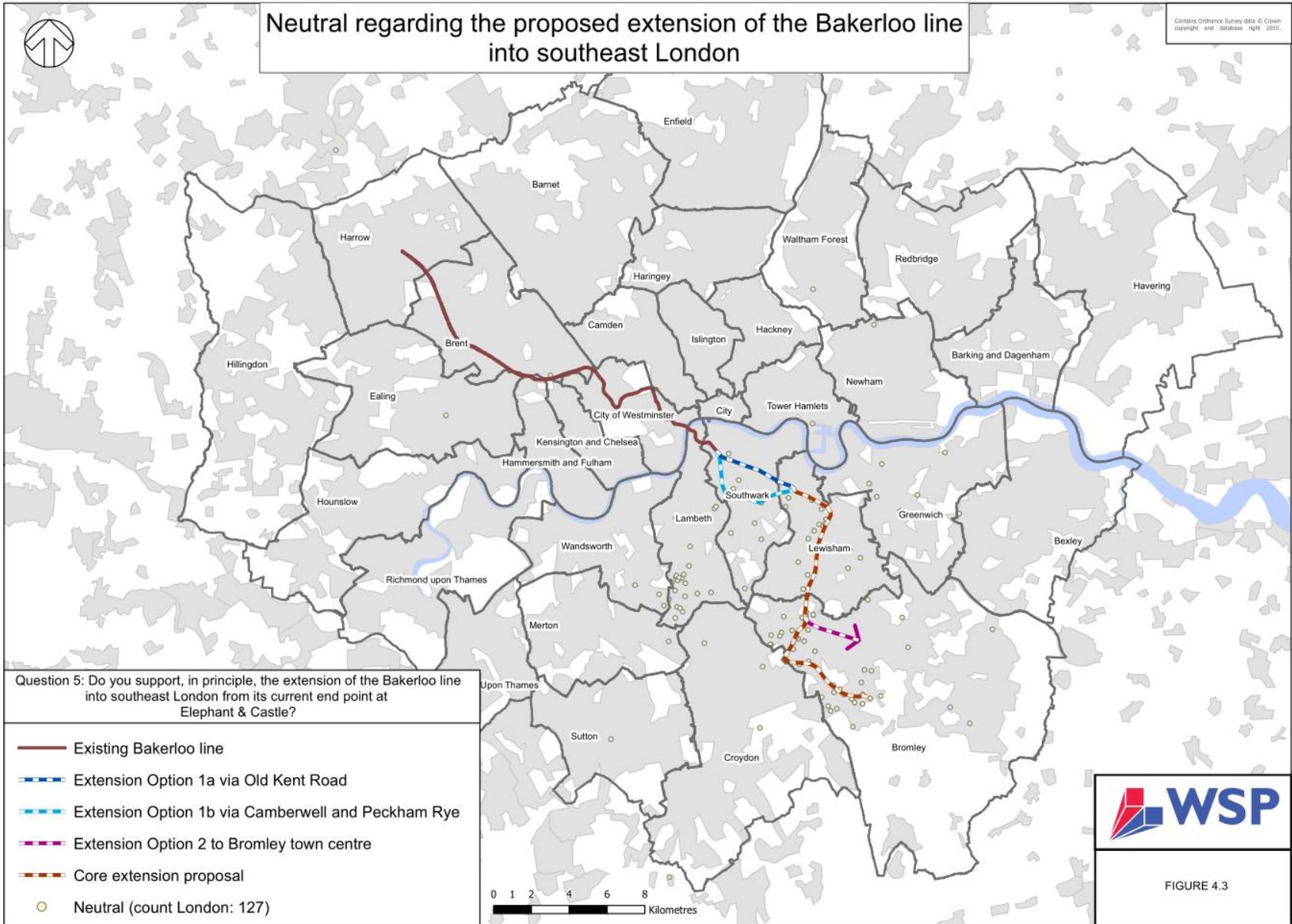
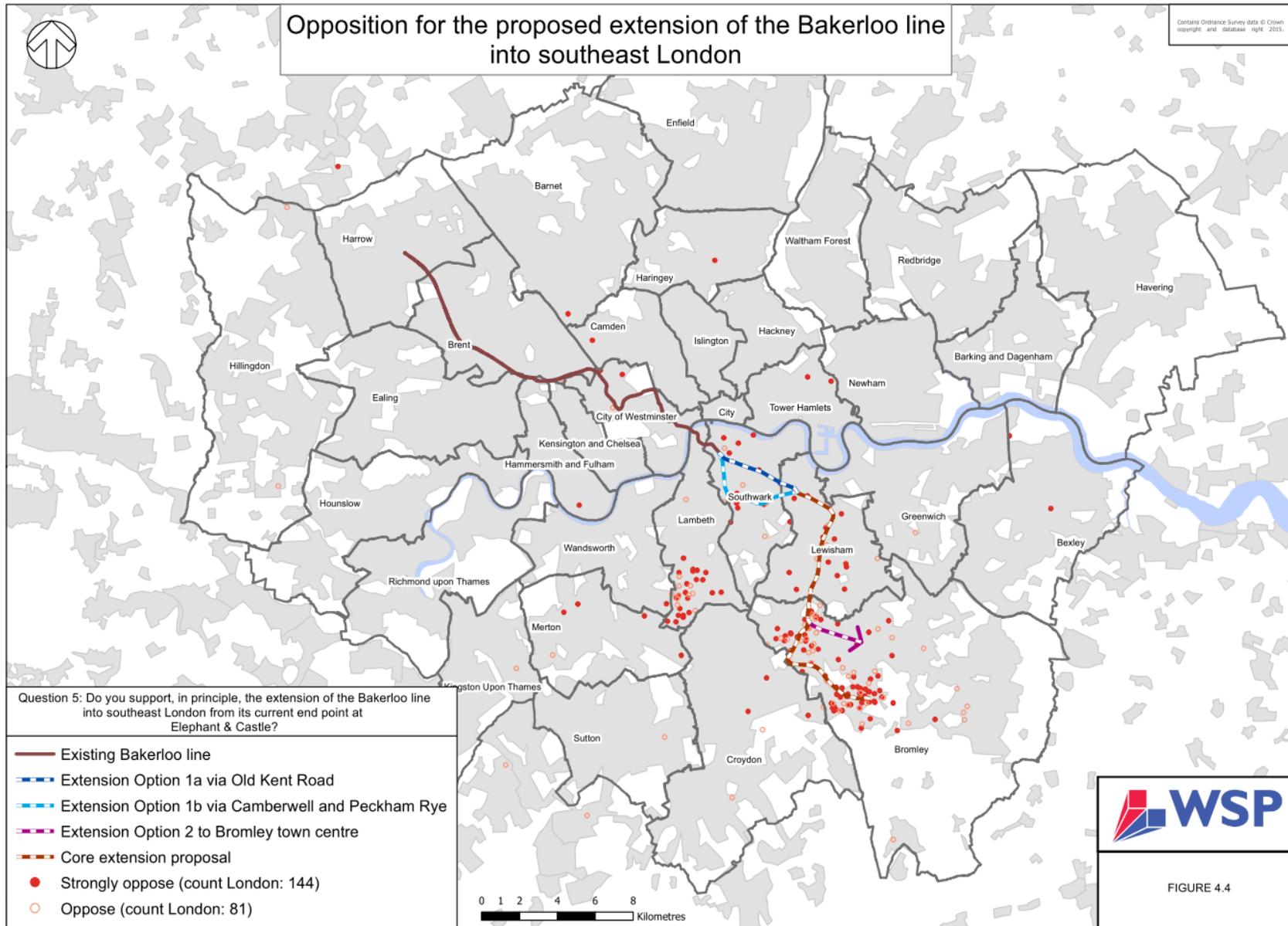


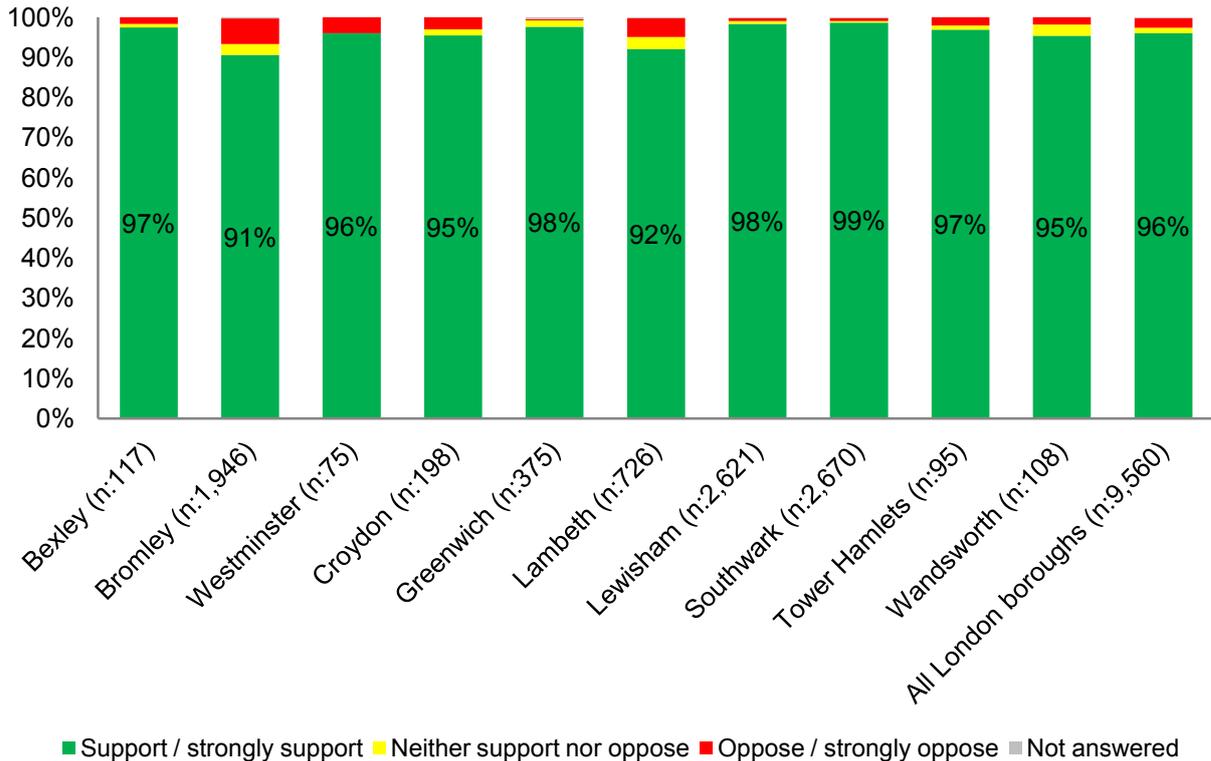
Figure 4-4: Geographic distribution of opposition for the proposed extension of the Bakerloo line into southeast London



Views by London borough

4.2.7 Figure 4-5 shows the level of support for the extension of the Bakerloo line from its current end point at Elephant & Castle, by the borough in which the respondent resides. The results show that for all boroughs included in the analysis (i.e. those with at least 75 respondents), the proportion of respondents who either support or strongly support the proposals is at least 91%.

Figure 4-5: Question 5 - Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle? (by London borough of respondent)



4.2.8 Respondents from Lewisham and Southwark responded to the consultation with 98% and 99%, respectively, expressing 'support / strong support' for the proposed extension. Less than 1% of respondents in each of these boroughs responded that they either oppose or strongly oppose the proposals.

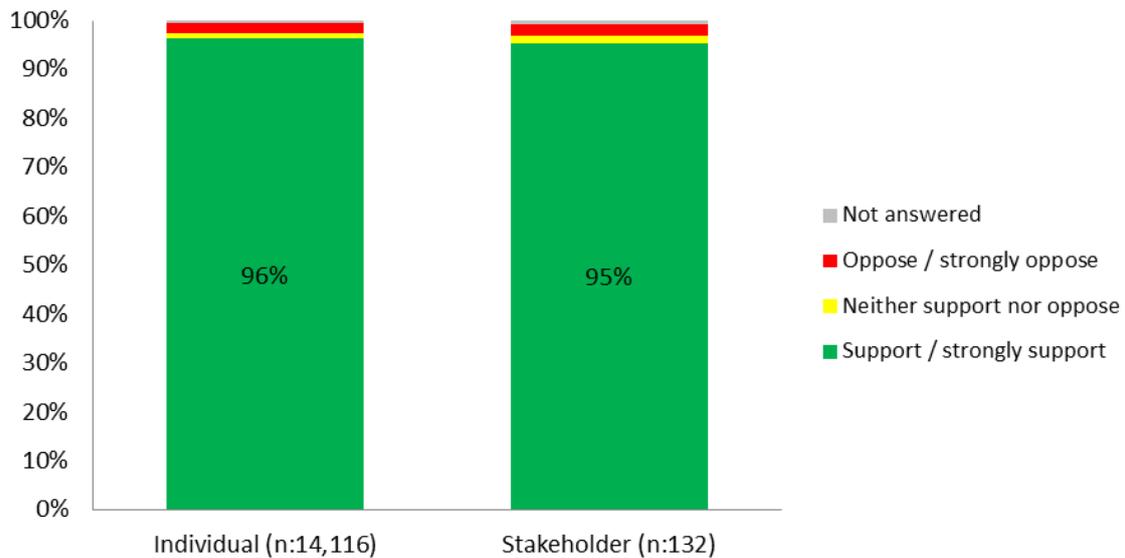
4.2.9 Bromley had a slightly lower proportion of respondents in support (91%) and the greatest proportion of respondents who oppose the extension (6%).

4.2.10 Overall, the results for all London boroughs show that there is a high level of support (96%) for the Bakerloo line to be extended from its current end point at Elephant & Castle, with only 2% in opposition.

4.2.11 Overall views by type of respondent

4.2.12 Figure 4-6 shows the level of support for the principle of extending the Bakerloo line, by type of respondent i.e. individual (member of the public) or stakeholder. The results show that the level of support does not vary between members of the public and stakeholders, with 96% and 95% responding that they 'support / strongly support' the extension, respectively.

Figure 4-6: Question 5 - Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle? (by type of respondent)

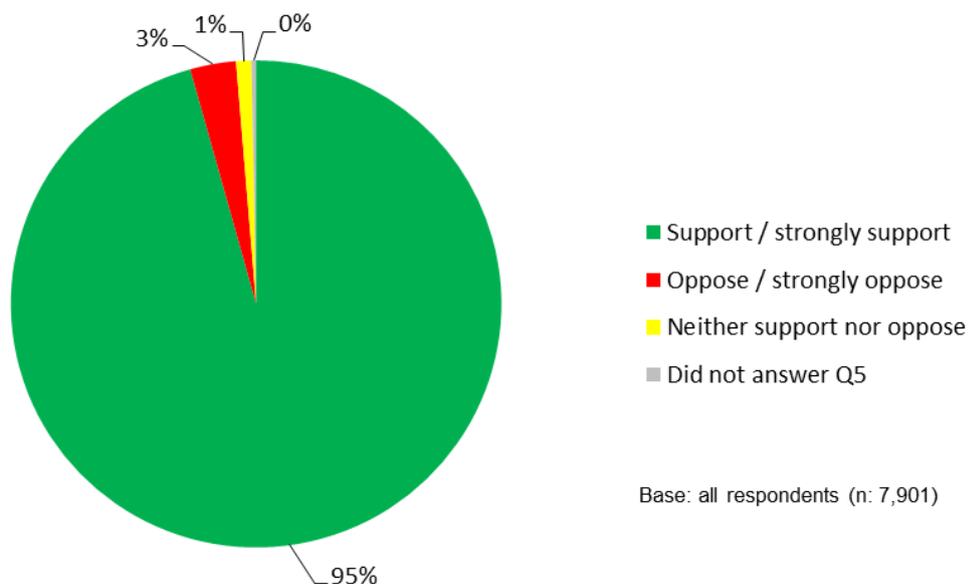


4.3 Open comments on principle of extending the Bakerloo line

- 4.3.1 This section provides a detailed analysis of the responses provided to Question 6. A breakdown of the responses by response to Question 5 is given, followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.
- 4.3.2 In total 7,901 respondents provided a valid response³ to Question 6. This is equivalent to 55% of all respondents.
- 4.3.3 7 shows the breakdown of responses by the response given to Question 5. Of those who provided a response, the majority (95%) either strongly support or support the principle of extending the Bakerloo line (95% of valid responses, or 7,523 respondents).

³ A valid response is where an actual response was provided, rather than 'n / a' or 'none', for example.

Figure 4-7: Breakdown of Question 6 respondents by response to Question 5



- 4.3.4 As set out in Chapter 2 (section 2.9.15), the 7,901 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 19,068 comment codes.
- 4.3.5 Of the 19,068 coded comments, 18,064 (95%) relate to responses from respondents who support / strongly support the proposed Bakerloo line extension (Question 5), 701 comments (4%) were from those who oppose / strongly oppose, and 303 (2%) were from those who neither support nor oppose the extension, or who answered 'don't know' at Question 5.
- 4.3.6 The following three sections present the analysis of the responses to Question 6 in relation to Question 5. Each section displays the 10 most frequently occurring themes, followed by a brief description of each. The full list of themes and comment codes is presented in Appendix D, with the respective frequency counts.
- 4.3.7 Respondents who support the principle of extending the Bakerloo line
- 4.3.8 As noted in paragraph 4.3.2, a total of 7,523 respondents who support the principle of extending the Bakerloo line from its current end point at Elephant & Castle answered Question 6.
- 4.3.9 Responses were coded into 14 main themes and 601 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 18,064 codes were assigned to the responses given by those who support the principle of extending the Bakerloo line.
- 4.3.10 Table 4-2 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following paragraphs.
- 4.3.11 Overall, the largest proportion of comments (5,332 comments, or 30% of the total) focused on issues related to connectivity, while 16% commented on issues regarding crowding and congestion. Around 10% of coded comments gave positive feedback on route preference. Other frequently mentioned themes included regeneration and development (8% of all comments), project cost, construction and timescales (5%) and the economic impact of the extension (5%). A number of comments came from

respondents suggesting additional or alternative destinations which could be served by the extension (5%).

Table 4-2: Top 10 themes mentioned in response to Question 6 “Please use this space for any further views / comments on the above question” by those in support at Question 5

Theme	Number of comments	Percentage of total comments*
Connectivity	5,332	30%
Crowding / congestion	2,947	16%
Route option (positive comments)	1,872	10%
Reason for response	1,613	9%
Regeneration / development	1,367	8%
Project cost, construction and timescale	982	5%
Route option (other suggested destinations)	972	5%
Economic impact	924	5%
Journey impact	683	4%
Social impact	571	3%
Total	17,263	95%

*Percentages are based on 18,064 (total codes assigned)

4.3.12 The following section explains the key comment codes within each of the top 10 themes shown in Table 4-2. It should be noted that all percentages in these sections are based on 7,523 respondents (those who support / strongly support the principle of extending the Bakerloo line who responded to Question 6).

Connectivity

4.3.13 Fourteen percent of all respondents (1,021 comments) who support the Bakerloo line extension state that transport connections in southeast London are poor in comparison to other areas / the rest of London, or that the area is comparatively neglected in terms of infrastructure investment. Thirteen percent of respondents commented that there is an under-provision of public transport (Underground / National Rail / bus / Overground) in the area, while 7% stated that the area needs more transport infrastructure. Around 4% are not satisfied with the existing National Rail services.

4.3.14 A number of respondents (6%) stated that the extension would provide alternative travel options for the area, providing people with an improved service and greater travel flexibility. Three percent suggested that the extension would provide a faster, more frequent, more reliable and more convenient service than existing public transport options.

4.3.15 Seven percent of respondents said that they welcomed improved connectivity with central London and its rail termini, and 2% commented that there would be improved connectivity across the wider London area. One percent of respondents stated that the improved connectivity that the extension will bring would make the area less isolated or more integrated with the rest of London and its public transport network. Three percent of respondents commented that the extension would be beneficial for patients and staff to access NHS sites in the area, in particular, King’s College Hospital.

Crowding / congestion

- 4.3.16 Many people – 8% of respondents – stated that the public transport options currently available in southeast London are saturated and experience significant overcrowding. Five percent of respondents stated that the road network in southeast London is congested, which has a negative impact on the journey time reliability of bus services.
- 4.3.17 A number of respondents (4%) stated that the extension would help to relieve congestion on the road network. Three percent commented that it would help to relieve the currently saturated public transport services in southeast London, while 3% stated that it would help to reduce overcrowding. Three percent of respondents stated that the extension would free up capacity on National Rail lines.
- 4.3.18 Three percent of respondents commented that increased demand from new developments and an increasing population in southeast London are putting pressure on the overcrowded public transport network. Five percent of people suggested that the extension would help to support the current and future demand from new developments and increasing population.

Route option (positive comments)

- 4.3.19 Nine percent of respondents stated that they support extension Option 1b (via Camberwell and Peckham Rye), compared to 2% of respondents who supported Option 1a (via the Old Kent Road). One percent of respondents recommended that both extension options should be implemented.
- 4.3.20 A number of respondents (3%) support the full extension to Hayes. Two percent of respondents stated that the extension should serve Beckenham Junction, while over 5% support the extension to continue all the way to Bromley town centre.
- 4.3.21 Two percent of respondents stated that the Bakerloo line should be extended to Lewisham, with 1% (40 comments) having stated that limiting the extension to Lewisham would reduce the benefits of the project and it should therefore be extended further.

Reason for response

- 4.3.22 Sixteen percent of respondents expressed support for the extension or stated that they thought it was a good idea. Five percent commented that it was a much needed extension.

Regeneration / development

- 4.3.23 One percent of respondents state that the area is in need of regeneration, development or investment. Two percent of respondents commented that southeast London is already undergoing increased development / regeneration and substantial population increase.
- 4.3.24 Circa 2% of respondents suggested that the recent provision of the Overground to parts of southeast London had benefitted the area. Certain benefits mentioned included increased regeneration, improved reputation, and an increasing number of young professionals moving to the area.
- 4.3.25 Over 5% of respondents stated that the extension would lead to an increased level of development / regeneration of the areas along its route. Four percent suggested that the extension would benefit, transform, revitalise or modernise the areas it serves.
- 4.3.26 Seventy-four comments (1% of respondents) stated that the extension would improve the reputation and change people's perceptions of the area, raising its profile and putting it 'on the map'. One percent said that having an Underground connection would make the area a more attractive place for people to move to or buy a home.

Project cost, construction and timescale

- 4.3.27 Around 9% of respondents commented that the extension is overdue and should have been implemented a long time ago. Another 3% stated that the extension should be completed sooner than its proposed completion date.

Route option (other suggested destinations)

- 4.3.28 Respondents often suggested additional or alternative destinations that they would like the extension to serve. The most frequent destination proposed was Streatham, with 1% of respondents expressing their support for it to be served by the extension.

Economic impact

- 4.3.29 One percent of respondents (66 comments) state that southeast London has suffered economically, and culturally, for not being on the Underground network.
- 4.3.30 Three percent of respondents stated that the extension would benefit the economy and / or increase inward investment to the area. One percent suggested that the extension is essential for the prosperity and growth of the area.
- 4.3.31 A number of respondents (2%) state that the extension would increase employment opportunities or access to employment in the area. One percent stated that existing businesses would benefit from the extension / be encouraged to stay in southeast London, while another 1% suggested that the extension would encourage new businesses to move to the area due to increased connectivity to the rest of London.
- 4.3.32 One percent of respondents (91 comments) state that the extension would provide access to more affordable housing, with 35 comments stating that it would help to reduce the housing pressure on other areas.

Journey impact

- 4.3.33 Overall, 319 comments (4% of respondents) state that the extension would improve passenger journey ease and comfort. Three percent of respondents commented that the extension of the Bakerloo line would result in journey time savings for passengers.

Social impact

- 4.3.34 Four percent of respondents stated that the extension would help and support the community and existing residents. An improvement in residents' quality of life was mentioned by 1% of respondents.

Themes outside the top ten

- 4.3.35 Due to the substantial number of comments received from respondents who are in support of the proposed extension, there are a number of themes outside of the top 10 which cover a considerable number of comments. Route option (positive comments) and route option (alternatives to proposed extension) received 256 and 114 comments (1%), respectively. Both environmental impact and topics which were categorised as 'other' received 119 comments, while 79 comments referred to the existing Bakerloo line.
- 4.3.36 A number of respondents (79 comments) stated that further information was required about the proposals, while five comments highlighted issues for further consideration which are outside of the consultation scope.

- 4.3.37 Respondents who do not support the principle of extending the Bakerloo line
- 4.3.38 A total of 252 respondents who either oppose or strongly oppose the principle of extending the Bakerloo line from its current end point at Elephant & Castle, answered Question 6 (83% of all respondents who oppose / strongly oppose the principle of the extension).
- 4.3.39 Responses were coded into 13 main themes and 274 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 701 codes were assigned to the responses given by those who do not support the principle of extending the Bakerloo line.
- 4.3.40 Table 4-3 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following section.
- 4.3.41 Overall, the largest proportion of comments (129 comments, or 18% of the total) expressed concerns about the route option proposed. Approximately 12% of comments focused on connectivity, while 10% referenced issues regarding crowding and congestion. Around 10% of comments took the opportunity to suggest alternative or additional destinations that could be served by the extension, while another 10% provided alternative proposals to the extension. Other frequently mentioned themes included journey impact (9% of all comments), social impact (7%) and the issues regarding the existing Bakerloo line (4%).

Table 4-3: Top 10 themes mentioned in response to Question 6 “Please use this space for any further views / comments on the above question” by those not in support at Question 5

Theme	Number of comments	Percentage of total comments*
Route option (negative comments)	129	18%
Connectivity	82	12%
Route option (other suggested destinations)	69	10%
Route option (alternatives to proposed extension)	71	10%
Crowding / congestion	69	10%
Journey impact	60	9%
Social impact	47	7%
Reason for response	30	4%
Existing Bakerloo line	28	4%
Project cost, construction and timescales	24	3%
Total	609	87%

*Percentages are based on 701 (total codes assigned)

- 4.3.42 The following section explains the key comment codes assigned to each of the top 10 themes noted in Table 4-3. It should be noted that all percentages in these sections are based on 252 respondents (3% of all respondents for Question 6) (those who oppose / strongly oppose the principle of extending the Bakerloo line who responded to Question 6).

Route option (negative comments)

- 4.3.43 Fifteen percent of respondents (39 comments) stated that they oppose the removal of direct National Rail services to a number of London termini, including London Bridge, Charing Cross and Cannon Street.

- 4.3.44 A number of respondents (10%) stated that the proposed route of the Bakerloo line extension passes through areas which already have good public transport links, while 3% stated that the area does not need an Underground connection.
- 4.3.45 Four percent of respondents commented that other areas had been ignored by the proposed route, and 2% suggested that other areas would benefit more from the extension.
- 4.3.46 The proposal to extend the Bakerloo line to Hayes was met with opposition from 3% of respondents.

Connectivity

- 4.3.47 Fourteen percent of respondents stated that the conversion of the Hayes Line to the Underground system would mean that residents no longer had direct access to key London stations, such as London Bridge, Cannon Street and Charing Cross. Four percent stated that the direct link to these stations and to the City was the reason that they had purchased a house in the area.

Route option (other suggested destinations)

- 4.3.48 Respondents often suggested additional or alternative destinations that they would like the extension to serve. The most frequent destination proposed was Streatham, with 12% of respondents expressing their desire for it to be served by the proposed extension.
- 4.3.49 Other destinations commonly referenced were Streatham Hill (2%), Tulse Hill (2%) and Croydon (2%).

Route option (alternative to proposed extension)

- 4.3.50 A number of respondents suggested alternative proposals which could be implemented instead of the proposed Bakerloo line extension. The most frequent alternative proposal, suggested by 7% of opposed respondents, was to increase the capacity of or invest more money in the existing National Rail services.
- 4.3.51 Two percent of respondents suggested that the Hayes Line be converted to London Overground instead of the Underground. Another two percent of respondents stated that a southwest London option for the Bakerloo line extension should be developed instead of one that serves southeast London.

Crowding / congestion

- 4.3.52 Three percent of respondents stated that existing public transport services in the area are already saturated, while 2% stated that the roads in the area are currently congested. Two percent of respondents suggested that the extension of the Bakerloo line would cause an increase in congestion and overcrowding.
- 4.3.53 A number of respondents (2%) commented that the removal of direct access to London Bridge, Charing Cross and Cannon Street would mean that passengers would have to change onto trains that are already overcrowded. Five percent of respondents stated that the infrastructure and trains at Lewisham station are already over capacity and cannot cope with additional passengers changing there, while 2% commented that Lewisham station is already overcrowded.

Journey impact

- 4.3.54 A number of respondents (8%) commented that there would be an increase in passenger journey times due to the need to interchange and the increased number of station stops.

- 4.3.55 Six percent of respondents state that the extension would increase the cost of travel, while 2% suggested that there would be a decline in passenger comfort compared to National Rail trains.

Social impact

- 4.3.56 In terms of social impact, the main concern was that the extension would change the character of southeast London (3% of respondents), while 2% state that there would be an increase in antisocial behaviour and crime.
- 4.3.57 A number of respondents (2%) commented that the extension would encourage gentrification in the area, with an additional 2% stating that existing residents would be displaced from the area.

Reason for response

- 4.3.58 Eight percent of respondents stated that the reason for their response to Question 5 is that they did not support the proposed Bakerloo line extension. An additional 1% stated that while they did support infrastructure investment in the area, they did not support the proposals.
- 4.3.59 One percent of respondents stated that they oppose the extension as they do not want to change trains to access Cannon Street, London Bridge or Charing Cross.

Existing Bakerloo line

- 4.3.60 Three percent of respondents suggested that the existing Bakerloo line should be upgraded before any extension is considered. One percent stated that new trains are required for the line.
- 4.3.61 Two percent of respondents commented that the Bakerloo line already experiences congestion, while 1% stated that the extension would increase delays and unreliability for trains on the northern section of the line.

Project cost, construction and timescales

- 4.3.62 Four percent of opposed respondents state that the extension was a waste of money and resources, while 2% suggested that the money would be better spent elsewhere.
- 4.3.63 Two percent of respondents expressed concerns that there would be increased disruption for passengers during construction.

Themes outside the top ten

- 4.3.64 Six themes fall outside of the top 10 discussed in the previous paragraphs. These relate to regeneration / development (21 comments), the economic impact of the proposals (14 comments) and the extension's environmental impact (12 comments). Whilst they opposed the proposals, 22 comments were provided by some respondents giving positive feedback about the route option. An additional 17 comments suggested that further information is required about the proposals, while six comments were categorised as 'other'.
- 4.3.65 Respondents who neither support nor oppose the principle of extending the Bakerloo line
- 4.3.66 A total of 109 respondents who stated that they neither support nor oppose the principle of extending the Bakerloo line from its current end point at Elephant & Castle, and 17 respondents who did not answer Question 5, provided comments at Question 6.

- 4.3.67 Responses were coded into 12 main themes and 187 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total, 303 codes were assigned to the responses.
- 4.3.68 Table 4-4 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following sections.
- 4.3.69 Overall, the largest proportion of comments (55 comments, or 18% of the total) expressed concerns about the route option proposed. Approximately 14% of comments focused on connectivity, while 12% suggested alternative or additional destinations that could be served by the extension. Around 9% of comments required further information to inform their decision. Other frequently mentioned themes included crowding and congestion (8% of comments), positive comments about the proposed route (7%) and issues regarding journey impact (6%).

Table 4-4: Top 10 themes mentioned in response to Question 6 “Please use this space for any further views / comments on the above question” by those who neither support nor oppose at Question 5

Theme	Number of comments	Percentage of total comments*
Route option (negative comments)	55	18%
Connectivity	41	14%
Route option (other suggested destinations)	36	12%
Reason for response	27	9%
Further information required	26	9%
Crowding / congestion	23	8%
Route option (positive comments)	22	7%
Journey impact	17	6%
Route option (alternatives to proposed extension)	14	5%
Social impact	12	4%
Total	273	92%

*Percentages are based on 303 (total codes assigned)

- 4.3.70 The following section explains the key comment codes assigned to each of the top 10 themes noted in Table 4-4. It should be noted that all percentages in these sections are based on 126 respondents (those who neither support nor oppose the principle of extending the Bakerloo line who responded to Question 6 and those who did not provide an answer to Question 5 but commented on Question 6).

Route option (negative comments)

- 4.3.71 Thirteen percent of respondents who neither support nor oppose the proposals do not want to lose direct National Rail services to the central London termini of Cannon Street, Charing Cross and London Bridge, while 6% stated that they agreed the Bakerloo line needs to be extended, but oppose the replacement of National Rail services.

4.3.72 A number of respondents (9%) stated that the proposed route is already served by sufficient public transport services. Six percent suggested that other key areas in southeast London have been ignored from the proposed route.

4.3.73 Five percent of respondents oppose the extension of the Bakerloo line to Hayes.

Connectivity

4.3.74 Many respondents (10%) stated that southeast London is poorly served by public transport; while 9% stated that public transport links in the area need to be improved.

4.3.75 Two percent of respondents stated that replacing National Rail services on the Hayes Line with Underground trains would restrict access for alternative routes in and out of London, and to a wide variety of other destinations.

Route option (other suggested destinations)

4.3.76 Respondents often suggested additional or alternative destinations that they would like the extension to serve. Common destinations proposed were Streatham and Lambeth, as mentioned by 11% and 2% of respondents, respectively.

Reason for response

4.3.77 Despite neither supporting nor opposing to the preceding closed question (Question 5), 6% of respondents expressed support for the extension in their response, while 4% stated that their response was a result of not enough information being provided in the consultation to have an opinion in support or opposition.

4.3.78 Three percent of respondents implied that they would support the extension if it was in addition to the existing National Rail services, rather than in place of them.

Further information required

4.3.79 A number of comments included requests that further information be provided for the respondent to inform their decision. The most frequent issues that needed further clarification were: impact on travel times (3% of respondents), impact on travel costs (2%), more information about station locations and station proposals (2%), and information about the level of noise disruption to residents during operation (2%).

Crowding / congestion

4.3.80 Two percent of respondents commented that public transport in southeast London is already saturated and overcrowded, while another 2% stated that the road network is congested. Two percent of respondents suggested that the extension would result in increased congestion along the route.

Route option (positive comments)

4.3.81 Extension Option 1b (via Camberwell and Peckham Rye) was the most frequently mentioned with 4% of respondents expressing their preference, compared to Option 1a (via the Old Kent Road) which was preferred by 2% of those respondents who neither support nor oppose who provided comment.

- 4.3.82 Seven percent of respondents stated that they support extension of the Bakerloo line to Lewisham, while 2% suggested that it should be extended all the way to Bromley town centre.

Journey impact

- 4.3.83 Five percent of respondents stated that the conversion of the Hayes Line, which currently provides direct National Rail services to central London termini, to the Underground (which would provide indirect services) would add delay to travel times and cause inconvenience.
- 4.3.84 Two percent of respondents suggested that Bakerloo line Underground trains have less capacity than Southeastern National Rail trains and therefore the capacity of the line would not increase.

Route option (alternatives to proposed extension)

- 4.3.85 Respondents often suggested alternative proposals which could be implemented instead of the proposed Bakerloo line extension. The most frequent alternative proposal, suggested by 2% of respondents, was to invest more money in the existing National Rail services.
- 4.3.86 Other alternative proposals included extending the DLR (2%) or the Overground (2%) instead.
- 4.3.87 Two percent of respondents proposed that there should be an Underground extension in southwest London, rather than southeast London.

Social impact

- 4.3.88 Two percent of respondents state that the extension would benefit residents, while other respondents are concerned that the extension would encourage gentrification (2%) and displace existing residents (2%).

Themes outside the top ten

- 4.3.89 Five themes which received comments fall outside of the top 10. Both economic impact and project cost, construction and timescales received eight comments (3%), while regeneration / development received six comments (2%). Six comments (2%) commented on the operation of the existing Bakerloo line and two comments concerned themes that were categorised as 'other'.

4.4 Summary

- 4.4.1 There were 14,177 closed responses to Question 5, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, for the principle of extending the Bakerloo line from its current end point at Elephant & Castle. There was overwhelming support for the principle of extending the Bakerloo line, with 91% of respondents in strong support and a further 5% in support. Two percent of respondents either oppose or strongly oppose the extension and 1% neither supported nor opposed the proposals.
- 4.4.2 In total 7,901 respondents provided a valid response to Question 6, where respondents were asked to provide further views or comments regarding the principle of extending the Bakerloo line. This equates to 55% of all Question 5 respondents. The vast majority of responses (95%) to Question 6 came from respondents who either support or strongly support the principle of extending the Bakerloo line. Three percent either oppose or strongly oppose the proposal and 1% neither support nor oppose.

- 4.4.3 Of the respondents that support the proposal, the highest proportion of comments from respondents focused on issues related to connectivity (30%), with 14% of respondents stating that transport connections are poor in southeast London compared to other areas of the city. Seven percent of respondents commented that the extension would provide improved connectivity with central London and its rail termini. Another key theme was crowding and congestion, which was mentioned in 16% of comments, with 8% of respondents stating that the public transport options currently available in southeast London are saturated and overcrowded.
- 4.4.4 Of the respondents that oppose the proposal, the highest proportion of comments (18%) from respondents was negative comments about the route option. Fifteen percent of respondents were opposed to the removal of direct National Rail services to a number of London termini, including London Bridge, Charing Cross and Cannon Street. Ten percent of respondents stated that the areas through which the extension is proposed to pass are already served by good public transport links.
- 4.4.5 Of the respondents that neither support nor oppose the proposal, 18% of comments were negative and related to the extension route. Similarly to the respondents who oppose the proposal, 13% of respondents who neither support nor oppose the scheme do not want to lose direct National Rail services to central London termini.

5 Consultation findings – views on the extension on the basis of it enabling new development in southeast London

5.1 Introduction

5.1.1 This chapter presents the analysis of Questions 7 and 8 of the questionnaire:

- Question 7: One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis? (closed question)
- Question 8: Please use this space for any further views / comments on the above question (open question)

5.1.2 Section 5.2 discusses the responses to Question 7, whilst Section 5.3 provides an explanation of the most frequently occurring themes and associated comments in relation to Question 8.

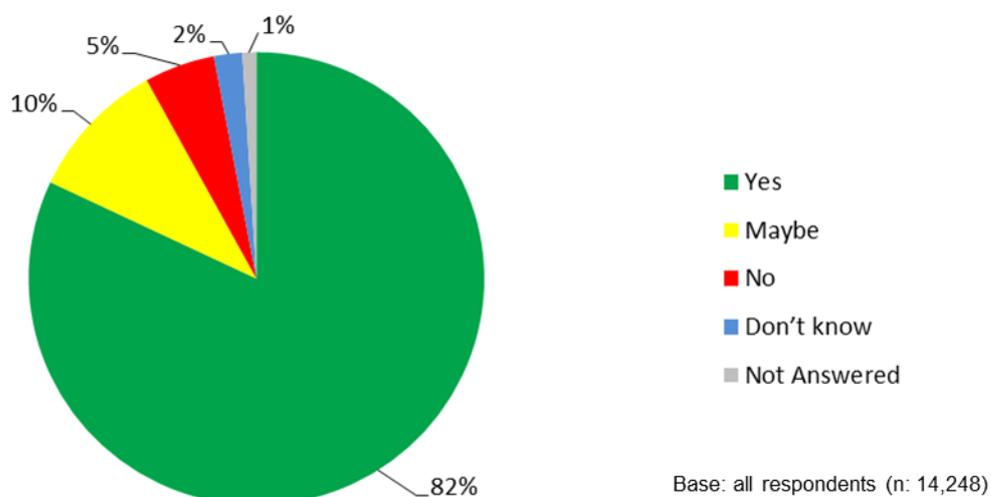
5.2 Views on the extension of the Bakerloo line to enable new development (closed question responses)

5.2.1 Table 5-1 and Figure 5-1 show the results from Question 7. The results show that 82% of respondents support the extension on this basis, while 10% stated 'maybe' and 5% confirmed that they do not support the Bakerloo line extension on this basis. A detailed breakdown of the answers is shown in Table 5-1.

Table 5-1: Question 7 - One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?

Response	Number	Percentage of total
Yes	11,683	82%
Maybe	1,437	10%
No	689	5%
Don't know	338	2%
Not answered	101	1%
Total	14,248	100%

Figure 5-1: Question 7 - One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?



5.2.2 Comparison of the results for Questions 5 and 7 indicates slightly less support for the Bakerloo line extension when considering the proposals in relation to new development. The proportion answering 'yes' to Question 7 (82%) is lower than the proportion in agreement with the general principle at Question 5 (96%). Similarly, 'maybe' and 'don't know' responses account for 12% of the total, compared to 2% who neither support nor oppose / 'don't know' at Question 5.

5.2.3 Overall views by location

5.2.4 Figures 5-2 to 5-4 present the geographical distribution of responses within the Greater London area.

5.2.5 Figure 5-2 presents the distribution of 7,757 valid postcodes for those responding to Question 7 with 'yes' within the Greater London area. The figure shows a wide geographical spread of support across the Greater London area for the principle of extending the Bakerloo line to support new development, with denser concentrations of support in the boroughs of Southwark, Lewisham and Bromley.

5.2.6 Figure 5-3 presents the distribution of 1,028 valid postcodes for respondents who neither support nor oppose at Question 7. The figure shows the distribution of these responses and highlights a slightly denser concentration of responses in the Camberwell / Peckham Rye area.

5.2.7 Figure 5-4 presents the distribution of 506 valid postcodes for those responding to Question 7 with 'no'. Three main clusters can be seen in the figure, with concentrations of respondents not in support of the extension proposals to bring forward new development in Camberwell, New Beckenham and the West Wickham and Hayes area. Similarly to the opposition to the overall principle of the extension, a small cluster is noted in the southwest of Lambeth Borough.

Figure 5-2: Geographic distribution of support for the proposed extension of the Bakerloo line to enable new development

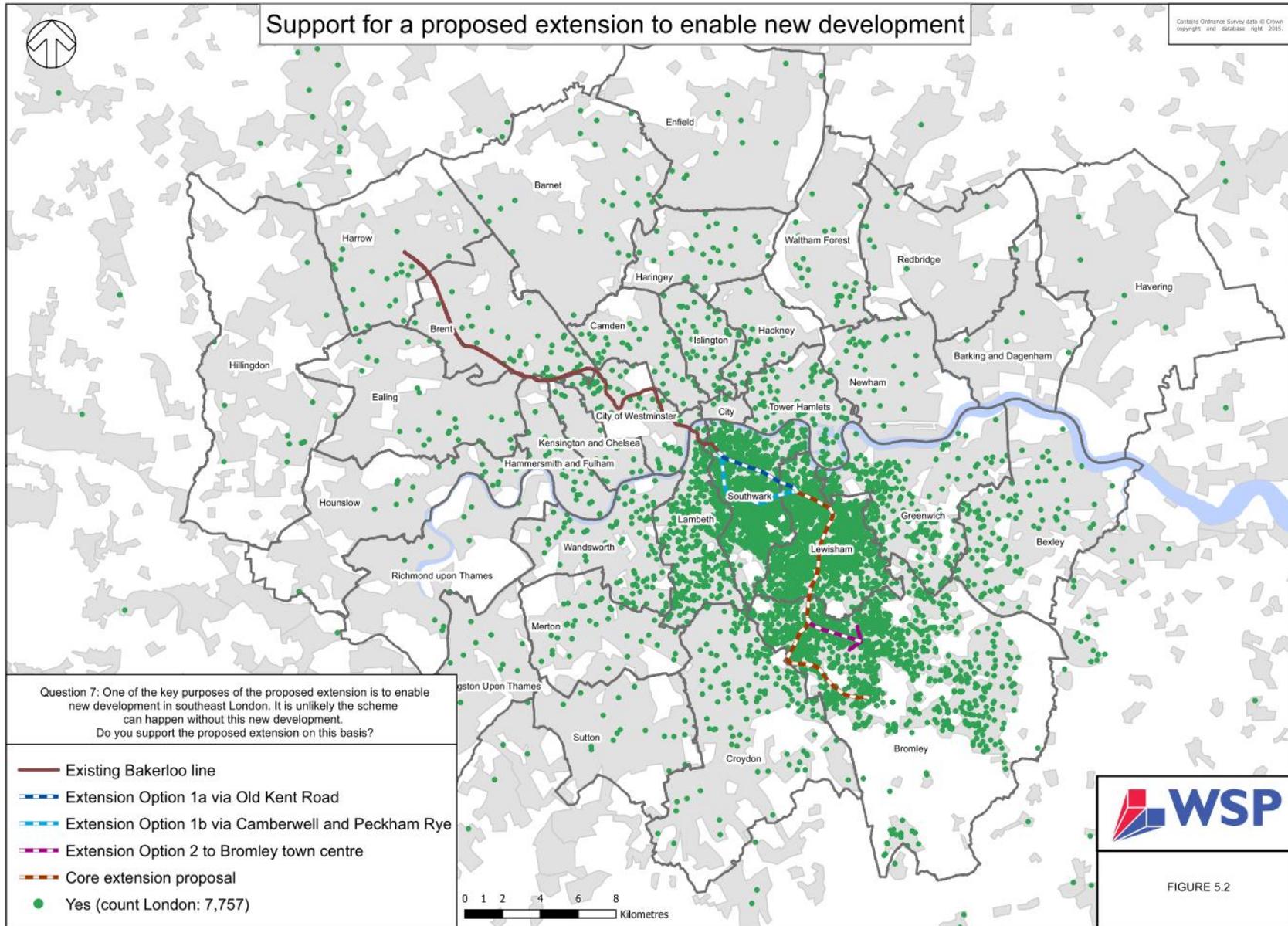


Figure 5-3: Geographic distribution of respondents who neither support nor oppose the proposed extension of the Bakerloo line to enable new development

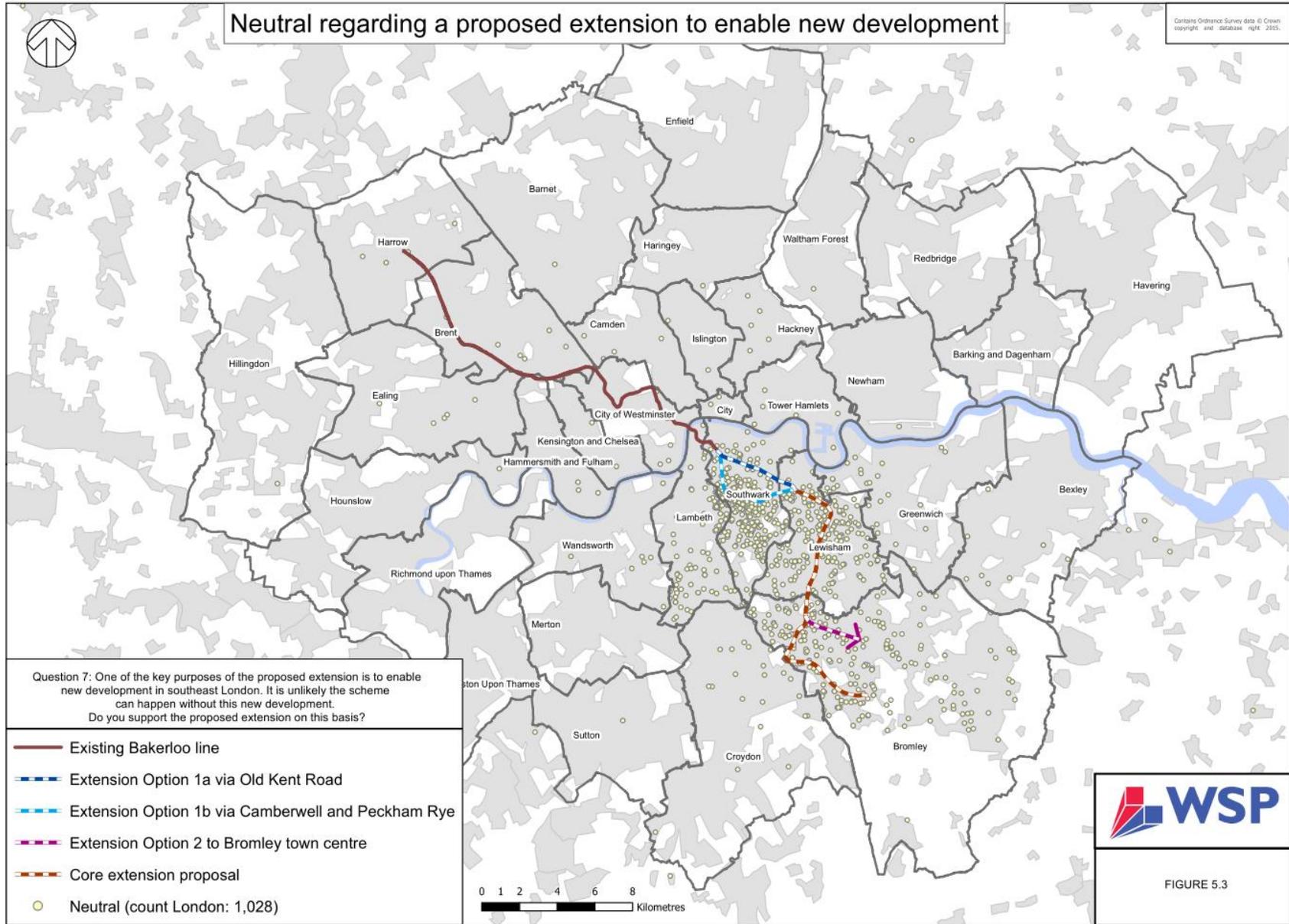
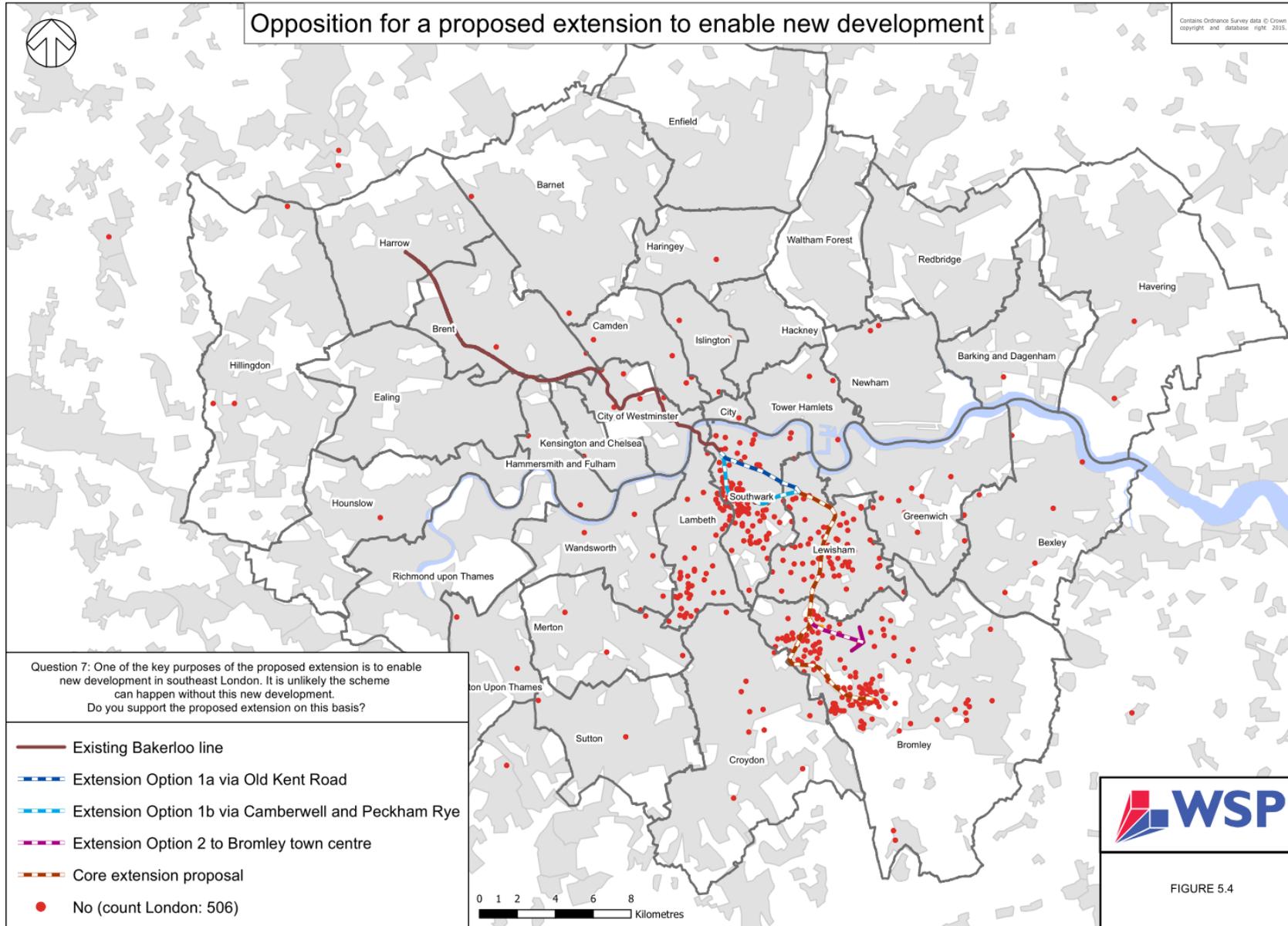


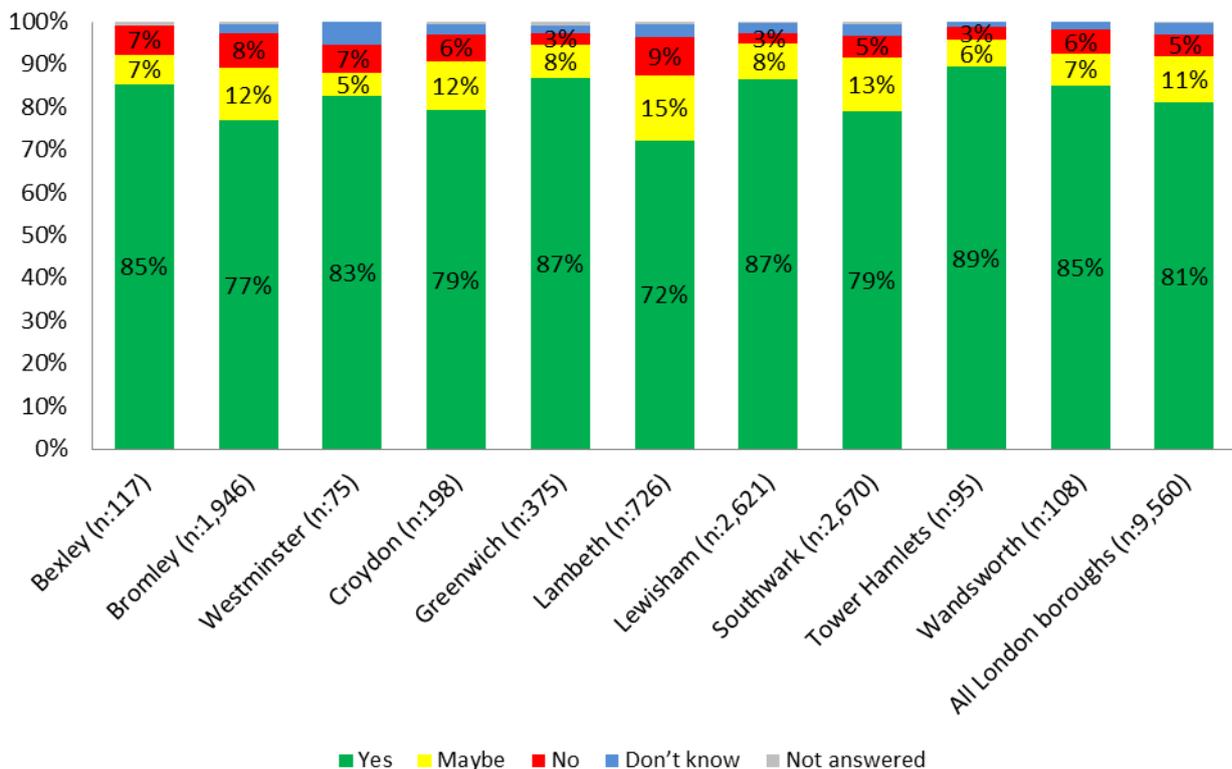
Figure 5-4: Geographic distribution of opposition for the proposed extension of the Bakerloo line to enable new development



Views by London borough

5.2.8 Figure 5-5 shows the level of support for the extension, by borough of residence, on the basis that one of the key purposes of the extension is to enable new development in southeast London. The results show that the majority of respondents from all London boroughs support the extension on this basis, ranging from 72% of respondents in Lambeth to 89% in Tower Hamlets.

Figure 5-5: Question 7 - One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis? (by London borough of respondent)



5.2.9 The Borough of Lambeth has the lowest proportion of respondents who support the principle of new development (72%), and also the highest proportion of respondents who oppose the proposals on the basis of development (9%). The Borough of Bromley; the location of three of the potential termini, also has a greater proportion of respondents who are opposed to new development to enable the extension (8%). In Lewisham, 87% of respondents support the principle of new development, with only 3% in opposition.

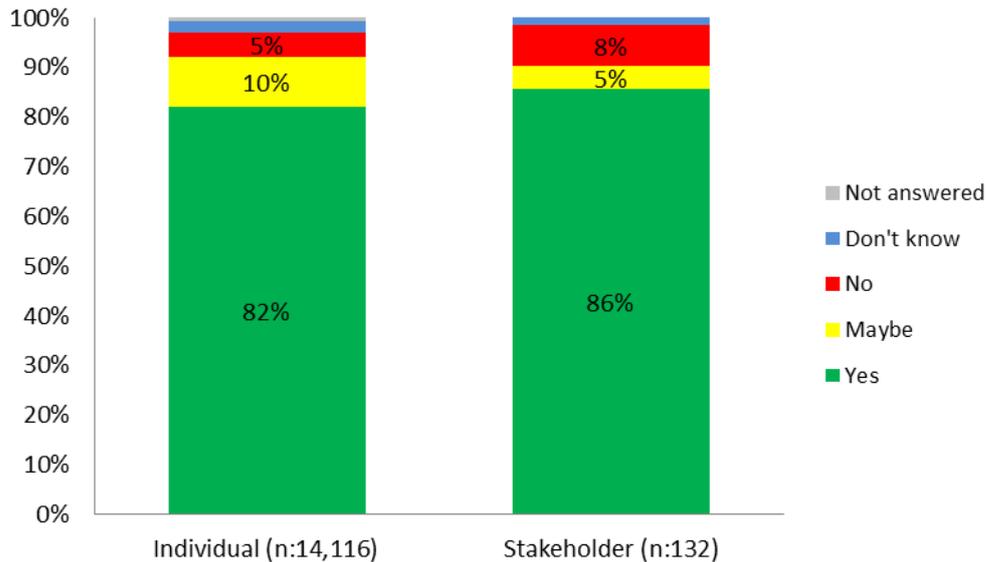
5.2.10 Overall, the vast majority of respondents across all London boroughs (81%) support the principle of new development, with just 5% opposed.

5.2.11 Overall views by type of respondent

5.2.12 Figure 5-6 shows views on the principle of new development as a means of enabling the extension by type of respondent i.e. individual and stakeholders. The results show that the level of support does not vary significantly between members of the public and stakeholders, with 82% and 86%,

respectively, responding that they support the extension on this basis. Five percent of individuals and 8% of stakeholders gave a negative response.

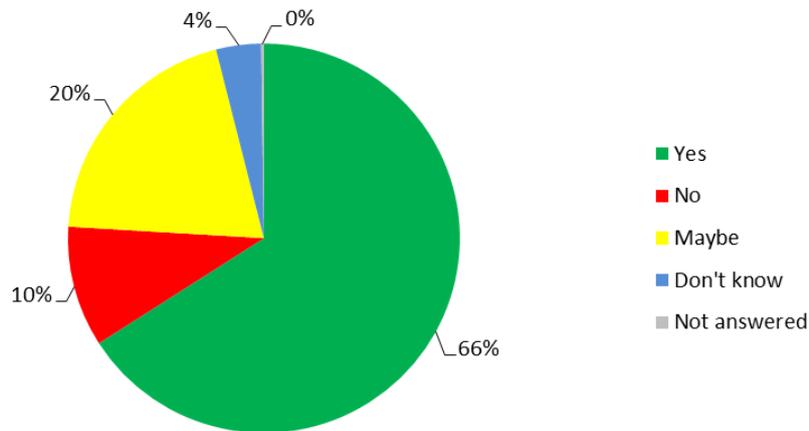
Figure 5-6: Question 7 - One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis? (by type of respondent)



5.3 Open comments on the proposed extension to enable new development

- 5.3.1 This section provides a detailed analysis of the responses provided to Question 8. A breakdown of the responses by response to Question 7 is given, followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.
- 5.3.2 In total 4,178 respondents provided a valid response to Question 6. This is equivalent to 29% of all respondents to Question 7.
- 5.3.3 Figure 5-7 shows the breakdown of responses by reference given to Question 7. Of those who provided a response, the majority (66%) support the principle of new development (66% of valid responses, or 2,744 respondents).

Figure 5-7: Breakdown of Question 8 respondents by response to Question 7



- 5.3.4 As set out in Chapter 2 (section 2.9.15), the 4,178 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 6,941 comment codes.
- 5.3.5 Of the 6,941 comments codes, 4,455 codes (64%) relate to comments from respondents who support the principle of development, 629 codes (9%) relate to those who oppose, and 1,624 (23%) relate to those who neither support nor oppose the extension.
- 5.3.6 The following four sections present the analysis of the responses to Question 8 in relation to Question 7. Each section displays the most frequently occurring themes, followed by a brief description of each. The full list of themes and comment codes is presented in Appendix E, with the respective frequency counts.
- 5.3.7 Respondents who support the principle of extending the Bakerloo line to enable development
- 5.3.8 A total of 2,744 respondents who support the principle of extending the Bakerloo line to enable development provided comments at Question 8. Responses were coded into 10 main themes and 257 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 4,455 codes were assigned to the responses given by those who support the principle of extending the Bakerloo line to enable development.
- 5.3.9 presents the themes mentioned by respondents. An overview of each theme is presented in the following sections.
- 5.3.10 Overall, the largest proportion of comments (1,041 comments, or 23% of the total) referred to the particular location of development and 20% to the type of development. A similar proportion (21% of all comments) expressed general support for new development. The question also generated a number of comments (16% of the total) on the economy and regeneration. The remaining themes were not as prevalent: 4-5% of all comments were related to on public transport and congestion, the route, financing the Bakerloo line extension and the impact on local residents.

Table 5-2: Themes mentioned in response to Question 8 “Please use this space for any further views / comments on the above question” by those who responded “Yes” to Question 7

Theme	Number of comments	Percentage of total comments*
Location of development	1,044	23%
General comments	950	21%
Type of development	874	20%
Economy and regeneration	729	16%
Public transport and congestion	222	5%
Route	177	4%
Financing the extension	162	4%
Impact on existing residents	162	4%
Further information required	108	2%
Other	27	1%
Total	4,455	100%

*Percentages are based on 4,455 (total codes assigned)

5.3.11 The following section explains the key comment codes assigned to each of the themes noted in Table 5-2. It should be noted that all percentages in these sections are based on 2,744 respondents (those who answered “yes” to Question 7, i.e. support new development in southeast London, and gave a response to Question 8).

Location of development

5.3.12 Eight percent of all respondents (208 comments), who support new development, stated that there is already a lot of development in southeast London and that the area is already densely populated.

5.3.13 Four percent of respondents suggested that the development should be located along the Old Kent Road, while another 4% would prefer Lewisham and 3% Catford.

5.3.14 An additional 3% support development as long as it takes place on brownfield sites.

General comments

5.3.15 A number of respondents (9%, 242 comments) expressed support for new development, while 7% state that transport investment is necessary to secure new development.

5.3.16 Four percent of respondents state that the extension is needed regardless of any new development as there is already sufficient demand for it.

5.3.17 Around 2% of respondents suggested that development is inevitable, while a similar number stated that the Bakerloo line extension should be built as soon as possible. The role of the proposal in improving accessibility to the rest of London is also mentioned by respondents (2%).

Type of development

5.3.18 Six percent of respondents (163 comments) state that a large proportion of affordable / social housing is required to meet local needs, while a further 4% (108 comments) commented that new

development is necessary given the pressure on the housing stock and increasing property prices in London.

- 5.3.19 Three percent of respondents expressed a desire for well-designed developments, while 2% state there also needs to be investment in other infrastructure (e.g. schools, healthcare) in addition to housing. A similar proportion urges that any new development includes cultural, retail and leisure facilities such as local shops, markets, cafes and restaurants. Two percent of respondents stated that any new development should take into account the income level of local residents / affordability.

Economy and regeneration

- 5.3.20 Ten percent of respondents (269 comments) expressed a strong view that development is needed to regenerate southeast London. Further, 7% state that regeneration in southeast London is long overdue.
- 5.3.21 Three percent of respondents stated that new development would create new jobs and bring much needed investment; while a further 2% commented that the extension would open up further opportunities to expand existing commercial operations.
- 5.3.22 One percent of respondents commented that the current lack of access chokes the growth prospects of the region.

Public transport and congestion

- 5.3.23 Two percent of respondents stated (65 comments) that London Underground provision is needed in southeast London to reduce congestion for all modes, while a further 1% commented that the extension is needed to relieve congestion on existing public transport.
- 5.3.24 There were also comments to the effect that southeast London does not feel connected to the rest of London (1%) and that the area suffers from a lack of investment in transport (1%). This topic is reinforced by 1% of respondents who stated there should be extensive redevelopment of other transport infrastructure (roads / rail / buses / pedestrian facilities) in addition to the Bakerloo line extension.

Route

- 5.3.25 Of those who mentioned the proposed route in their response, 22 comments (1%) stated that it should pass through Camberwell, 14 mentioned Peckham Rye, 13 suggested Bromley town centre and 10 comments suggested the Old Kent Road.

Financing the extension

- 5.3.26 Overall, 148 comments (5%) are supportive of private development being used to fund the proposals. More specifically, 4% of respondents stated that it 'makes sense' to seek private funding for public transport improvements, while 1% state that new development is vital in southeast London. Eleven comments (< 1%) stated that private funding strengthens the argument for the proposals. A further six comments maintain that the Bakerloo line extension has to be funded by new development.
- 5.3.27 Six comments referred to the need to look at broader mechanisms for recovering proceeds of growth.

Impact on existing residents

- 5.3.28 Within this theme, the view that the development should benefit existing residents is the most frequently occurring comment code (2% of respondents). Similarly, 1% of respondents state the

development should respect the existing community and 1% suggested there should be consultation with existing residents about new development.

- 5.3.29 Twenty comments mention that development / regeneration would be good for local people and the community (1%).

Further information required

- 5.3.30 A number of comments (92) requested further information about the development (3% of respondents), and 12 comments specifically requested further information about the location of new development.

Other

- 5.3.31 Of the 'other' comments given, the most frequently occurring is the comment that the proposed route should not be dictated by private developers (10 comments).

5.3.32 Respondents who do not support the principle of extending the Bakerloo line to enable development

- 5.3.33 A total of 422 respondents who do not support the principle of extending the Bakerloo line to enable development provided comments at Question 8. Responses were coded into nine main themes and 214 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 629 codes were assigned to the responses given by those who do not support the principle of extending the Bakerloo line to enable development.

- 5.3.34 Table 5-3 presents the themes mentioned by respondents. An overview of each theme is presented in the following sections.

- 5.3.35 Overall, the single largest proportion of comments (218 comments, or 35% of the total) comprises general comments either opposing the extension or development. A fifth of comments (20%) referred to public transport and congestion issues. The route itself was the subject of around 11% of all coded comments. The remaining themes were not so prevalent. Comments referred to impacts on local residents (9%), the type (7%) and location (7%) of development, and means of financing the extension (6%).

Table 5-3: Themes mentioned⁴ in response to Question 8 "Please use this space for any further views / comments on the above question" by those who responded "No" to Question 7

Theme	Number of comments	Percentage of total comments*
General comments	218	35%
Public transport and congestion	127	20%
Route	72	11%
Impact on existing residents	57	9%
Location of development	46	7%
Type of development	39	6%

⁴ Note that only nine themes were covered in respondents' responses

Theme	Number of comments	Percentage of total comments*
Financing the extension	37	6%
Further information required	18	3%
Other	15	2%
Total	629	100%

*Percentages are based on 629 (total codes assigned)

5.3.36 The following section explains the key comment codes assigned to each of the themes noted in Table 5-3. It should be noted that all percentages in these sections are based on 422 respondents (those who answered “no” to Question 7, i.e. do not support new development in southeast London, and gave a response to Question 8).

General comments

5.3.37 A fifth of respondents (22%) who do not support new development coming forward stated the extension should be built regardless of development. A number also suggested that purpose of the Bakerloo line extension should be to serve the needs of current residents and to solve existing transport issues rather than serve new development (3%).

5.3.38 Five percent of respondents suggested there is already too much development (in general) while 4% point out that development is already taking place in southeast London.

Public transport and congestion

5.3.39 The main concern in terms of congestion was that southeast London is already very crowded and development would result in further overcrowding in the area (12%).

5.3.40 Five comments (1%) stated that further development would increase the pressure on a transport system which is already under strain.

Route

5.3.41 Respondents indicated that access to Camberwell (4%), Streatham (3%), Denmark Hill / King’s College and Maudsley Hospitals (2%) and Peckham / Peckham Rye (2%) should be improved.

Impact on existing residents

5.3.42 Three percent of respondents stated that the primary concern of new transport projects should be to serve the existing population.

5.3.43 There were also concerns that the existing community would suffer displacement or growing social inequality if new development comes forward (3%).

Location of development

5.3.44 Three percent of respondents oppose the use of green spaces for development and praise the beauty of the southeast because of its green spaces (1%). One percent of respondents support brownfield development.

5.3.45 Two percent stated that there is not enough space available for development in the area.

Type of development

- 5.3.46 Two percent of respondents pointed out there was already a lack of schools (2%) and others commented that the new development would add further pressure on local services (1%).

Financing the extension

- 5.3.47 Three percent do not agree that transport infrastructure projects should be reliant on developer funding, while 1% suggested that public money should be used to finance the extension.

Further information required

- 5.3.48 Sixteen people (4%) recommend that the type / location / definition of development should be clarified.

Other

- 5.3.49 Of the 'other' comments submitted, four respondents stated the question is weighted towards support for the Old Kent Road option.

- 5.3.50 Respondents who neither support nor oppose the principle of extending the Bakerloo line to enable development ('maybe' and 'not answered')

- 5.3.51 A total of 856 respondents who responded 'maybe' or did not answer Question 7 provided comments at Question 8. Responses were coded into 10 main themes and 209 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total 1,624 codes were assigned to the responses given by those who were unsure about extending the Bakerloo line to enable development.

- 5.3.52 **Error! Reference source not found.** 5-4 presents the themes mentioned by respondents. An overview of each theme is presented in the following sections.

- 5.3.53 Overall, the largest proportion of comments (331 comments, or 20% of the total) were general comments of either support or opposition towards new development, while 18% of comments referred to the location of development and 16% to the type of development. A noticeable proportion (14%) stressed the need for further information. Around 10% of all comments referred to the potential impact on existing residents. Seven percent of all comments referred to the proposed route and 7% to public transport and congestion issues. Around 3% of all comments focused on environmental and economic impacts, and financing the extension.

Table 5-4: Themes mentioned in response to Question 8 "Please use this space for any further views / comments on the above question" by those who responded "Maybe" or did not respond to Question 7

Theme	Number of comments	Percentage of total comments*
General comments	331	20%
Location of development	291	18%
Type of development	266	16%
Further information required	221	14%
Impact on existing residents	165	10%

Theme	Number of comments	Percentage of total comments*
Public transport and congestion	114	7%
Route	109	7%
Economy, regeneration and the environment	56	3%
Financing the extension	50	3%
Other	21	1%
Total	1,624	100%

*Percentages are based on 1,624 (total codes assigned)

5.3.54 The following section explains the key comment codes assigned to each of the themes noted in Table 5-4. It should be noted that all percentages in these sections are based on 856 respondents (those who answered “maybe” or did not answer Question 7 and gave a response to Question 8).

General comments

5.3.55 Around nine percent of respondents stated that improved transport infrastructure is needed in the area. For 7% of respondents, the extension should proceed regardless of any plans for new development.

5.3.56 Six percent stated the area needs new development and 2% stated that the extension is necessary for new development. Support is sometimes dependent on the type and location of development (3%) and its likely environmental impact / sustainability (2%).

Location of development

5.3.57 Six percent of respondents oppose the use of green spaces for development (only brownfield development was considered to be acceptable).

5.3.58 Respondents identified Camberwell and Peckham / Peckham Rye as the locations most in need of development (7% and 6% of respondents, respectively). Five percent of respondents stated southeast London is already very developed and that there is no space for any more development.

Type of development

5.3.59 Eight percent of respondents considered affordable housing to be a priority, with an additional 2% opposing the construction of high-end properties targeted at higher income residents.

5.3.60 Three percent oppose high-rise development, while 2% welcomed regeneration of empty / derelict buildings. Respondents also commented that development should be well designed / planned (3%) and respectful of the surrounding environment (2%).

Further information required

5.3.61 Over 20% of respondents’ comments stated that they require more information about the type and location of development.

Impact on existing residents

- 5.3.62 Some respondents had concerns about the impact for local residents. In particular, 5% would like the development to benefit existing residents by improving their quality of life, while 2% stated that existing residents should be prioritised over future inhabitants.
- 5.3.63 Increasing property / rental prices and displacement of current residents were concerns for 6% of respondents.

Public transport and congestion

- 5.3.64 A number of respondents stated that public transport in the area is already at capacity (5%) as the area is underserved compared to the rest of London (2%). Two percent cite road congestion as a major concern.
- 5.3.65 Two percent of respondents stated that significant levels of new development would put a greater strain on the transport network.

Route

- 5.3.66 Respondents indicated that access to Camberwell (2%) and Peckham / Peckham Rye (2%) should be improved. An alternative proposal to the Bakerloo extension, mentioned by 2% of respondents, would be to re-open Camberwell station on the National Rail line.

Economy, regeneration and the environment

- 5.3.67 Three percent of respondents were concerned about the potential loss of green space to accommodate new development and stated that development should be sensitive to the local area (1%).

Financing the extension

- 5.3.68 Over 1% percent of respondents suggested that new development should not be the basis to fund the extension and that funding should be sourced elsewhere. A further 1% of respondents stated that they understand that private funding is required to build the extension.

Other

- 5.3.69 Access to hospitals in the area, such as Kings College Hospital, was an important consideration for 2% of respondents.
- 5.3.70 Respondents who neither support nor oppose the principle of extending the Bakerloo line development ('don't know')
- 5.3.71 A total of 156 respondents who responded 'don't know' to Question 7 provided comments at Question 8. Responses were coded into 10 main themes and 112 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 233 codes were assigned to the responses given by those who are unsure about extending the Bakerloo line to enable development.
- 5.3.72 Table 5-5 presents the themes mentioned by respondents. An overview of each theme is presented in the following sections.

5.3.73 Overall, the largest proportion of comments (94 comments, or 40% of the total) required further information about the proposals, while 23% were general comments of support or opposition towards the proposals. Nine percent commented on topics which fell under the category of 'other'. A number of comments related to the type and location of development, 7% and 6%, respectively. Other themes which were commented on were the proposed route (6%), the impact of the proposals on existing residents (5%) and the method of financing the proposals (2%). Both public transport and congestion, and economics and regeneration, received one comment each.

Table 5-5: Themes mentioned in response to Question 8 “Please use this space for any further views / comments on the above question” by those who responded “Don’t know” to Question 7

Theme	Number of comments	Percentage of total comments*
Further information required	94	40%
General comments	54	23%
Other	22	9%
Type of development	16	7%
Location of development	15	6%
Route	13	6%
Impact on existing residents	12	5%
Financing the extension	5	2%
Public transport and congestion	1	0%
Economy and regeneration	1	0%
Total	233	100%

*Percentages are based on 233 (total codes assigned)

5.3.74 The following section explains the key comment codes assigned to each of the themes noted in Table 5-5. It should be noted that all percentages in these sections are based on 156 respondents (those who answered “don’t know” to Question 7 and gave a response to Question 8).

Further information required

5.3.75 Forty percent of respondents requested more information about the type and location of the development proposed. Fifteen percent of respondents stated that they require more information about the proposals. Five percent of respondents required clarification on the definition of the term development.

General comments

5.3.76 Six percent of respondents stated that the extension should happen regardless of new development. A further 6% commented that development is already happening across southeast London and that the area is developing rapidly. Three percent of respondents suggested that while new development is needed to support the extension, the extension is also required to support the development.

5.3.77 Five percent of respondents stated that the line should be built in response to existing demand, rather than residents of future developments.

Other

- 5.3.78 Twelve percent of respondents commented that they did not understand the question or that the question was worded too vaguely to provide a response. Two respondents (1%) stated that they do not live in southeast London.

Type of development

- 5.3.79 Two percent of respondents stated that they do not support development that benefits people who are already wealthy. The need for more affordable housing in the area was also mentioned by 2% of respondents.

Location of development

- 5.3.80 Six percent of respondents commented that green space and public spaces should not be used for new development.
- 5.3.81 Other comments suggested that the new development shouldn't put a strain on infrastructure (1% of respondents) and that it should not contribute to a loss of heritage (1%).

Route

- 5.3.82 Respondents indicated that access to Camberwell (2%) and Peckham / Peckham Rye (1%) should be improved. An alternative proposal to the proposed route, mentioned by 1% of respondents, would be to extend the line to Streatham or West Norwood.

Impact on existing residents

- 5.3.83 Three percent of respondents would support the proposals if the development supports and benefits the area's existing residents rather than providing profit for developers. The concern that the initiative would price existing residents out of the area was raised by 2% of respondents.

Financing the extension

- 5.3.84 Three percent of respondents commented that the extension should be financed by public money rather than private finance. One percent stated that the proposed new development alone would not be able to cover the cost of the extension.

Public transport and congestion

- 5.3.85 One respondent (1%) stated that as new developments are often car free, there is an obligation to provide high quality public transport to serve it.

Economy and regeneration

- 5.3.86 One respondent (1%) commented that the extension would benefit the resilience of local businesses.

5.4 Summary

- 5.4.1 There were 14,147 closed responses to Question 7, where respondents were asked to state whether they support the proposals on the basis of it enabling new development in southeast London. Though the level of support is not quite as strong as it is for the overall principle of extending the Bakerloo line (Question 5), respondents were still in favour of the extension (82%). Just 5% of respondents did not support the extension based on the premise of enabling new development, while around 12% stated 'maybe' or that they didn't know.
- 5.4.2 In total 4,178 respondents provided a valid response to Question 8, where respondents were asked to provide further views or comments. This equates to 29% of all respondents. Two-thirds of responses to Question 8 came from those in favour of extending the Bakerloo line to enable development, while 10% came from those who did not support it on this basis. Twenty-four percent of open responses came from respondents who stated 'maybe' or that they didn't know.
- 5.4.3 Of the respondents that support the proposal, the key recurring themes in the open responses (43% of comments) are the location and type of any new development. Eight percent of respondents stated that there is already a lot of development in southeast London and that the area is already densely populated. Six percent suggested that a large proportion of affordable or social housing is required to meet local needs. Four percent of respondents stated that new development is necessary given the pressure on housing stock in the area and the increasing property prices in London.
- 5.4.4 Of the comments provided by respondents that oppose the proposal, 35% were general comments about the suggestions. Twenty-two percent of respondents suggested that the extension should be built regardless of new development and 3% stated that the purpose of the extension should be to serve existing residents rather than new developments.
- 5.4.5 Of the respondents that stated 'maybe' at Question 7, the key themes in their responses, aside from comments of support or opposition, were the location and type of development (34% of comments). Six percent of respondents oppose the use of green spaces for new development and suggested that it should only take place on brownfield land. Eight percent of respondents consider affordable housing to be a priority above high-end development.
- 5.4.6 Of the respondents that didn't know whether they support the extension on the basis of it enabling development, 40% of comments stated that further information was required to inform the respondent's opinion. Around 38% of respondents required more information about the type and location of development proposed.

6 Consultation findings – tunnelled section: Old Kent Road Option 1a

6.1 Introduction

6.1.1 This chapter presents the analysis to Questions 9 and 10 of the questionnaire:

- Question 9: One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road? (closed question)
- Question 10: Do you have any further views / comments on the above option? (open question)

6.1.2 Section 6.2 discusses the responses to Question 9, whilst Section 6.3 provides an explanation of the most frequently occurring themes and associated responses in relation to Question 10.

6.2 Views on the Old Kent Road Option 1a (closed question responses)

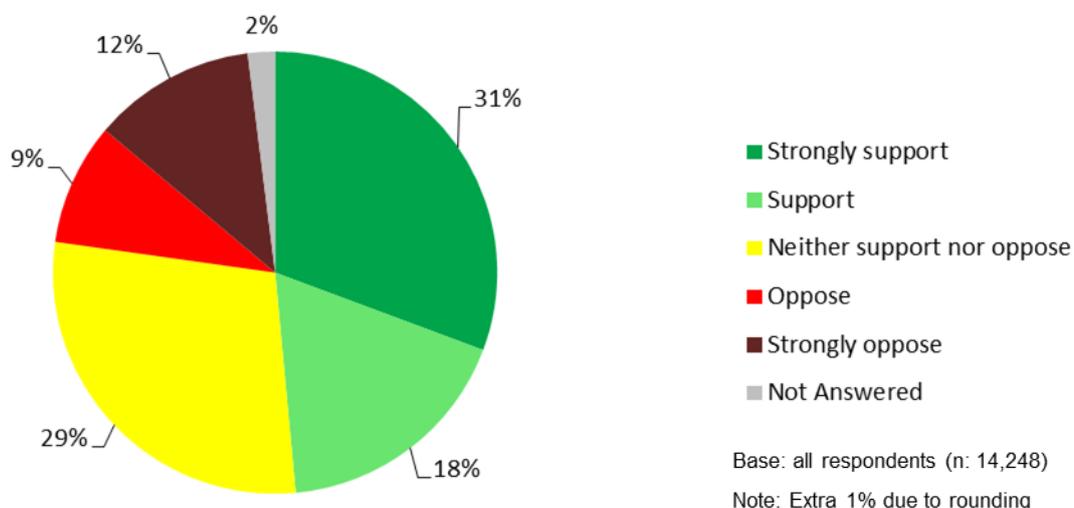
6.2.1 Table 6-1 and Figure 6-1 present the results from Question 9. The results show that almost half of respondents (49%) either support or strongly support extension Option 1a, while a fifth (21%) oppose or strongly oppose the route. A further 29% neither support nor oppose the route. A detailed breakdown of the answers is shown in Table 6-1.

Table 6-1: Question 9 - One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road?

Response	Number	Percentage of total
Strongly support	4,389	31%
Support	2,527	18%
Neither support nor oppose	4,143	29%
Oppose	1,306	9%
Strongly oppose	1,669	12%
Not answered	214	2%
Total	14,248	100%
Total support	6,916	49%
Total oppose	2,975	21%

Note the sum total of percentages slightly exceeds 100% due to rounding

Figure 6-1: Question 9 - One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road?



6.2.2 Overall views by location

6.2.3 Figures 6-2 to 6-4 present the geographical distribution of responses within the Greater London area.

6.2.4 Figure 6-2 presents the distribution of 4,534 valid postcodes for those in support of a route along the Old Kent Road within the Greater London area. The figure shows a wide geographical spread of support across the Greater London area with more dense concentrations surrounding the proposed extension in Southwark and Lewisham boroughs.

6.2.5 Figure 6-3 presents the distribution of 2,828 valid postcodes for respondents who neither support nor oppose at Question 9. The figure shows a generalised distribution of responses, but does highlight a clear difference when looking at the Camberwell Road and the Old Kent Road areas. A greater proportion of respondents who neither support nor oppose are noted in the area of the Camberwell Road proposals.

6.2.6 Figure 6-4 presents the distribution of 2,081 valid postcodes for those opposing the route option along the Old Kent Road within the Greater London area. The figure shows that the greatest density of opposition to the Old Kent Road route option is concentrated in close proximity and to the south of the Camberwell route option.

Figure 6-2: Geographic distribution of support for the proposed extension of the Bakerloo line via the Old Kent Road (Option 1a)

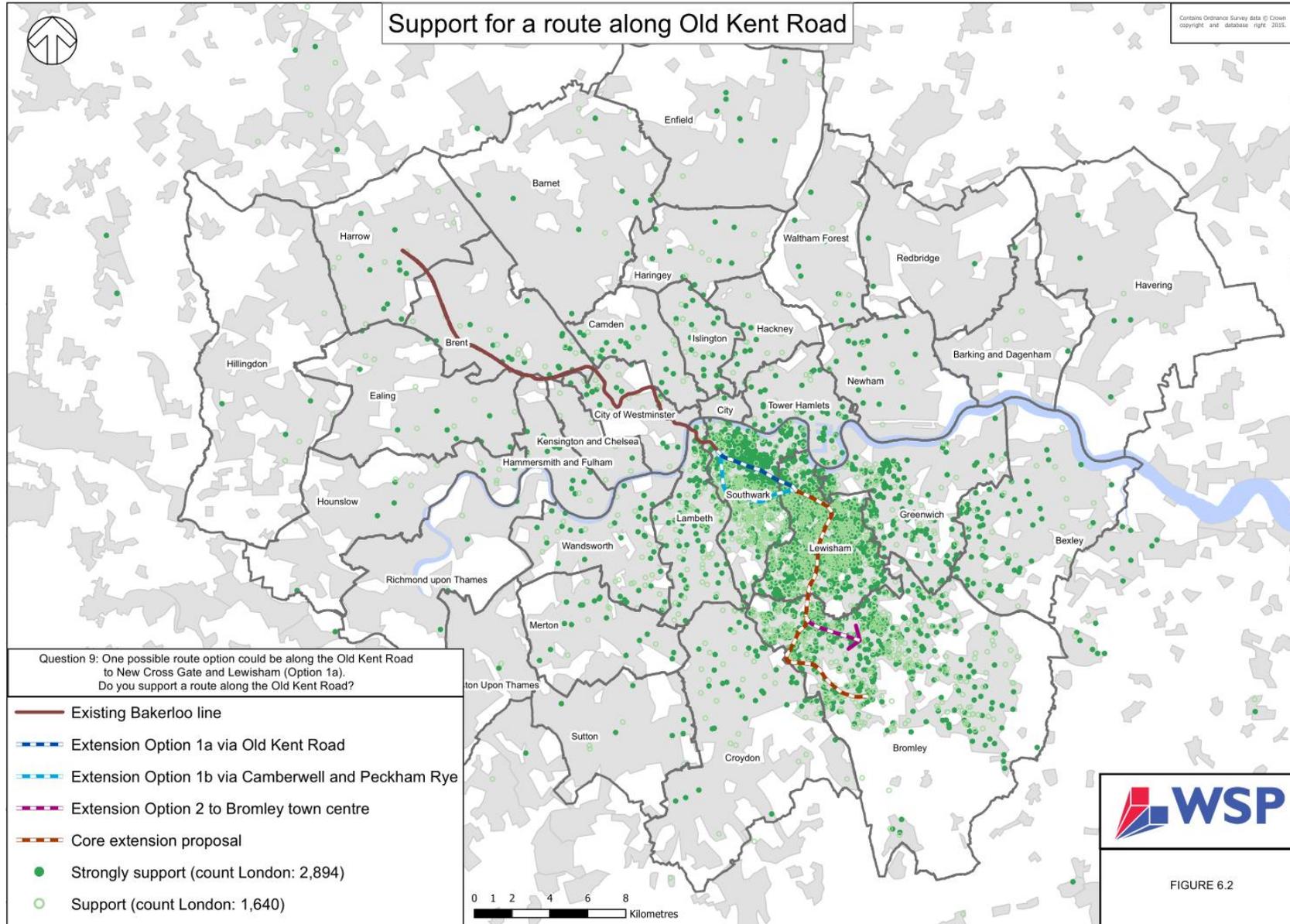


Figure 6-3: Geographic distribution of respondents who neither support nor oppose the proposed extension of the Bakerloo line via the Old Kent Road (Option 1a)

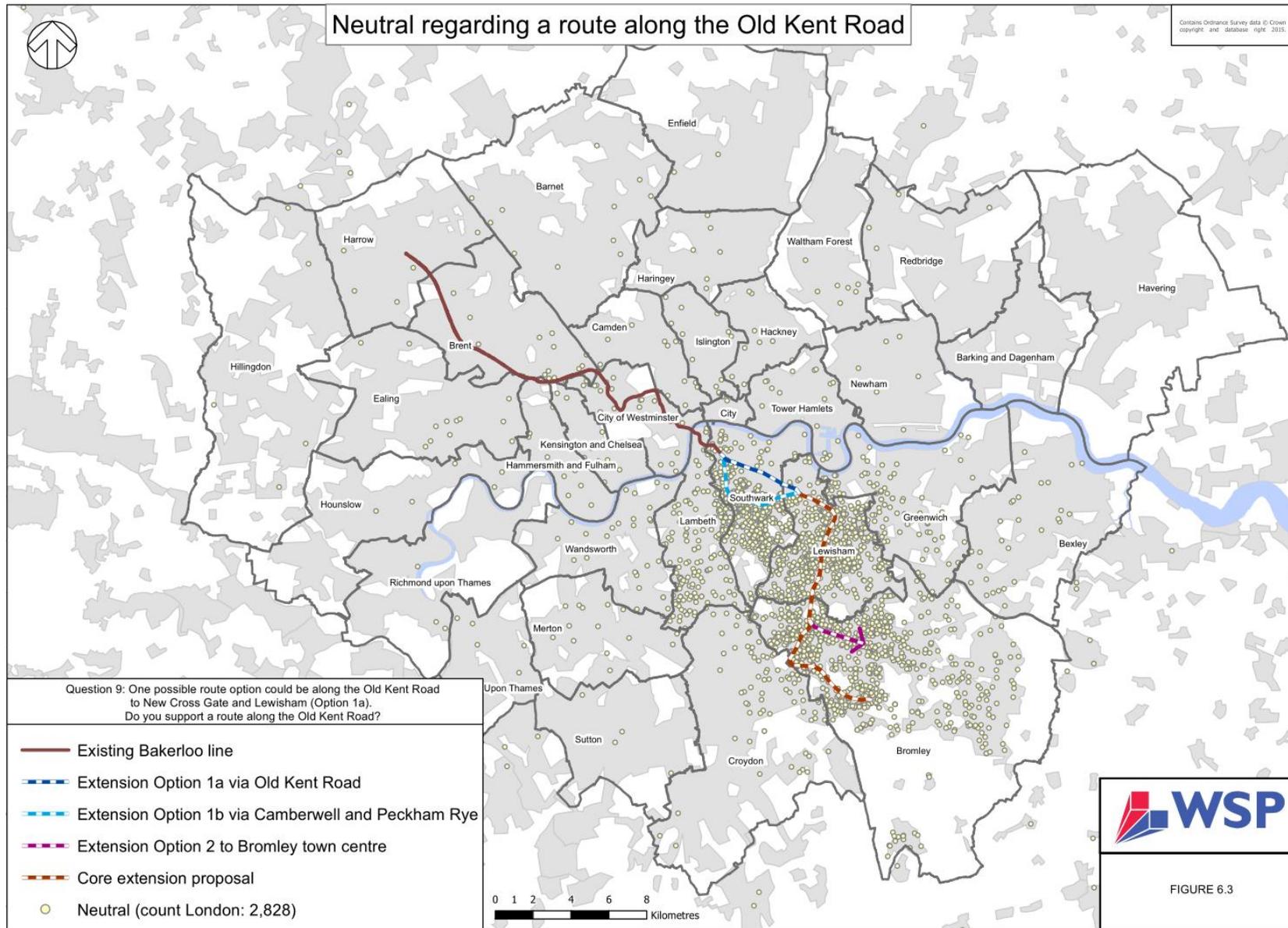
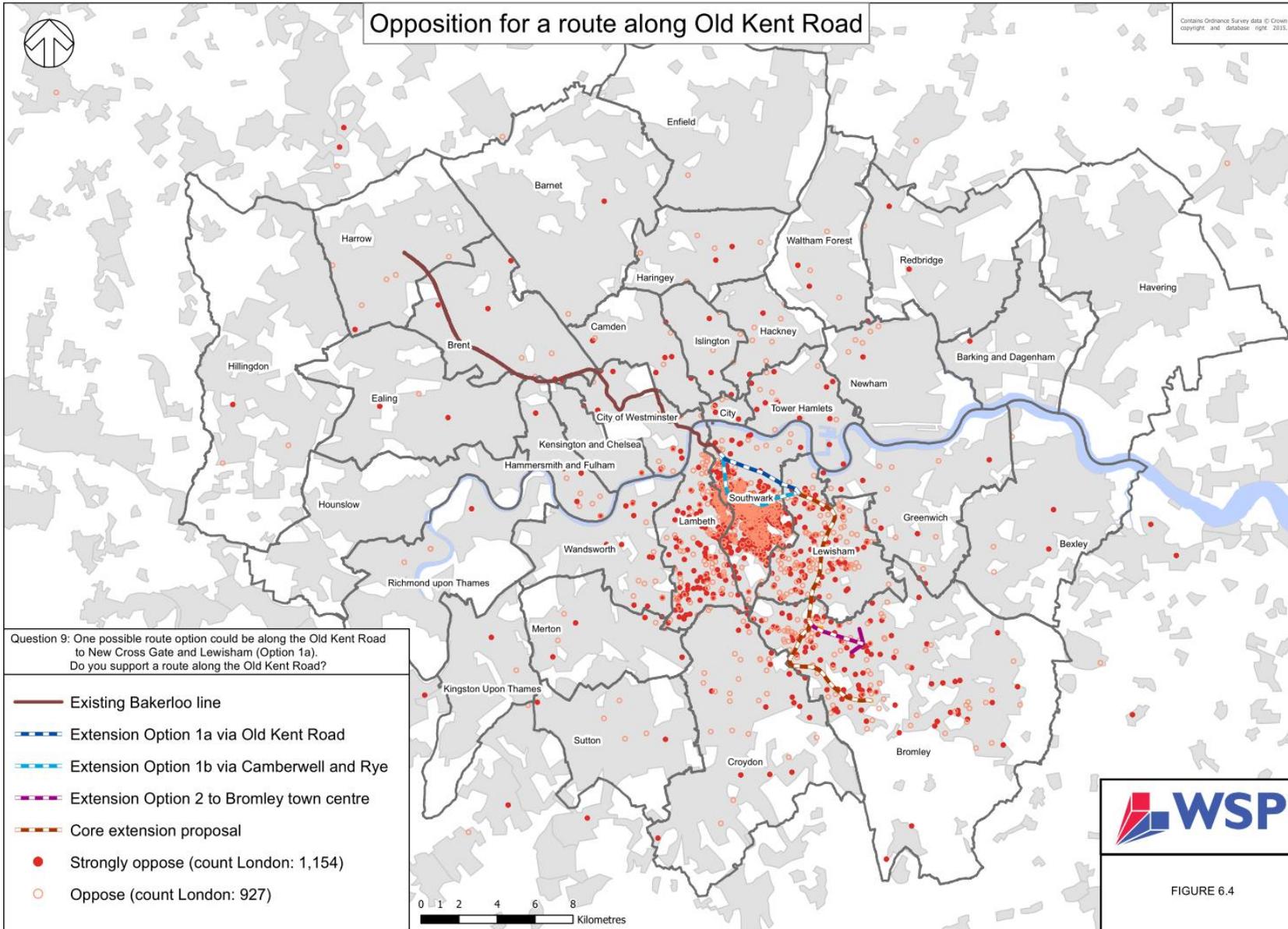


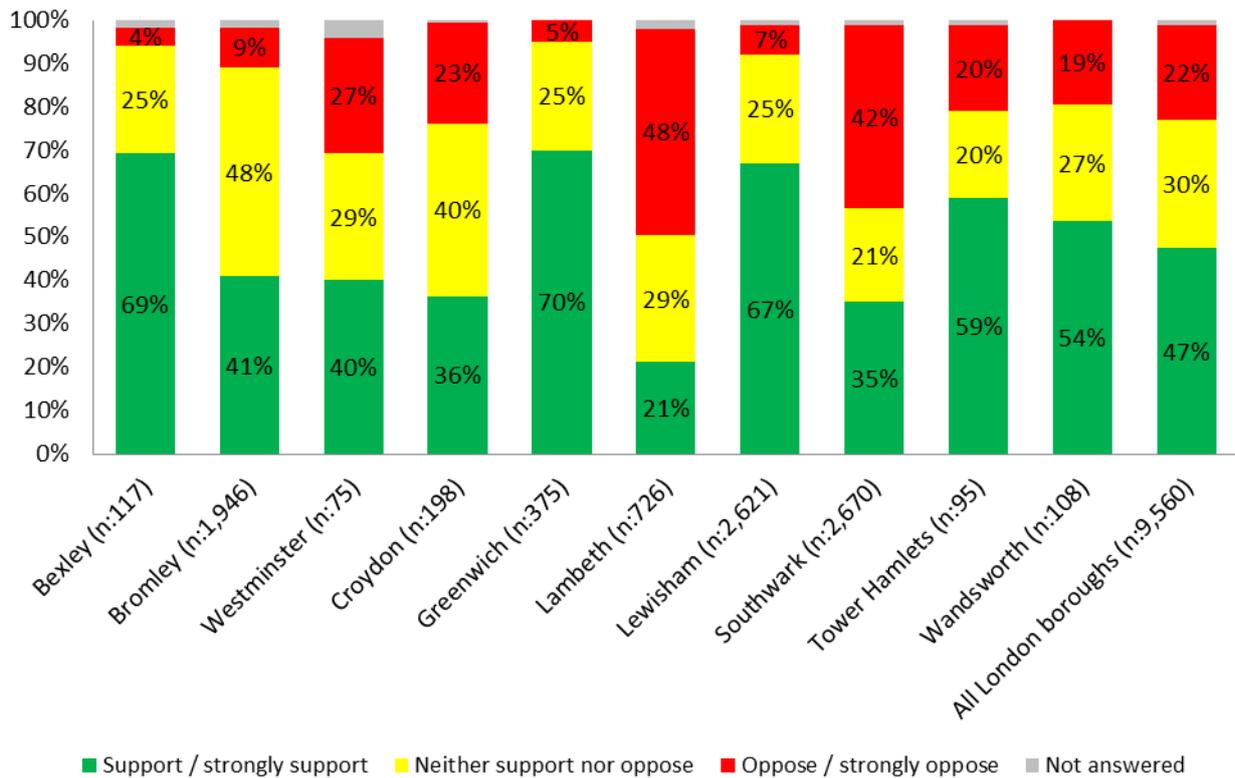
Figure 6-4: Geographic distribution of opposition for the proposed extension of the Bakerloo line via the Old Kent Road (Option 1a)



Views by London borough

6.2.7 Figure 6-5 shows the level of support for extension Option 1a (via the Old Kent Road), by London borough. The results show that on average across all London boroughs, 47% of respondents either support or strongly support this option, while 22% are opposed.

Figure 6-5: Question 9 - One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road? (by London borough of respondent)



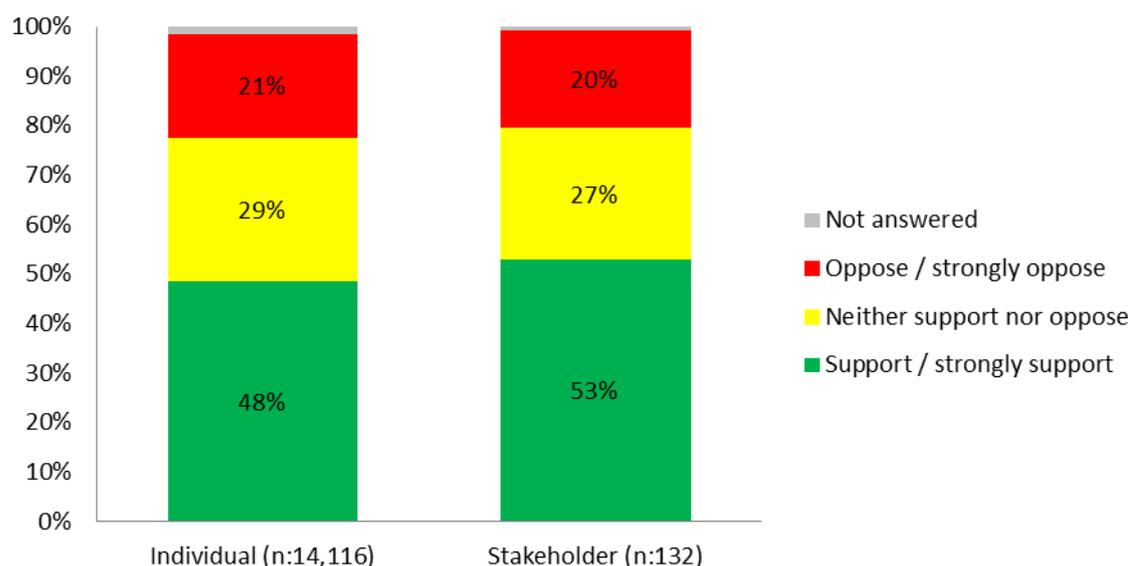
6.2.8 The boroughs with the highest proportion of respondents who support or strongly support the Option 1a route were Greenwich (70% of respondents), Bexley (69%) and Lewisham (67%). These boroughs also have low percentages of respondents who oppose or strongly oppose the route (between 4% and 7%).

6.2.9 Similarly, respondents in Lambeth and Southwark, the boroughs which are geographically closer to Option 1b, had greater proportions of respondents opposed to Option 1a (48%, and 42%, respectively). Other London boroughs with low proportions of respondents in support of Option 1a were: Bromley (41%), Croydon (36%) and Westminster (40%). There was a large proportion of respondents who neither support nor oppose in Bromley (48%) and Croydon (40%).

6.2.10 Overall views by type of respondent

6.2.11 Figure 6-6 shows the level of support for the principle of extending the Bakerloo line via the Old Kent Road (Option 1a), by type of respondent i.e. individual or stakeholder. The results show that the level of support did not vary significantly between individuals and stakeholders, with 48% and 53% responding that they support or strongly support the route, respectively.

Figure 6-6: Question 9 - One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road? (by type of respondent)

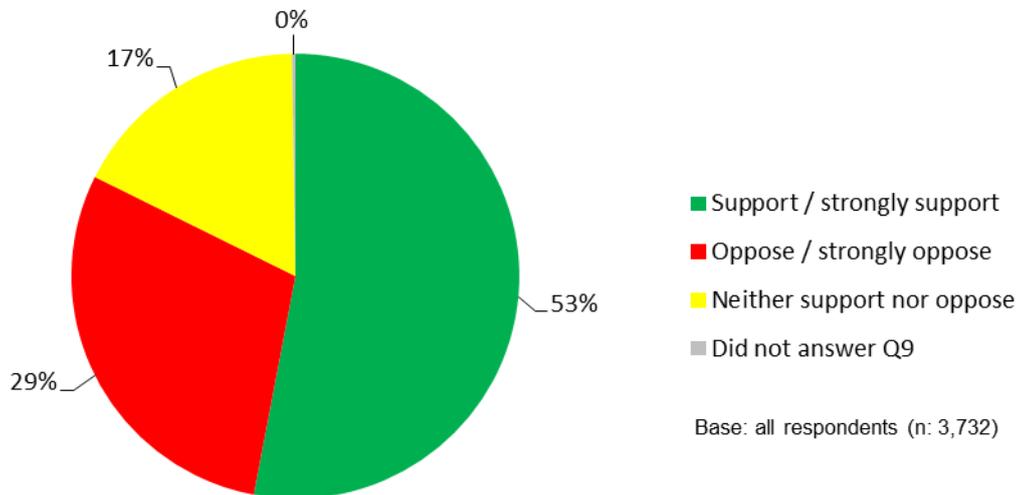


6.3 Open comments on the Old Kent Road Option 1a

6.3.1 This section provides a detailed analysis of the responses provided to Question 10. A breakdown of the responses, by response to Question 9, is provided followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.

6.3.2 In total 3,732 respondents provided valid answers to Question 10 (where an actual response was provided rather than 'n / a' or 'none', for example), which is equivalent to 26% of all respondents. Figure 6-7 shows the breakdown of responses by the response given to Question 9. Of those who provided a response, the majority (53%) either strongly support or support the principle of extending the Bakerloo line (1,982 respondents) via the Old Kent Road.

Figure 6-7: Breakdown of Question 10 respondents by response Question 9



- 6.3.3 As set out in Chapter 2 (section 2.9.15), the 3,732 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 6,669 comment codes.
- 6.3.4 Of the total 6,669 comment codes, 4,158 (62%) relate to comments from respondents who support / strongly support the Bakerloo line extension via Option 1a, 1,673 (25%) relate to those who oppose / strongly oppose, and 838 (13%) relate to those who neither support nor oppose the extension.
- 6.3.5 The following three sections present the analysis of the responses to Question 10 in relation to Question 9. Each section displays the 10 most frequently occurring themes, followed by a brief description of each. The full list of themes and comment codes is presented in Appendix F, with the respective frequency counts.
- 6.3.6 Respondents who support the Old Kent Road Option 1a
- 6.3.7 A total of 1,982 respondents who support the principle of extending the Bakerloo line via Option 1a provided a response to Question 10.
- 6.3.8 Responses were coded into 17 main themes and 216 comment codes. Many responses covered multiple issues and were assigned multiple codes; in total 4,158 codes were assigned to the responses given by those who support the principle of extending the Bakerloo line via Option 1a.
- 6.3.9 Table 6-2 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following sections.
- 6.3.10 Overall, the largest proportion of comments (911 comments, or 22% of the total) focused on issues related to public transport provision, while 19% (788 comments) commented on issues regarding the need for investment and development locally. Around 13% of comments provided general comments on route preferences. Other frequently mentioned themes included congestion (13% of all comments) and connectivity (8%). A number of comments came from respondents commenting on potential route or destination alternatives, and making suggestions as to the most appropriate interchange points. Additionally, many commented on the potential benefits of the line extension to those who live, work and socialise along the proposed route.

Table 6-2: Top 10 themes mentioned in response to Question 10 “Do you have any further views / comments on the above option?” by those in support at Question 9

Theme	Number of comments	Percentage of total comments*
Public transport	911	22%
Investment / development	788	19%
General comments	549	13%
Congestion / capacity	530	13%
Connectivity	332	8%
Comparison with Option 1b	254	6%
Route suggestions	172	4%
Social impacts	117	3%
New station suggestions	99	2%
Interchange suggestions	90	2%
Total	3,842	93%

*Percentages in this table are based on 4,158 (total codes assigned)

6.3.11 The following section explains the key comment codes within each of the top 10 themes noted in Table 6-2. It should be noted that all percentages are based on the number of respondents who support / strongly support the principle of extending the Bakerloo line via Option 1a (Question 9) who provided a response to Question 10 (1,982).

Public transport

6.3.12 Twenty six percent of respondents indicated that the Old Kent Road is poorly served by public transport, lacking options other than bus it is less well served than the Option 1b corridor. A further 8% of respondents felt that greater benefit might be obtained from Option 1a, as the 1b corridor is already served by rail via Denmark Hill / Peckham Rye / Loughborough Junction etc.

6.3.13 Respondents also commented on the fact that buses serving the Old Kent Road are typically overcrowded, and that provision of additional travel options may reduce this (5% of respondents).

Investment and development

6.3.14 Eight percent of respondents commented that the Old Kent Road corridor is deprived. Seven percent stated that the route is very much in need of the investment / regeneration that a new Underground link might bring, more so than the Peckham / Camberwell corridor. Similarly, approximately 5% of respondents highlighted that improved transport connections would encourage improvements to the attractiveness of the area / regeneration.

6.3.15 Respondents also highlighted that the Old Kent Road has great potential for redevelopment, with extensive areas of brownfield space available (5% of respondents).

General comments

6.3.16 The most frequent comment to fall under this theme was that both route options should be implemented (6% of respondents). Five percent of respondents also highlighted that although they

supported both routes, they had a preference for Option 1b. In contrast, 3% indicated support for both options but a preference for Option 1a.

Congestion / capacity

- 6.3.17 It was stated by 11% of respondents that congestion is a significant problem on the Old Kent Road. Similarly, 9% of respondents hoped that the installation of a new Underground link would reduce traffic issues / congestion along the Old Kent Road.

Connectivity

- 6.3.18 Many of the comments provided on connectivity related to those comments made on public transport provision. Four percent of respondents stated that the Old Kent Road requires better transport connections, commenting that it was not as well connected as Peckham / Camberwell.
- 6.3.19 The Old Kent Road is an historic route and remains a key transport thoroughfare within southeast London, being the main route between central London and Kent / Dover. This was noted by 3% of respondents.

Comparison with Option 1b

- 6.3.20 Comments under this theme highlighted the respondents' reasons for considering one route option superior to the other. The vast majority (98%) of comments highlighted why the respondent considers Option 1a to be better than Option 1b.
- 6.3.21 Seven percent of respondents indicated that support for 1a is based on the directness of the route between Elephant & Castle, and New Cross Gate. Similarly, 3% of respondents also highlighted that the shorter route should provide shorter journey times.
- 6.3.22 Two percent of respondents indicated support for 1a based on the expectation that construction costs would be lower / Option 1a would provide better value for money.

Route suggestions

- 6.3.23 Respondents supportive of the scheme put forward a wide variety of route suggestions; these were captured via 33 comment codes. However, this has meant that no single code received more than 50 comments. The most frequent route suggestion (47 respondents / 2%) was for two branches to be provided, one serving stations on Option 1a and the other serving Option 1b.

Social impact

- 6.3.24 The Old Kent Road corridor is a deprived area of central London, which suffers from a lack of transport infrastructure. Two percent of respondents noted that provision of an Underground link would improve the quality of life for residents. It could also make the Old Kent Road a more desirable place to live, work and socialise. Similarly, 28 respondents (1%) commented that Option 1a would have a greater impact upon the communities of southeast London compared to Option 1b.

New station suggestions

- 6.3.25 A total of 100 comments were received on the potential locations of new underground stations. The most frequent locations suggested for new stations on Option 1a are by Burgess Park (25 respondents / 1%) and Bricklayers Arms (20 respondents / 1%). Nine respondents also highlighted that a new interchange with Overground services could be provided where the Overground line

crosses the Old Kent Road by Brimington Park or alternatively by reopening the previous Old Kent Road station which closed in the early 1900s. A further six respondents suggested that a new station could be built in the vicinity of Ilderton Road, which is very near the point at which the Overground line crosses the Old Kent Road.

Interchange suggestions

- 6.3.26 The top two interchange suggestions were as per existing proposals for stops at Lewisham (2% of respondents) and New Cross Gate (1% of respondents), which could permit interchange with Overground rail services and the DLR at Lewisham.
- 6.3.27 Respondents who do not support the Old Kent Road Option 1a
- 6.3.28 A total of 1,099 respondents who oppose the principle of extending the Bakerloo line along Option 1a provided valid responses to Question 10.
- 6.3.29 Comments were coded into 12 main themes and 114 comment codes. Many comments covered multiple issues and as such were assigned multiple codes; in total 1,652 codes were assigned to the responses given by those who are opposed to the principle of extending the Bakerloo line via Option 1a.
- 6.3.30 Table 6-3 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following sections.
- 6.3.31 Overall, 29% of oppose comments related to public transport, 18% were connectivity issues and 15% were more general sentiments on the proposals. A further 13% of comments were comparisons with / reasons for preferring Option 1b. The following sections provide an explanation of the key comment codes assigned to each of the top 10 themes noted in Table 6.3.

Table 6-3: Top 10 themes mentioned in response to Question 10 “Do you have any further views / comments on the above option?” by those not in support at Question 9

Theme	Number of comments	Percentage of total comments*
Public transport	485	29%
Connectivity	294	18%
General comments	255	15%
Comparison with Option 1b	213	13%
Congestion / capacity	146	9%
Route suggestions	105	6%
Investment / development	90	5%
Environmental impacts	21	1%
Social impacts	21	1%
Reason for response	20	1%
Total	1,650	99%

*Percentages are based on 1,673 (total codes assigned)

- 6.3.32 The following section explains the key comment codes within each of the top 10 themes noted in Table 6-3. It should be noted that all percentages are based on the number of respondents who

oppose / strongly oppose the principle of extending the Bakerloo line via Option 1a (Question 9) who provided a response to Question 10 (1,099).

Public transport

- 6.3.33 Considering those who oppose Option 1a, the most frequent comment code assigned within this theme was that the Old Kent Road is already well served by buses (9% of respondents). A further 5% of respondents stated that the Old Kent Road is well served by public transport compared to elsewhere. Current London Overground provision at New Cross, Peckham, and New Cross Gate (alongside its National Rail connections) was highlighted by 6% of respondents.

Connectivity

- 6.3.34 Eight percent of respondents stated that better access to Camberwell is required (i.e. Option 1b). An additional 7% of respondents indicate support for Option 1b on the basis that it would allow greater connectivity to Kings College Hospital / other hospitals in the area. Further support for Option 1b is shown by 2% of respondents, who stated that it offers greater interchange options. A further 2% of respondents commented on locations and attractions on the route.

General comments

- 6.3.35 Two percent of respondents stated that they did not support Option 1a as they lived near areas served by Option 1b. Fifteen responses (1%) suggested that the benefits of the proposals were unclear or that there were no benefits. Another 12 responses (1%) stated that the proposals were not the correct solution to existing transport issues.

Comparison with 1b

- 6.3.36 Over half the coded comments within this theme (11% of respondents) indicated that Option 1b would reach a wider catchment of people. Ten percent of respondents simply stated that Option 1b is 'better', whilst 7% suggested Option 1b is needed more than 1a.
- 6.3.37 Five percent of respondents also indicated that the catchment of Option 1a is retail parks and aimed at car users, so it would be of limited benefit.

Congestion / capacity

- 6.3.38 The two most frequently mentioned coded comments within this theme were that road traffic congestion is worse on Walworth Road (6% of respondents), and that Option 1a would be less beneficial than Option 1b in terms of traffic reduction because the Old Kent Road is a strategic road (3% of respondents).

Route suggestions

- 6.3.39 The two most frequent comments within this theme were that the extension should reach Streatham, and that the extension should provide branches for Options 1a and 1b (2% of respondents in both cases).

Investment / development

- 6.3.40 The view that Camberwell and Peckham Rye (Option 1b) offer greater potential for development / regeneration was recorded on 34 occasions (3% of respondents). A further concern was that the

developments / gentrification along the Old Kent Road would push away locals due to increased property purchase and rental costs (1% of respondents).

Environmental impacts

6.3.41 The only notable environmental concern raised within the comments was that the construction would cause too much disruption on this route (1% of respondents).

Social impacts

6.3.42 The impact on housing was the most frequent comment in this theme (eight respondents / 1%).

Reason for response

6.3.43 The view that two stations along the Old Kent Road is impractical was stated by 1% of respondents. Five respondents also stated that they oppose the replacement of the Hayes National Rail line.

6.3.44 Respondents who neither support nor oppose the Old Kent Road Option 1a

6.3.45 A total of 651 responses to Question 10 were received from respondents who stated that they neither support nor oppose the principle of extending the Bakerloo line along Option 1a, or did not answer Question 9.

6.3.46 Responses were coded into eight themes and 72 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 838 codes were assigned to the responses.

6.3.47 Table 6-4 presents the eight themes, in order of the frequency with which they were referenced. An overview of each theme is presented in the following sections.

6.3.48 Overall, the largest proportion of comments (342 comments, or 41% of total neither support nor oppose comments) expressed a preference for a particular route option (despite their response to the preceding closed question). Approximately 18% of comments indicated no route preference and the reasons for this, while 17% took the opportunity to suggest alternative or additional destinations that could be served by the extension.

Table 6-4: Themes mentioned⁵ in response to Question 10 “Do you have any further views / comments on the above option?” by those who neither support nor oppose at Question 9

Theme	Number of comments	Percentage of total comments*
General comments (neutral – preference)	342	41%
General comments (neutral - no preference)	155	18%
Route / interchange suggestions	140	17%
Existing services	81	10%
Investment / development	56	7%
Further information required	35	4%
Alternative route suggestions	28	3%

⁵ Note that only eight themes were covered in respondents’ responses

Theme	Number of comments	Percentage of total comments*
Other	1	0%
Total	838	100%

*Percentages are based on 838 (total codes assigned)

6.3.49 The following section explains the key comment codes within each of the themes noted in Table 6-4. It should be noted that all percentages are based on the number of respondents who neither support nor oppose the principle of extending the Bakerloo line via Option 1a (Question 9) who provided a response to Question 10 (651).

General comments (neutral – preference)

6.3.50 A quarter of respondents highlighted a preference for Option 1b over 1a, and 6% stated the opposite. Six percent of respondents indicated support for both route options.

General comments (neutral - no preference)

6.3.51 In all, 155 comments indicated no route preference, with reasons given such as: ‘makes little / no difference to me’ (11% of respondents), ‘unfamiliar with the area’ (6% of respondents), and ‘unsure which is better’ (6% of respondents).

Route / interchange suggestions

6.3.52 Thirty respondents commented that they are supportive of Option 1a, provided that it is not implemented at the expense of a link via Walworth and Camberwell (5% of respondents).

6.3.53 Numerous comments requested that the proposed route continues on to key stations, including Hayes (3% of respondents), Catford (2% of respondents) and Bromley (2% of respondents). Thirteen respondents suggested that the line should run through to Lewisham (2% of respondents).

Existing services

6.3.54 Respondents stated that existing public transport provision on the Old Kent Road is poor, with 7% stating that bus services are presently insufficient.

6.3.55 Respondents also suggested that the Old Kent Road corridor is already served by rail services via Elephant & Castle (2% of respondents).

Investment / development

6.3.56 Respondents reported a number of concerns relating to the extension. Approximately 3% of respondents outlined concerns that both areas need redevelopment, and 2% highlighted that the Underground link would bring development with it.

Further information required

6.3.57 Thirty-five comments from respondents, who neither support nor oppose the proposals, stated a need for additional information. Approximately 2% of respondents requested further detail on the business case for each route option. Another 2% asked for more information on the likely impacts of development / construction on the surrounding areas.

Alternative route suggestions

- 6.3.58 The theme which received the least comments was alternative route suggestions, with fewer than 30 comments. The most frequently occurring comment, by 2% of respondents, was that there should be the construction of a branch to Streatham. One percent commented that the Underground stops at New Cross Gate and Lewisham were unnecessary.

6.4 Summary

- 6.4.1 There were 14,034 closed responses to Question 9, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, for the principle of extending the Bakerloo line along route Option 1a (Old Kent Road). The results show that almost half of respondents (49%) either support or strongly support extension Option 1a, while a fifth (21%) oppose or strongly oppose the route. A further 29% neither support nor oppose the route.
- 6.4.2 In total, 3,732 respondents provided a valid response to Question 10, where respondents were asked to provide further views or comments. This equates to 26% of all Question 9 respondents. The largest proportion of responses to Question 10 (53% of responses) was from those respondents who either support or strongly support the principle of extension through Question 9. Twenty-nine percent of responses were from respondents who either oppose or strongly oppose at Question 9 and 17% were from respondents who neither support nor oppose.
- 6.4.3 Of the respondents that support the proposal, the largest proportion of comments (22%) focused on issues relating to public transport provision, with 26% of respondents indicating that the Old Kent Road is poorly served by public transport, including in comparison with the Option 1b corridor. A further 8% of respondents stated that greater benefit would be obtained from Option 1a, as the area served by Option 1b is already served by sufficient public transport.
- 6.4.4 Of the respondents that oppose the proposal, 29% of comments related to public transport. The most frequent comment mentioned, by 9% of respondents, was that the Old Kent Road is already well served by buses. A further 5% of respondents stated that the Old Kent Road is well served by public transport compared to other locations.
- 6.4.5 Of the comments from respondents that neither support nor oppose the proposal, 41% were general comments about their preferred route. A quarter of respondents stated a preference for Option 1b over 1a, and 6% stated the opposite.

7 Consultation findings – tunnelled section: Camberwell Option 1b

7.1 Introduction

7.1.1 This chapter presents the analysis to Questions 11 and 12 of the questionnaire:

- Question 11: Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye? (closed question)
- Question 12: Do you have any further views / comments on the above option? (open question)

7.1.2 Section 7.2 discusses the responses to Question 11, whilst Section 7.3 provides an explanation of the most frequently occurring themes and associated comments in relation to Question 12.

7.2 Views on the Camberwell Option 1b (closed question responses)

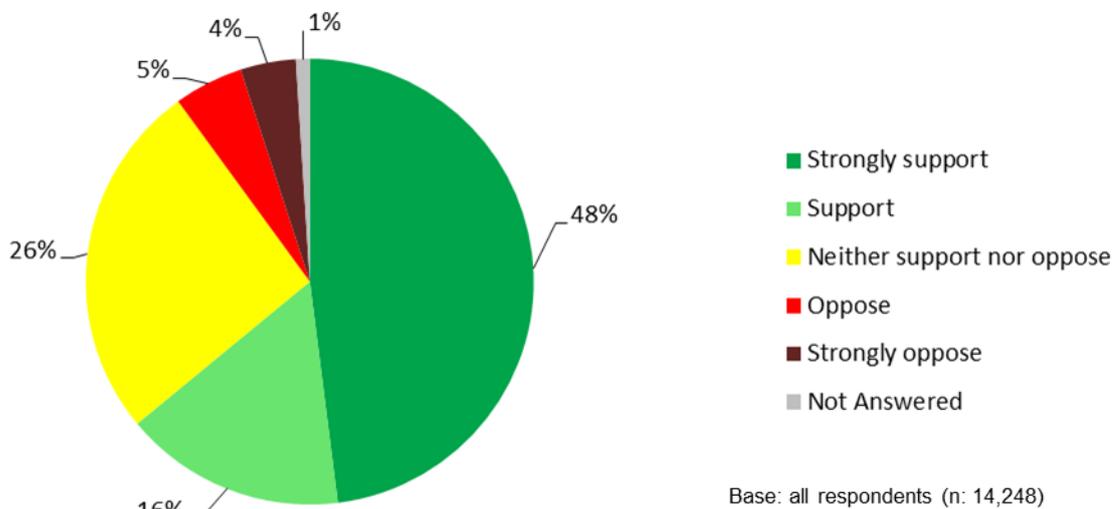
7.2.1 Table 7-1 and Figure 7-1 present the results from Question 11. The results show that around two-thirds of respondents (64%) either support or strongly support extension Option 1b, while 9% either oppose or strongly oppose the route. A further 26% neither support nor oppose the route.

7.2.2 In comparison to Option 1a, this route appears to have greater support from respondents with the results showing 15% more respondents support Option 1b. A detailed breakdown of the answers is shown in Table 7-1.

Table 7-1: Question 11 - Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye?

Response	Number	Percentage of total
Strongly support	6,823	48%
Support	2,278	16%
Neither support nor oppose	3,661	26%
Oppose	736	5%
Strongly oppose	568	4%
Not answered	182	1%
Total	14,248	100%
Total support	9,101	64%
Total oppose	1,304	9%

Figure 7-1: Question 11 - Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye?



7.2.3 Overall views by location

7.2.4 Figures 7-2 to 7-4 present the geographical distribution of responses within the Greater London area.

7.2.5 Figure 7-2 presents the distribution of 6,109 valid postcodes for those in support of a route via Camberwell and Peckham Rye within the Greater London area. The figure shows the greatest density of support for the Camberwell and Peckham Rye option along and stretching southwards from the proposed route.

7.2.6 Figure 7-3 presents the distribution of 2,462 valid postcodes for respondents who neither support nor oppose at Question 11. The figure shows a concentration of responses in proximity to the Old Kent Road option, with fewer responses noted in proximity to the Camberwell and Peckham Rye option.

7.2.7 Figure 7-4 presents the distribution of 883 valid postcodes for those opposing the Camberwell and Peckham Rye route option within the Greater London area.

Figure 7-2: Geographic distribution of support for the proposed extension of the Bakerloo line via Camberwell and Peckham Rye (Option 1b)

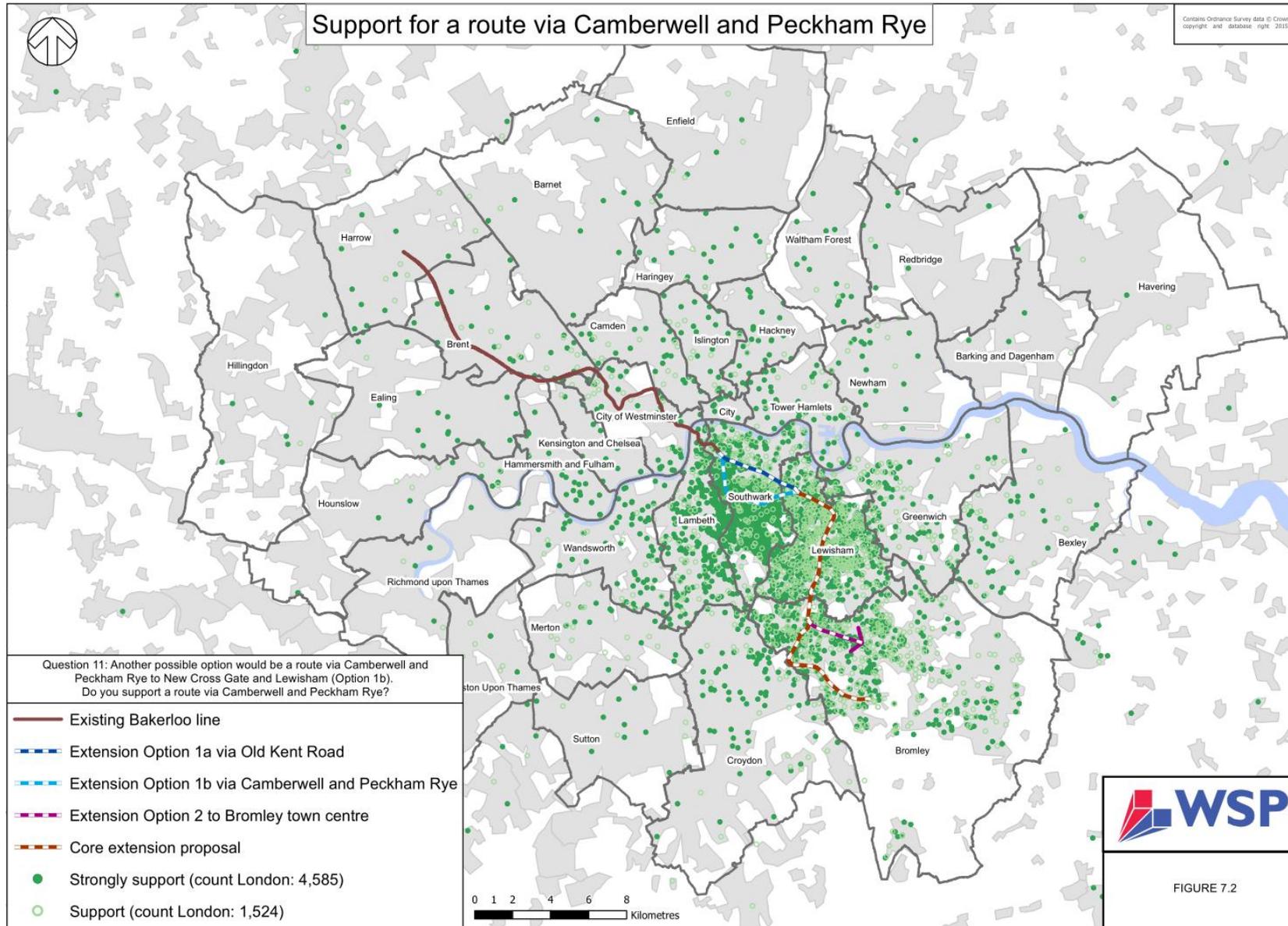


Figure 7-3: Geographic distribution of respondents who neither support nor oppose the proposed extension of the Bakerloo line via Camberwell and Peckham Rye (Option 1b)

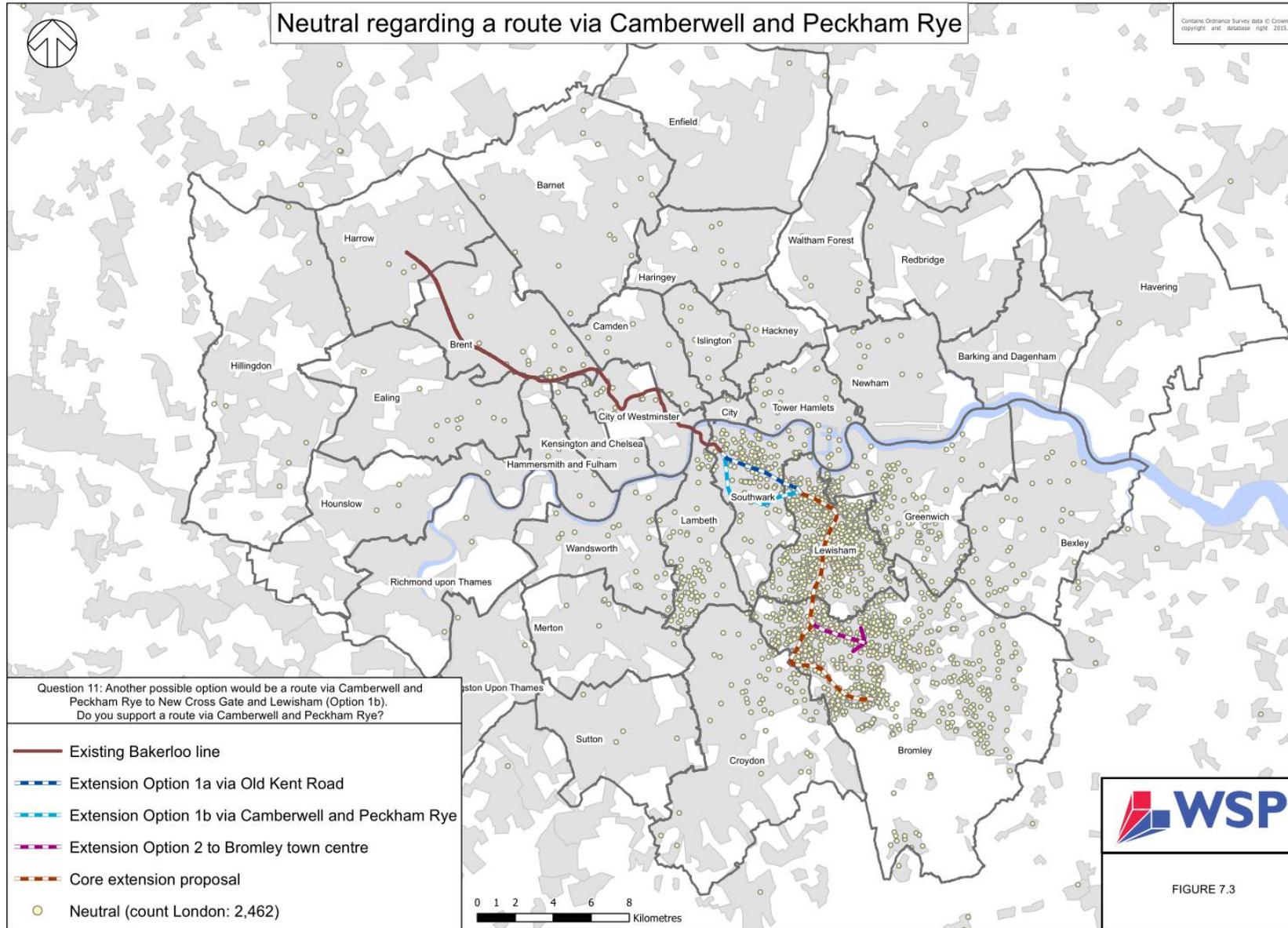
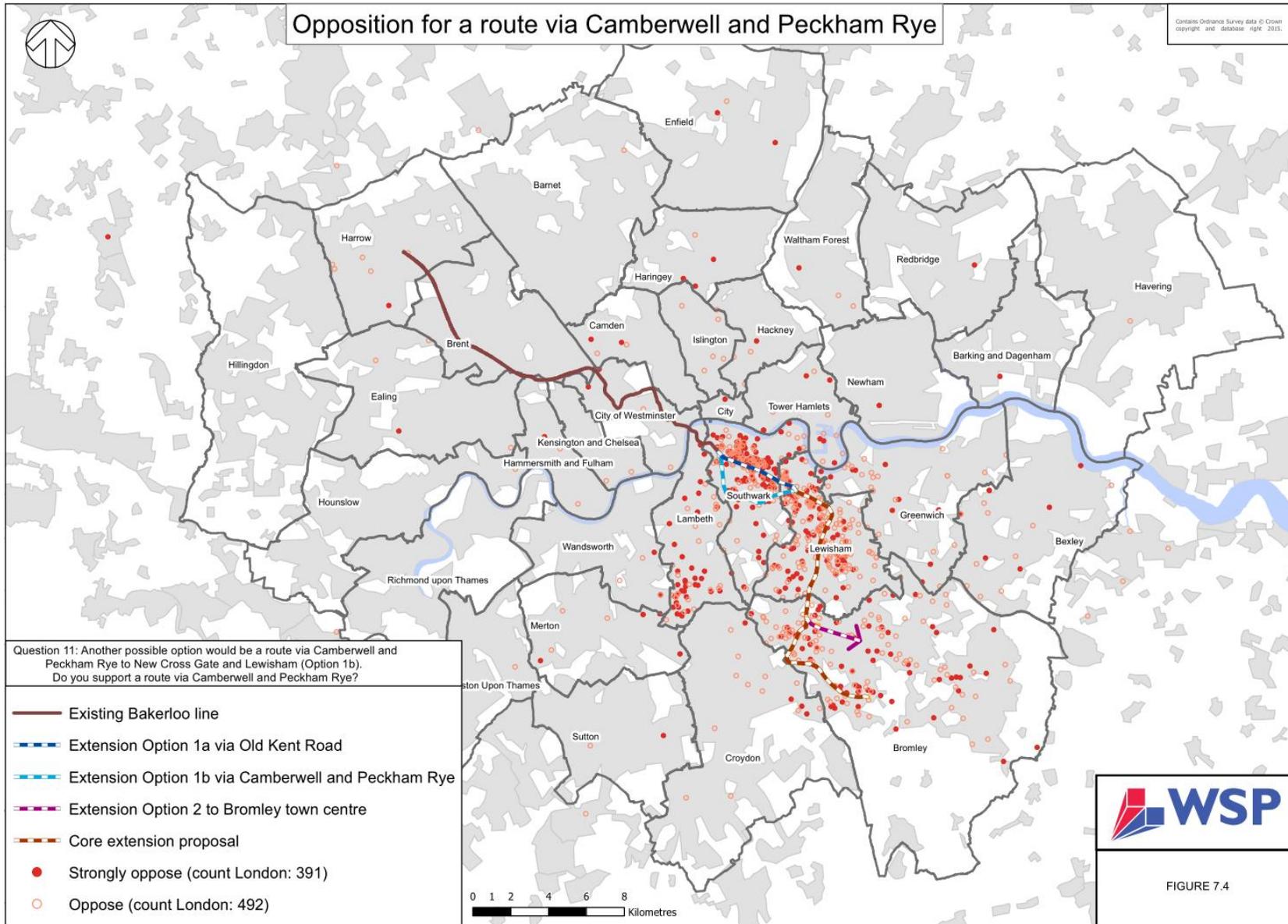


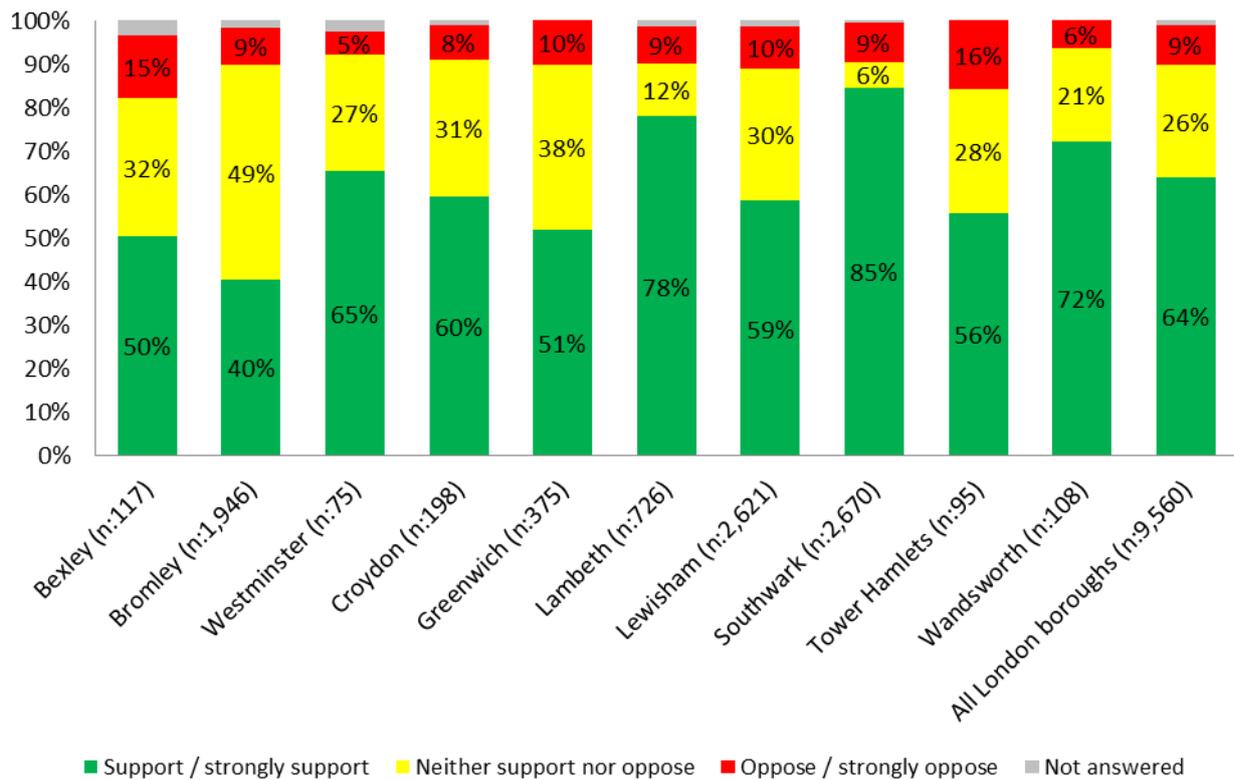
Figure 7-4: Geographic distribution of opposition for the proposed extension of the Bakerloo line via Camberwell and Peckham Rye (Option 1b)



Views by London borough

7.2.8 Figure 7-5 shows the level of support for extension Option 1b (via Camberwell and Peckham Rye), by London borough of respondent. The results show that on average across all London boroughs, 64% of respondents either support or strongly support this option. Only 9% are opposed.

Figure 7-5: Question 11 - Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b) Do you support a route via Camberwell and Peckham Rye? (by London borough of respondent)



7.2.9 The boroughs with the highest proportions of respondents who support Option 1b are Southwark (85% of respondents) and Lambeth (78%). Other boroughs with a significant proportion of respondents in support of the proposed route are Wandsworth (72%), Westminster (65%) and Croydon (60%).

7.2.10 The boroughs with the greatest proportion of respondents in opposition are Tower Hamlets (16%) and Bexley (15%).

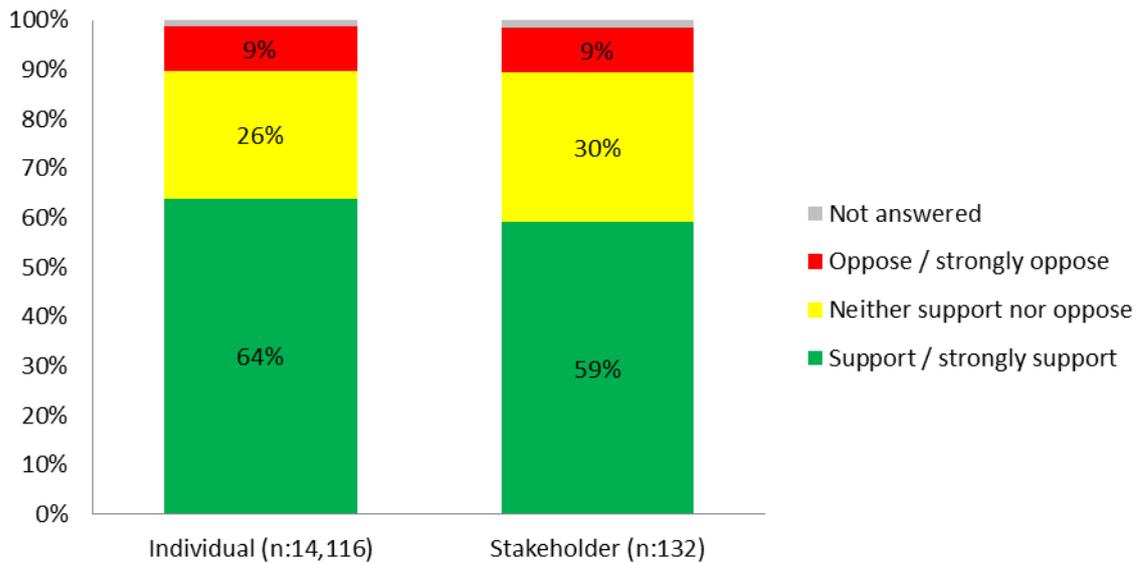
7.2.11 The results show that a substantial proportion of respondents in some boroughs neither support nor oppose the proposals. Forty-nine percent of Bromley respondents neither support nor oppose extension Option 1b.

7.2.12 Levels of support for Option 1b in the three boroughs where large proportions of respondents expressed support for Option 1a (Greenwich, Bexley, Lewisham), were lower: In Greenwich, 51% of respondents support Option 1b (70% support Option 1a); in Bexley, 50% support Option 1b (69% support 1a); and in Lewisham 59% support Option 1b (67% support 1a).

7.2.13 Overall views by type of respondent

7.2.14 Figure 7-6 shows the level of support for the principle of extending the Bakerloo line via Camberwell and Peckham Rye (Option 1b), by type of respondent. The results show that the level of support does not vary significantly between members of the public and stakeholders, with 64% and 59%, respectively, expressing support, and 9% being opposed to the extension.

Figure 7-6: Question 11 - Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye? (by type of respondent)



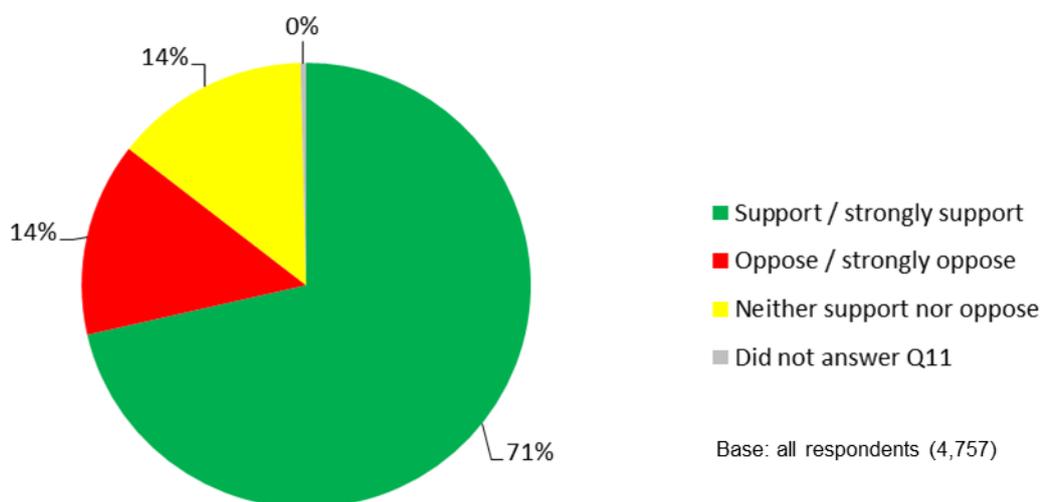
7.3 Open comments on the Camberwell Option 1b

7.3.1 This section provides a detailed analysis of the responses provided to Question 12. A breakdown of the responses by response to Question 11 is given, followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.

7.3.2 In total, there were 4,757 valid responses to Question 12 (i.e. where an actual response other than 'n / a' or 'none' was provided, for example). This is equivalent to 33% of all respondents. Figure 7-7 shows the breakdown of responses to Question 12 by the response given to Question 11. Of those who provided a response, the majority (71%) either strongly support or support Option 1b (71% of valid responses or 3,397 respondents).

7.3.3 Just over half of all respondents who oppose Option 1b (52% of 1,304 oppose / strongly oppose Question 12 respondents) provided a response to Question 12. These equate to 14% of all Question 12 responses.

Figure 7-7: Breakdown of Question 12 respondents by response to Question 11



7.3.4 As set out in Chapter 2 (section 2.9.15), the 4,757 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 8,895 comment codes.

7.3.5 Of the total 8,895 comment codes, 6,587 codes (74%) relate to comments from respondents who support the proposal, 1,172 (13%) relate to those who oppose, and 1,136 (13%) relate to those who neither support nor oppose the proposals.

7.3.6 The following three sections present the analysis of the responses to Question 12 in relation to Question 11. Each section displays the 10 most frequently occurring themes followed by a brief description of each. The full list of themes and comment codes is presented in Appendix G, with the respective frequency counts.

7.3.7 Respondents who support the Camberwell Option 1b

7.3.8 As noted in paragraph 7.3.2, a total of 3,397 respondents who support Option 1b (via Camberwell and Peckham Rye) answered Question 12.

7.3.9 Responses were coded into 12 main themes and 266 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 6,587 codes were assigned to the responses given by those who support Option 1b.

7.3.10 Table 7-2 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following sections.

7.3.11 The largest proportion of comments (2,431 comments, or 37% of the total) focused on issues related to connectivity. Concerns about congestion accounted for 16% of all comments, while a similar number took the opportunity to confirm the route option they prefer (16%). Other frequently mentioned themes included demand (10% of all comments), investment / development (8%) and other route suggestions (6%). Though these comments came from respondents in support of Option 1b, it is noted that a number expressed concerns about the option in their comment (4%).

Table 7-2: Top 10 themes mentioned in response to Question 12 “Do you have any further views / comments on the above option?” by those in support of Option 1b at Question 11

Theme	Number of comments	Percentage of total comments*
Connectivity	2,431	37%
Congestion	1,076	16%
General comments / preference	1,059	16%
Demand	653	10%
Investment / development	526	8%
Route suggestions	381	6%
Support Option 1b – with concerns	232	4%
Feasibility	70	1%
Social and environmental impact	70	1%
Other	48	1%
Total	6,546	100%

**Percentages are based on 6,587 (total codes assigned)*

7.3.12 The following section explains the key comment codes within each of the top 10 themes noted in Table 7-2. It should be noted that all percentages are based on the number of respondents who support / strongly support the principle of extending the Bakerloo line via Option 1b (Question 11) who provided a response to Question 12 (3,397).

Connectivity

7.3.13 Sixteen percent of respondents stated that the Camberwell / Walworth area in particular needs better transport infrastructure. About 4% stated that Peckham needs improved transport infrastructure. Seven percent suggested the area ‘in general’ needs better transport links.

7.3.14 Overall, 8% of respondents stated that they support the enhanced connectivity with central London (as well as other locations along the line) that Option 1b would bring. Twelve percent were in favour of Option 1b because of the opportunities for interchange with the Overground / rail at Peckham Rye and buses at Camberwell.

7.3.15 Fourteen percent of respondents considered that King’s College Hospital, Maudsley Hospital and the Institute of Psychiatry needed better transport options for staff and patients.

Congestion

7.3.16 Road congestion (particularly in Camberwell / Walworth) is an important issue in the area which, according to many respondents, could be alleviated by better transport connections. Overall, 11% of respondents in favour of Option 1b consider Camberwell New Road and Walworth Road currently very congested. Eight percent expressed that that local roads ‘in general’ need to be relieved of congestion.

7.3.17 Buses were seen as overcrowded and unreliable (as noted by 7% of respondents), while 3% stated that public transport in the area ‘in general’ is over capacity and unreliable.

General comments / preference

- 7.3.18 Fifteen percent of respondents confirmed their support for Option 1b (among them, 2% expressed support both routes but had a preference for 1b).
- 7.3.19 Six percent of respondents stated that they would like both options to be built. Four percent supported either route. Five percent of respondents preferred Option 1a but also supported 1b.

Demand

- 7.3.20 Ten percent of respondents stated the Bakerloo extension should be built through Camberwell and Peckham because of the higher demand along this route than the Old Kent Road. Camberwell and Peckham are also seen as more densely populated and more established communities than those that would be served by Option 1a.
- 7.3.21 Four percent of respondents pointed out that Camberwell and Peckham are important nightlife / cultural / shopping destinations and 2% that the route is needed to serve commuters. Two percent of respondents stated that population growth in the area substantiates the need for improved transport.

Investment / development

- 7.3.22 Eight percent of respondents stated Camberwell and Peckham require regeneration and investment and that Option 1b would support future growth. Three percent commented that growth in the area was already underway, and that Option 1b would support current regeneration and housing development.

Route suggestions

- 7.3.23 Among the many suggestions, the following two were mentioned in over 40 comments (about 1% of respondents):
- An additional station should be built on Walworth Road / between Elephant & Castle and Camberwell / near Burgess Park (Option 1b)
 - Re-open Camberwell / Walworth station on National Rail network / connect to Thameslink (in addition to or instead of Option 1b)

Support Option 1b – with concerns

- 7.3.24 The main concern expressed is that Camberwell / Peckham are already well served by other forms of transport (3%). Respondents also stated these areas have less development potential than the Old Kent Road (32 respondents - 1%) and the journey time on Option 1b would be longer than on Option 1a (22 respondents - 1%).

Feasibility

- 7.3.25 Fifty-nine respondents (2%) mentioned that there are existing tunnels / stations / tracks along the route of extension Option 1b, hence it should be progressed over Option 1a.

Social and environmental impact

- 7.3.26 Twenty-two respondents (1%) mentioned that Option 1b would reduce pollution, while 17 respondents stated that it would reduce road accidents for cyclists and pedestrians.

Other

- 7.3.27 Several comments (36 comments - 1%) included that the Camberwell option was part of the original extension plans.
- 7.3.28 Respondents who do not support the Camberwell Option 1b
- 7.3.29 A total of 679 respondents who either oppose or strongly oppose Option 1b (via Camberwell and Peckham Rye) answered Question 12 (52% of all respondents who oppose / strongly oppose Option 1b).
- 7.3.30 Their answers were coded into 10 main themes and 158 comment codes. Many comments covered multiple issues and as such were assigned multiple codes; in total 1,172 codes were assigned to the responses given by those who oppose the Camberwell Option 1b.
- 7.3.31 Table 7-3 presents the themes mentioned in response to Question 12. An overview of each theme is presented in the following sections.
- 7.3.32 Half of all comments (576 comments, or 49% of the total) focused on issues related to connectivity. Other frequently mentioned themes included route suggestions (17% of all comments) and investment / development (12%).

Table 7-3: Themes mentioned in response to Question 12 “Do you have any further views / comments on the above option?” by those not in support at Question 11

Theme	Number of comments	Percentage of total comments*
Connectivity	576	49%
Route suggestions	196	17%
General comments / preference	138	12%
Investment / development	136	12%
Congestion	47	4%
Demand	27	2%
Feasibility	27	2%
Social and environmental impact	13	1%
Conditions for extension	10	1%
Further information required	2	0%
Total	1,172	100%

*Percentages are based on 1,172 (total codes assigned)

- 7.3.33 The following section explains the key comment codes within each of the top 10 themes noted in Table 7-3. It should be noted that all percentages are based on the number of respondents who oppose / strongly oppose the principle of extending the Bakerloo line via Option 1b (Question 11) who provided a response to Question 12 (679).

Connectivity

- 7.3.34 A third of all respondents who oppose Option 1b state that both Camberwell and Peckham are already well served by public transport. Seventeen percent consider Peckham to have good transport links, while 4% think the same of Camberwell.

- 7.3.35 In contrast, 13% percent of respondents state that the Old Kent Road is not well served by public transport. Ten percent suggested that Option 1a offers a more direct / quicker route than Option 1b and is preferable.

Route suggestions

- 7.3.36 Nine percent of respondents state that a more appropriate alternative to Option 1b would be to reopen the disused Camberwell / Walworth train station. A further 2% stated that existing rail links and train frequency should be improved.
- 7.3.37 Respondents also took the opportunity to propose additional or alternative destinations that they would like to see served by the extension. Three percent of respondents suggested that Streatham should be included on the proposed route.

General comments / preference

- 7.3.38 Eleven percent of respondents support Option 1a over 1b, while 2% would support both Options 1a and 1b to be built.

Investment / development

- 7.3.39 The greater development and regeneration potential of the Old Kent Road in comparison with Camberwell / Peckham was mentioned by 7% of respondents as a reason to oppose Option 1b.
- 7.3.40 Two percent of respondents expressed concerns about the potential rise in property values that would be triggered by the extension, and how that would impact on residents.

Congestion

- 7.3.41 Road congestion (particularly on the Old Kent Road) was an important issue for respondents. According to 4% of respondents, this congestion could be alleviated by better transport connections on the Old Kent Road rather than in Camberwell and Peckham.
- 7.3.42 Buses are seen as overcrowded and unreliable by 1% of respondents.

Demand

- 7.3.43 Two percent of respondents stated that the Old Kent Road has a greater need, and more demand, for public transport improvements than the areas served by Option 1b.

Feasibility

- 7.3.44 A number of respondents provided comments relating to the feasibility of the proposals and / or certain routes. Two percent state that extension Option 1b would cost too much to construct.

Social and environmental impact

- 7.3.45 In terms of social and environmental impacts, Option 1a is considered safer than Option 1b by 1% of respondents. One percent of respondents were concerned that gentrification in Camberwell would alter the character of the area.

Conditions for extension

- 7.3.46 In some instances, respondents were in support of the proposals for Option 1b, but stated that this support was conditional. One percent of respondents were opposed to the replacement of the railway line with the Underground and stated that they would support the extension proposals if this factor was not included.

Further information required

- 7.3.47 Two respondents requested additional information. Of these, one questioned whether the proposed route would be longer than the current route. The second respondent enquired if there had been a study to investigate whether the proposals would release road capacity on the Old Kent Road.

7.3.48 Respondents who neither support nor oppose the Camberwell Option 1b

- 7.3.49 A total of 670 respondents who neither support nor oppose the Camberwell / Peckham Option 1b, and 11 respondents who did not answer Question 11, provided comments at Question 12.

- 7.3.50 The open responses were coded into 11 main themes and 167 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total 1,136 codes were assigned to the responses given by those who neither support nor oppose Option 1b.

- 7.3.51 Table 7-4 presents the 10 most frequently occurring themes. An overview of each theme is presented in the following sections.

- 7.3.52 Over a third of all comments (429 comments, or 38%) were general comments about the route options, while connectivity again was a frequent theme (35% of all comments). A further 13% focused on route suggestions.

Table 7-4: Top 10 themes mentioned in response to Question 12 “Do you have any further views / comments on the above option?” by those who do neither support nor oppose Option 1b at Question 11

Theme	Number of comments	Percentage of total comments*
General comments / preference	429	38%
Connectivity	395	35%
Route suggestions	145	13%
Investment / development	54	5%
Conditions for extension	28	2%
Congestion	27	2%
Demand	25	2%
Feasibility	10	1%
Further information required	10	1%
Social and environmental impact	9	1%
Total	1,132	100%

*Percentages are based on 1,136 (total codes assigned)

7.3.53 The following section explains the key comment codes within each of the top 10 themes noted in Table 7-4. It should be noted that all percentages are based on the number of respondents (681) who neither support nor oppose the principle of extending the Bakerloo line via Option 1b (Question 11).

General comments / preference

7.3.54 Twenty percent of respondents commented they have no preference / opinion between extension Options 1a and 1b. Eleven percent expressed their preference for Option 1a, while 6% suggested that they would like both routes built.

Connectivity

7.3.55 Connectivity was mentioned by a number of respondents, with 10% suggesting that the area served by Option 1b is already well connected by public transport. Seventeen percent state that Peckham and 7% Camberwell are already particularly well served.

7.3.56 Eight percent of respondents state that the Old Kent Road area should be better connected by public transport.

Route suggestions

7.3.57 Four percent of respondents stated that a better alternative to Option 1b would be to reopen the disused Camberwell / Walworth train station or use existing rail infrastructure.

Investment / development

7.3.58 Five percent of respondents suggested that there are more development opportunities on the Old Kent Road, and that the areas served by Option 1b are already well developed.

Conditions for extension

7.3.59 Two percent of respondents suggested that the extension should go to Lewisham / Catford and beyond, while 1% stated that they only support the extension if it does not replace existing National Rail services.

Congestion

7.3.60 Similar numbers of respondents (1%) commented that the roads served by both options 1a and 1b are congested, and suggested that the extension would serve to reduce this congestion.

Demand

7.3.61 One percent of respondents expressed the view that due to a higher population density / more residents, there is more demand for improved public transport on the Old Kent Road (Option 1a).

Feasibility

7.3.62 Several respondents stated that Option 1b is too expensive to build (1% of respondents), while two respondents stated that Option 1a would be cheaper to build.

Further information required

- 7.3.63 Nine people requested additional information. These included requests for a journey time comparison between Option 1a and 1b, whether the route would run on the surface or underground, and an enquiry about the impact of increased demand on the Underground network.

Social and environmental impact

- 7.3.64 Very few people commented on social and environmental impact. Three respondents stated that the community should be left to develop naturally without being spoilt by new developments. Two respondents commented that solutions for congestion and pollution are required.

7.4 Summary

- 7.4.1 There were 14,066 closed responses to Question 11, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, to extension Option 1b (via Camberwell and Peckham Rye). Almost half of respondents (48%) stated that they strongly support Option 1b, with a further 16% in support. Nine percent of respondents either oppose or strongly oppose this route option and 26% neither support nor oppose
- 7.4.2 In total 4,757 respondents provided a valid response to Question 12, where respondents were asked to provide further views or comments regarding Option 1b. This equates to 33% of all Question 11 respondents. The largest proportion of responses to Question 12 (71%) was from those respondents who either support or strongly support Option 1b, as identified through Question 11. Fourteen percent were from respondents who either oppose or strongly oppose the proposal, and the same proportion of respondents neither supported nor opposed.
- 7.4.3 Of the respondents that support the proposal the key recurring theme in the comments was connectivity (37% of the total). The most frequently mentioned comments included that the Camberwell / Walworth area is in need of better transport infrastructure (16% of respondents) and that there would be enhanced connectivity with central London (8%). Comments about congestion and overcrowding in the local area accounted for 16% of all supporting comments, while a similar number took the opportunity to provide a general comment or expressed a preference for a route (16%).
- 7.4.4 Of the comments from respondents that oppose the proposal, 49% were related to connectivity. A third of respondents who oppose Option 1b stated that both Camberwell and Peckham are already well served by public transport. Seventeen percent of respondents stated that Peckham has good transport links, while 4% think the same of Camberwell.
- 7.4.5 Of the respondents that neither support nor oppose the proposal, the highest proportion of comments (38%) were general comments about their preferred route. Twenty percent of respondents stated that they have no preference of route between Option 1a and 1b, while 11% expressed their preference for Option 1a.

8 Consultation findings – terminating at Lewisham

8.1 Introduction

8.1.1 This chapter presents the analysis to Questions 13 and 14 of the questionnaire:

- Question 13: We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham? (closed question)
- Question 14: Do you have any further views / comments on the above option? (open question)

8.1.2 Section 8.2 discusses the responses to Question 13, whilst Section 8.3 provides an explanation of the most frequently occurring themes and associated comments in relation to Question 14.

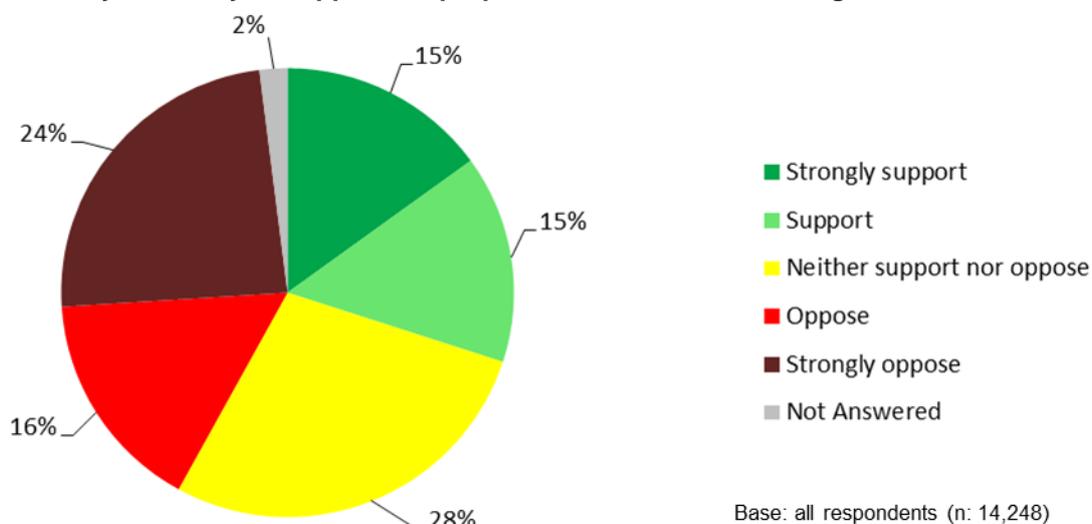
8.2 Views for terminating at Lewisham (closed question responses)

8.2.1 Table 8-1 and Figure 8-2 present the results from Question 13. The analysis shows that 30% either support or strongly support terminating at Lewisham, while 40% of respondents either oppose or strongly oppose this option. A further 28% neither support nor oppose the proposals. A detailed breakdown of the answers is shown in Table 8-1.

Table 8-1: Question 13 - We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham?

Response	Number	Percentage of total
Strongly support	2,119	15%
Support	2,175	15%
Neither support nor oppose	3,961	28%
Oppose	2,318	16%
Strongly oppose	3,430	24%
Not answered	245	2%
Total	14,248	100%
Total support	4,294	30%
Total oppose	5,748	40%

Figure 8-1: Question 13 - We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham?



8.2.2 Figure 8-1 illustrates the first time in the consultation responses that opposing responses outweigh the supporting responses.

8.2.3 Overall views by location

8.2.4 Figures 8-2 to 8-4 present the geographical distribution of responses within the Greater London area.

8.2.5 Figure 8-2 presents the distribution of 2,807 valid postcodes for those in support of the proposed extension terminating at Lewisham within the Greater London area. The figure shows a concentration of support for this option within the boroughs of Southwark and Lewisham.

8.2.6 Figure 8-3 shows the distribution of 2,652 valid postcodes for respondents who neither support nor oppose at Question 13. Greater densities of clusters can be seen along the Camberwell and Peckham Rye route option and towards Lewisham.

8.2.7 Figure 8-4 presents the distribution of 3,961 valid postcodes for those opposing the route terminating at Lewisham. The figure shows that the greatest density of opposition is located in proximity to Lewisham and south of this location within the boroughs of Lewisham and Bromley, towards Hayes.

Figure 8-2: Geographic distribution of support for terminating the proposed extension of the Bakerloo line at Lewisham

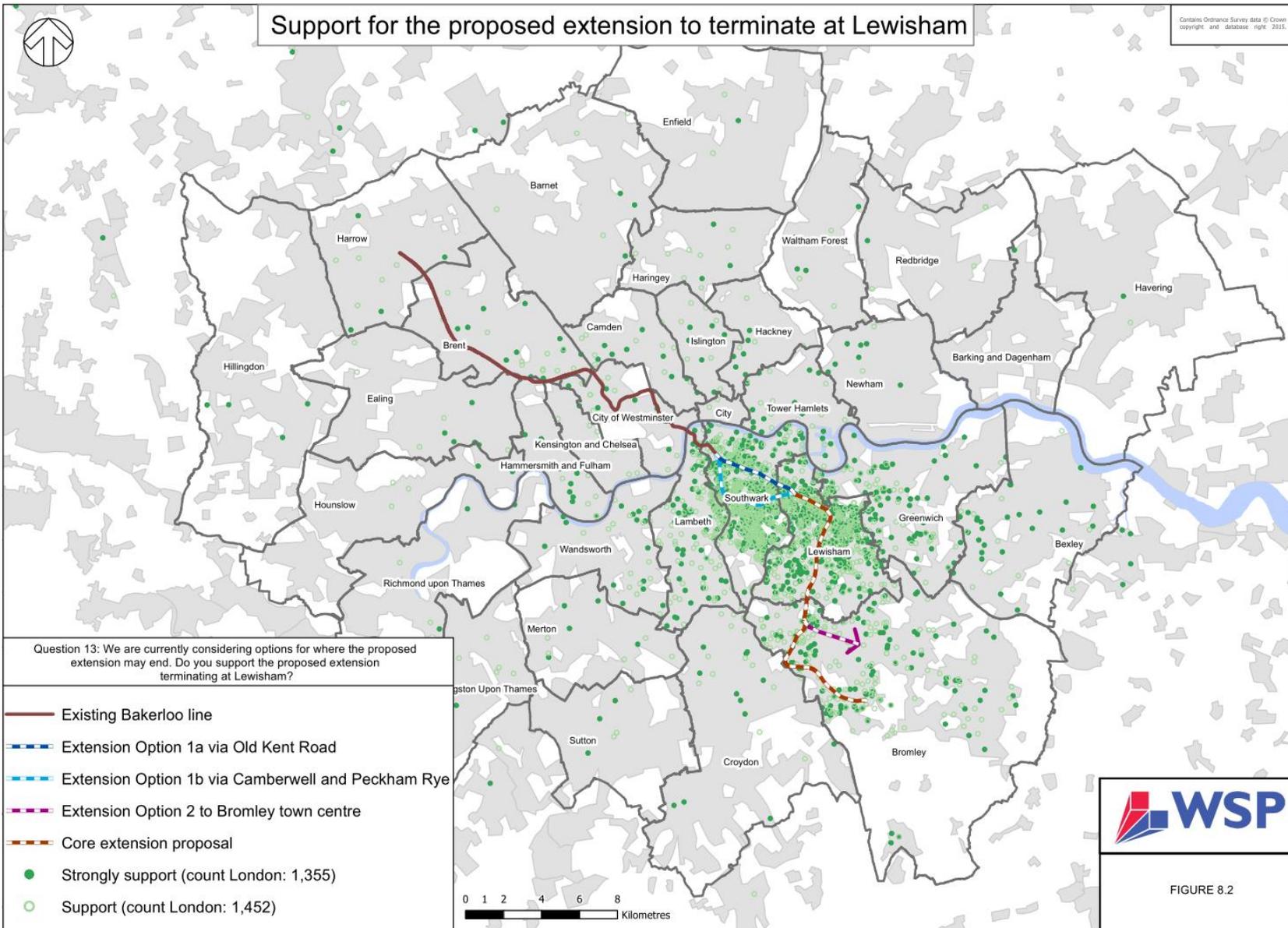


Figure 8-3: Geographic distribution of respondents who neither support nor oppose terminating the proposed extension of the Bakerloo line at Lewisham

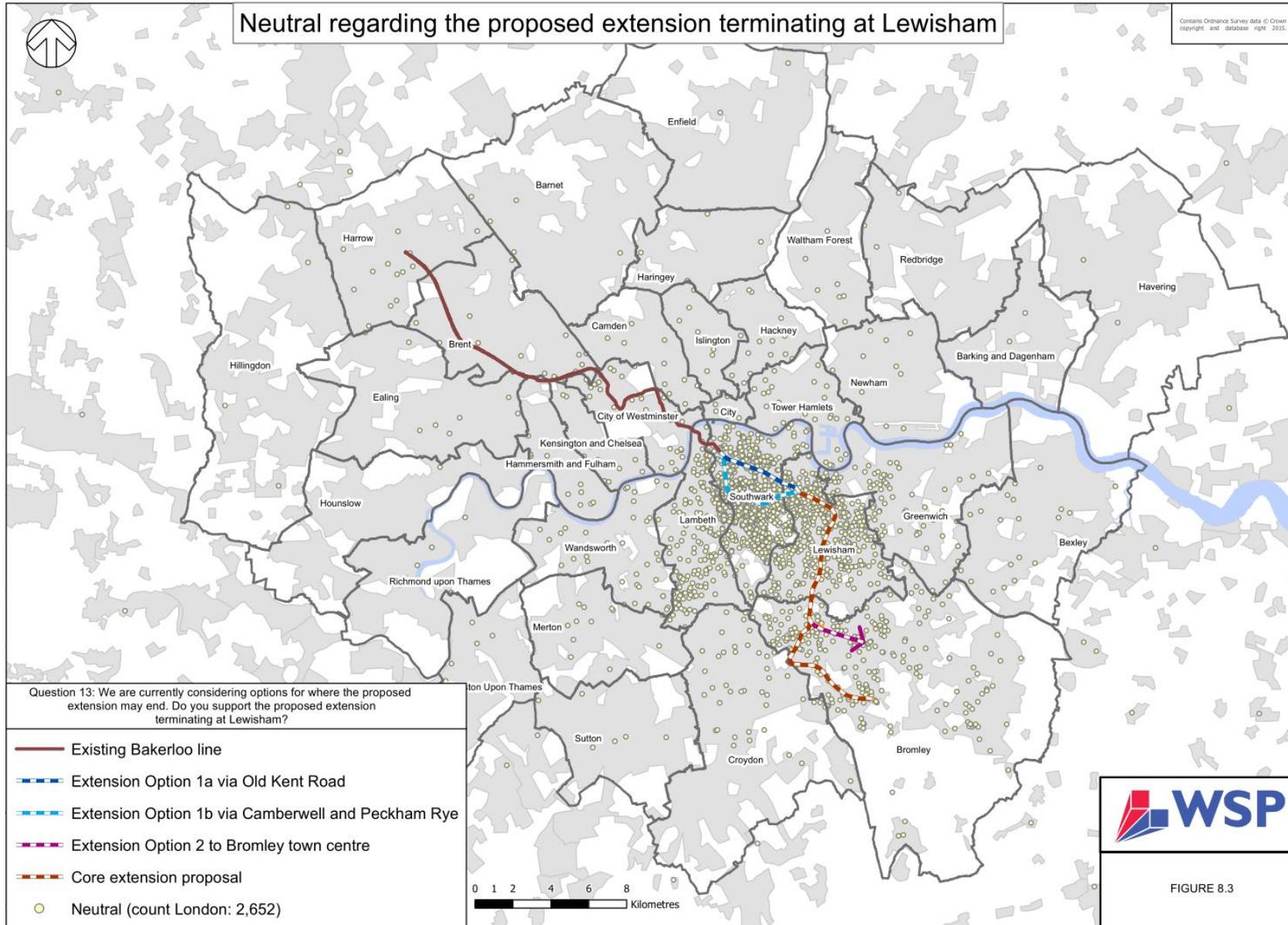
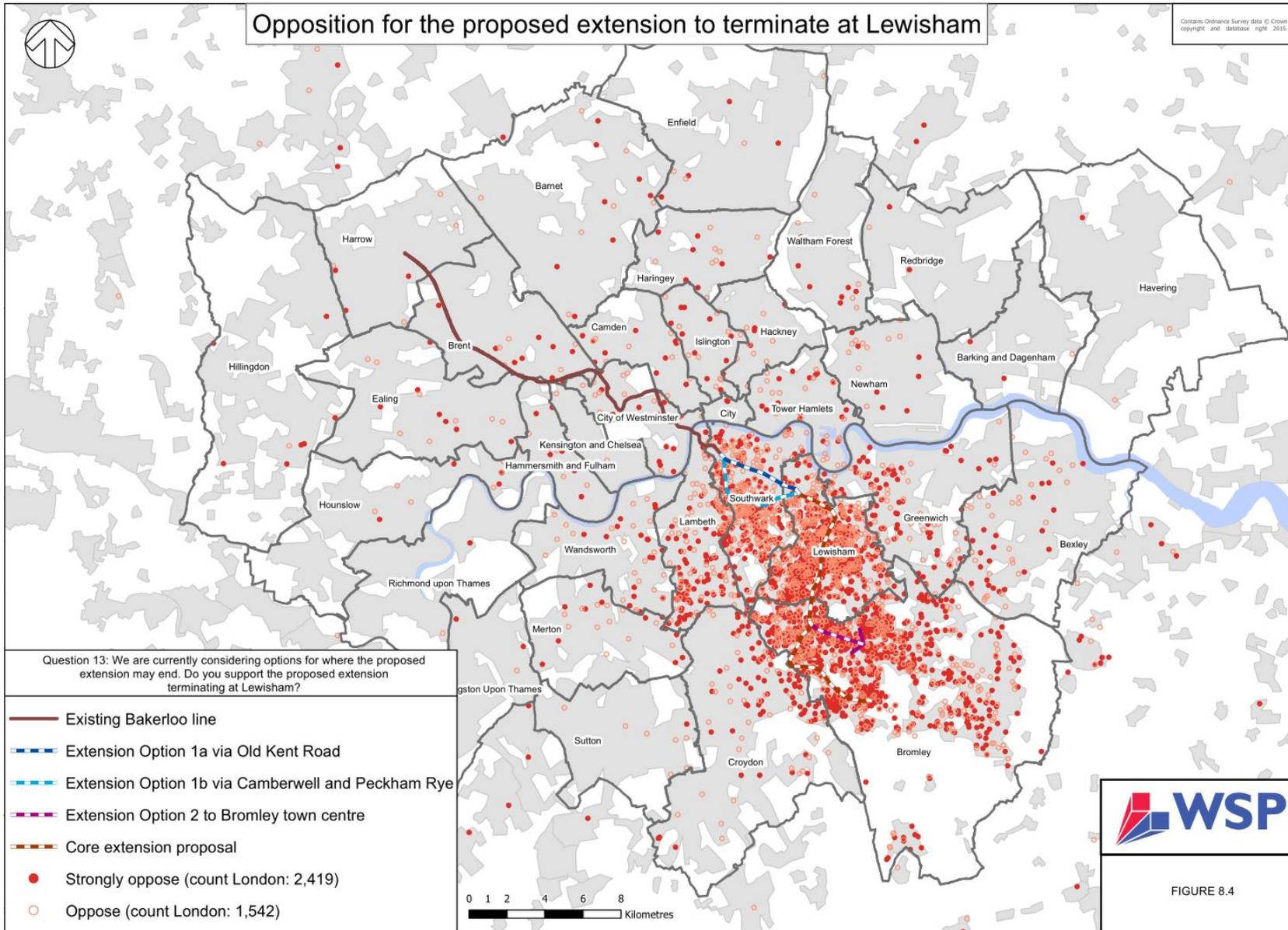


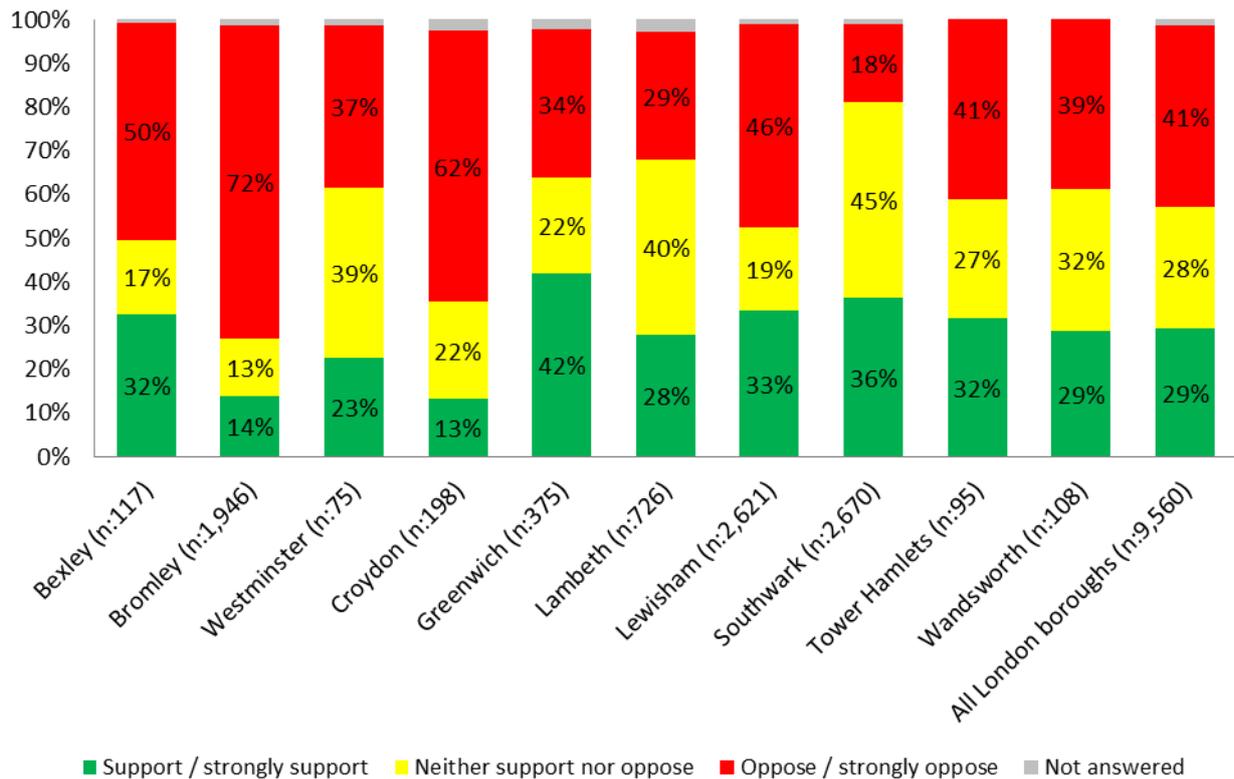
Figure 8-4: Geographic distribution of opposition for terminating the proposed extension of the Bakerloo line at Lewisham



Views by London borough

8.2.8 Figure 8-5 shows a breakdown of responses to Question 13, split by London borough. Across the London boroughs, the proposal to terminate the extension at Lewisham appears to be more likely to be opposed than supported.

Figure 8-5: Question 13 - We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham? (by London borough of respondent)



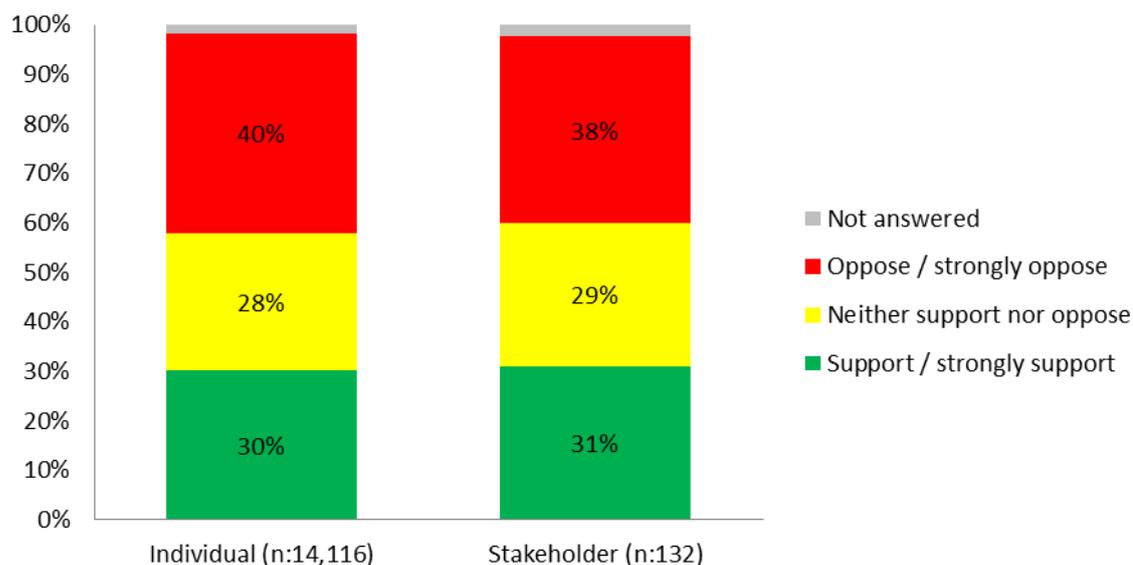
8.2.9 The borough with the greatest proportion of those in support of the Bakerloo line extension terminating at Lewisham is Greenwich (42%), followed by Southwark (36%). Greenwich and Southwark are the only London boroughs where the proportion of respondents in support of terminating at Lewisham are greater than the proportion of respondents opposed (34% and 18%, respectively).

8.2.10 In terms of opposition to terminating the Bakerloo line extension at Lewisham, the London boroughs with the greatest proportion of respondents opposed are Bromley (72%) and Croydon (62%).

8.2.11 Overall views by type of respondent

8.2.12 As Figure 8-6 shows, members of the public and stakeholders expressed similar views on terminating the extension at Lewisham (~30% in support and ~40% opposed).

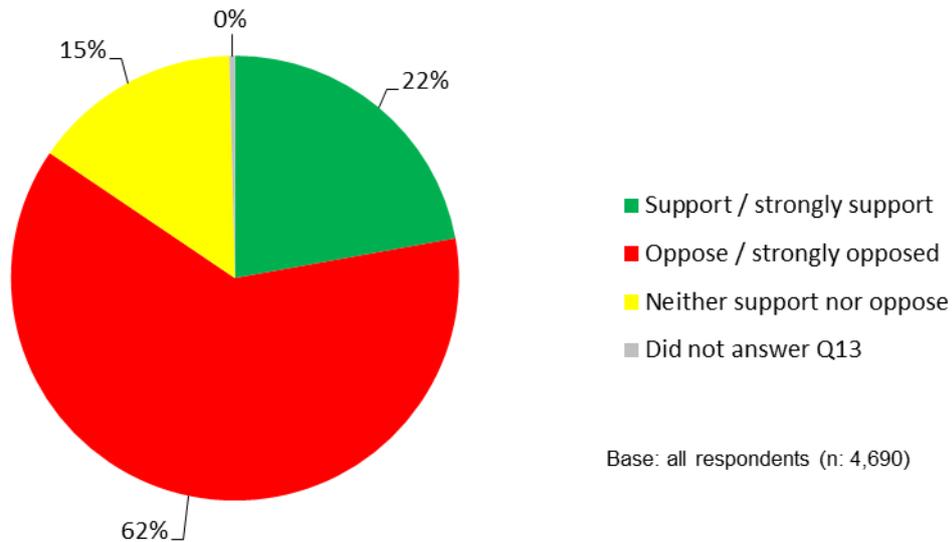
Figure 8-6: Question 13 - We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham? (by type of respondent)



8.3 Open comments on terminating at Lewisham

- 8.3.1 This section provides a detailed analysis of the responses provided to Question 14. A breakdown of responses by response to Question 13 is provided, followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.
- 8.3.2 Of the 14,248 respondents, 4,690 gave a valid response on the proposed termination of the Bakerloo line at Lewisham. This equates to 33% of all respondents. These responses were coded, and analysis of these is presented in the following sections.
- 8.3.3 Figure 8-7 shows the breakdown of the valid responses, by response to Question 13. The majority of those who provided comment at Question 14 are opposed to the extension terminating at Lewisham. Out of the 4,690 valid responses, 22% (1,031 respondents) support the line ending at Lewisham, while 62% (2,925) are opposed. Fifteen percent (715 respondents) neither support nor oppose the option, and 19 respondents did not answer, but left an open-ended comment.

Figure 8-7: Breakdown of Question 14 respondents by response to Question 13



8.3.4 As set out in Chapter 2 (section 2.9.15), the 4,690 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 8,021 comment codes.

8.3.5 Of the total 8,021 comment codes, 1,823 codes (23%) relate to comments from respondents who support the proposal, 5,268 (66%) relate to those who oppose, and 928 (12%) relate to those who neither support nor oppose the proposals.

8.3.6 The following four sections present the analysis of the responses to Question 14 in relation to Question 13. Each section displays the most frequently occurring themes, followed by a brief description of each. The full list of themes and comment codes is presented in Appendix H, with the respective frequency counts.

8.3.7 Respondents who support terminating at Lewisham

8.3.8 A total of 1,031 responses were provided by respondents who support the proposal for the Bakerloo line to extend from its current terminus at Elephant & Castle, and terminate at Lewisham.

8.3.9 Supportive responses were coded into 15 themes, which together comprise 175 comment codes. Many of the responses received covered multiple issues, and therefore more than one code could be assigned to each response. In total, 1,823 comment codes were assigned to the responses supporting terminating the Bakerloo line extension at Lewisham.

8.3.10 Table 8-2 presents the 10 most frequently occurring themes within the supporting comments.

8.3.11 Overall, the largest proportion of comments (500 comments, or 27% of the total) expressed support for the proposed termination of the Bakerloo line extension at Lewisham, though voiced concerns and recommendations regarding the option. A further 15% of the comments expressed general support for the proposal, while 13% recommended an alternative destination or area to be served by the extension. A further 13% made supportive comments, while 7% of comments related to timescale, and another 7% related to costs.

Table 8-2: Top 10 themes mentioned in response to Question 14 “Do you have any further views / comments on the above option?” by those in support at Question 13

Theme	Number of comments	Percentage of total comments*
Supportive comments – with recommendations / concerns	500	27%
General support	279	15%
Recommend alternative destinations	243	13%
Supportive comments	237	13%
Timescale	133	7%
Cost	127	7%
Connectivity	85	5%
Crowding	71	4%
Not needed beyond Lewisham	56	3%
Supportive comments - but with opposing comment	34	2%
Total	1,765	96%

* Percentages are based on 1,823 (total number of codes assigned to valid responses)

- 8.3.12 The following section explains the key comment codes within each of the themes noted in Table 8-2. Percentages calculated in the following section are based on the 1,031 respondents who support / strongly support terminating the Bakerloo line extension at Lewisham (Question 13) who provided comments at Question 14.

Supportive comments – with recommendations / concerns

- 8.3.13 Seventeen percent of respondents support the option of the Bakerloo line terminating at Lewisham, but suggested that it could go on to serve other areas. It is possible that some of these respondents may have misunderstood the question as they expressed support for the line terminating at Lewisham, but then went on to suggest possible alternative destinations. It is also possible that some may have misunderstood the proposal, suggesting that the line should connect to Lewisham en route to other areas. Seven percent of respondents support terminating at Lewisham, but suggested the line could continue to an unspecified destination.
- 8.3.14 Other reasons given for supporting termination at Lewisham are concerns about the loss of the Hayes National Rail service (6%), loss of connections to London rail termini (3%) and satisfaction with the existing rail lines in the area (3%).

General support

- 8.3.15 Thirteen percent of respondents expressed that Lewisham is an appropriate end point for the Bakerloo line, due to the good connections offered from the area as a transport hub. Further supportive comments included that terminating in Lewisham would support development and regeneration in the area (4%), and that links to Lewisham from further afield could serve destinations beyond Lewisham (2%).

Recommend alternative destinations

- 8.3.16 A number of respondents suggested that the line could continue beyond Lewisham, to serve other destinations in south London and beyond. Four percent of respondents suggested that the line should serve Bromley. Other frequently suggested destinations included; Catford (2%), Beckenham (2%), and generally further into south London (1%).

Supportive comments

- 8.3.17 Around 15% of respondents suggest that it is a sensible and logical idea to terminate the Bakerloo line at Lewisham. Three percent support terminating at Lewisham on the grounds that the priority for the extension is central London and areas of high population density. A further reason given for supporting the option is that it would enable Lewisham to become a key transport hub (2% of respondents).

Timescale

- 8.3.18 Seven percent of those supporting the option to terminate the line at Lewisham do so due to the desire to begin the work as quickly as possible, and to adopt a phased approach, by which further extensions could be considered later. Terminating at Lewisham to save time (without any reference to extending further) is stated by 4% of respondents. Wishing to build a smaller scheme sooner rather than opening a larger scheme later, is stated by 1% of respondents.

Cost

- 8.3.19 Six percent of respondents suggested that it would be more cost effective to terminate at Lewisham, while cost concerns about going beyond Lewisham, are mentioned by 2% of respondents. One percent of respondents state that it would make the project cheaper.

Connectivity

- 8.3.20 The expectation that terminating the Bakerloo line at Lewisham would improve connectivity is cited by 4% of respondents, while 2% stated that this option would improve access to the Docklands Light Railway, and 1% suggested that this would improve access to central London.

Crowding

- 8.3.21 Two percent of respondents expressed concern that extending the Bakerloo line too far from central London would mean that the trains would be full before they reached zone two of the Underground system. One percent of respondents are more generally worried about overcrowding if the line extends too far.
- 8.3.22 Other reasons for supporting the option of terminating at Lewisham are that the route would help to alleviate congestion in Lewisham town centre (1%), and that it is needed to ease pressure on transport and commuting links (1%).

Not needed beyond Lewisham

- 8.3.23 Replacing the existing services does not make sense to 2% of respondents. Instead of the proposals, it is felt that new routes should be built instead. A further option stated by 2% of the supporting respondents, is that the line should terminate at Lewisham, but that both Option 1a and 1b should be built.

Supportive comments - but with opposing comment

8.3.24 Some of the comments that expressed support for terminating at Lewisham actually contained negative comments opposing the option. Approximately 2% of respondents support terminating at Lewisham, but also stated that going beyond Lewisham would be beneficial.

8.3.25 Respondents who do not support terminating at Lewisham

8.3.26 A total of 2,925 respondents who expressed opposition towards the option to terminate at Lewisham provided responses. These open responses were coded into 21 themes. Many of the responses received covered multiple issues, and therefore multiple codes were assigned in many cases. In total, 5,268 comment codes were assigned to the responses made by those opposed to terminating the extension at Lewisham.

8.3.27 Table 8-3 presents the 10 most frequently stated themes.

8.3.28 The largest proportion of comments opposing the proposal to terminate the Bakerloo line extension at Lewisham recommended an alternative destination for the line (1,093 comments, 21%), while 1,000 comments made general opposing comments (19%). Other themes that figured frequently were comments questioning the need to go to Lewisham (13%), and support for the core extension proposal (i.e. going beyond Lewisham to Hayes and Beckenham Junction), which comprises 8% of all comments.

Table 8-3: Top 10 themes mentioned in response to Question 14 “Do you have any further views / comments on the above option?” by those not in support at Question 13

Theme	Number of comments	Percentage of total comments*
Oppose & recommend alternative destination	1,093	21%
Opposing comments	1,000	19%
Questioned need to go to Lewisham	689	13%
Support for core extension proposal	465	9%
Wider benefits	419	8%
Connectivity	400	8%
Needed beyond Lewisham	282	5%
Interchange	190	4%
Economic impacts	139	3%
Rail network general comments	107	2%
Total	4,784	92%

* Percentages are based on 5,268 (total number of opposing codes assigned)

8.3.29 The following section explains the key comment codes within each of the themes noted in Table 8-3. Percentages calculated in the following section are based on the 2,925 respondents who oppose / strongly oppose terminating the Bakerloo line extension at Lewisham (Question 13) who provided comments at Question 14.

Oppose & recommend alternative destination

8.3.30 Respondents opposing the proposed termination at Lewisham suggested a number of possible destinations for the route, other than Lewisham. It should be noted that Beckenham Junction and

Hayes, as the proposed termini of the route, are included in the 'Support for core extension proposal' theme. The most frequently mentioned destinations within this theme are: Bromley (12%), Catford (6%), further south / southeast (general) (4%), and Ladywell (1%). Other suggestions for areas to be served by the line included Streatham (1%), Kent (County) (1%), and Catford Bridge (1%).

Opposing comments

- 8.3.31 This theme covers reasons for opposing termination of the extension at Lewisham. The most frequently cited reason is that the line needs to go further, ideally as far as possible (20% of respondents). Around 9% commented that terminating at Lewisham would be a shame and a wasted opportunity. Other reasons mentioned included that the further the line is extended, the better it would be (2%), and that it would be 'better' to extend beyond Lewisham (2%).

Questionable need to go to Lewisham

- 8.3.32 The most mentioned code out of all the opposing comments received, is that the need to go to Lewisham is questionable, based on the fact that Lewisham is already well-connected by public transport, with the links to the Docklands Light Railway (23% of opposing respondents). None of the other items in this theme reached 1%, with the only other comment received being that if the respondents had to travel to Lewisham to use the new line, they might as well continue using the existing train service (<1%).

Support for core extension proposal

- 8.3.33 This theme refers to the core extension proposal outlined by TfL with the terminus of the extension being in Hayes and Beckenham Junction. Among those respondents opposing the line terminating at Lewisham, the destination on the core proposal with the greatest support is Hayes (9%), with 3% supporting an option of reaching Beckenham Junction. Three percent of opposing respondents want to see the line extended to both Beckenham Junction and Hayes. One percent opposed the Lewisham terminus as they suggested that the existing Hayes line would be easy to convert to London Underground.

Wider benefits

- 8.3.34 Approximately 5% of opposed respondents expressed that the line should extend further south to maximise benefits (no destination proposed). Another issue raised by 3% of respondents is that the line should extend to serve areas further out of London; with the comparison given that London Underground lines extend much further into North London, e.g. the Metropolitan line serving Amersham in Buckinghamshire. Extending the route to Catford in order to bring benefits to the area is stated by 2% of the respondents, and a similar proportion wish to see the route serve Bromley so that residents there can benefit from the connection.

Connectivity

- 8.3.35 This theme refers to opportunities to connect to new areas and to rectify poor transport links. Three percent of respondents commented that new connections are necessary to offer opportunities for people to move to the outer fare zones of London, given the ever increasing property prices in zone two. One percent suggested that more transport connections are a 'good thing' (in general), while 1% of opposing respondents commented that as commuters travel from beyond Lewisham, the route needs to go further to provide better access to jobs in London. Respondents also suggested that London Underground access in southeast London needs to be addressed (1%).

Needed beyond Lewisham

- 8.3.36 Three percent of respondents stated that terminating the line at Lewisham would result in no improvement or benefits beyond Lewisham. Two percent commented that the Underground line should connect with areas of poor transport. Two percent of respondents consider that the Bakerloo line reaching as far as Lewisham would be insufficient for south London to benefit.

Interchange

- 8.3.37 Under the proposal to terminate the Bakerloo line at Lewisham, it would be necessary for those continuing or starting their journey beyond Lewisham to interchange with another mode of transport. This theme includes comments relating to interchange between the Bakerloo line and other transport services at Lewisham. These included concerns that Lewisham station and the local transport links would buckle under the additional connecting passengers (2%). The suitability of Lewisham as a transport hub is also questioned (1%) and concerns about terminating the Bakerloo line and the Docklands Light Railway in the same station are raised (1%). One percent of respondents generally oppose terminating at Lewisham as it would remove the need to interchange there.

Economic impacts

- 8.3.38 General economic aspects of the proposal are presented in this theme. This does not refer to the affordability of the scheme, but instead to the impacts of the line on the wider economy.
- 8.3.39 Approximately 2% of respondents suggested that the further extension would generate new development, and spread development to other areas. One percent of respondents stated that the line should go to areas in need of regeneration or opportunities for regeneration beyond Lewisham, while 1% stated that the Bakerloo line needs to extend to serve development that is already occurring in south London.

Rail network general comments

- 8.3.40 This theme relates to comments made about the existing rail system in the area, with aspects of the service and opportunities for improvements. While this is not stated as a reason for opposing the option of terminating the Bakerloo line at Lewisham, it does provide context to the experience of existing services, and provides an indication of why respondents wish for the Bakerloo line to extend further.
- 8.3.41 Two percent of respondents stated that current rail services are either poor or overcrowded, especially through London Bridge railway station. A need for new transport capacity is identified by 1%, due in part to current demand exceeding supply. One percent of respondents indicated that their existing rail links are unreliable.

8.3.42 Respondents who neither support nor oppose terminating at Lewisham

- 8.3.43 A total of 715 respondents who neither support nor oppose the option of locating the terminus of the extended Bakerloo line in Lewisham, and 19 respondents who did not answer Question 13, provided comments at Question 14. These responses were coded into nine themes. As for the supporting and opposing comments, many of the responses comprise more than one issue and therefore multiple codes for each response are possible. A total of 930 comment codes were assigned to the responses.
- 8.3.44 Table 8-4 presents the themes discussed in responses from respondents who neither support nor oppose. The theme with the greatest number of comments was 'neutral, but can see the benefit of

going to Lewisham' (341 comments), followed by 'recommendations' (21%) and 'neutral, but recommend alternative destination' (17%). A further 9% of comments indicated no overall preference or opinion with regard to the route.

Table 8-4: Themes mentioned⁶ in response to Question 14 “Do you have any further views / comments on the above option?” by those who neither support nor oppose at Question 13

Theme	Number of comments	Percentage of total comments*
Neutral but can see benefit of going beyond Lewisham	341	37%
Recommendations	193	21%
Neutral, but recommend alternative destination	155	17%
Neutral, but can see problem with terminating at Lewisham	89	10%
No overall opinion / no preference	86	9%
Further information required	32	3%
Neutral, but has views on proposal	18	2%
Not answered, but left comment	13	1%
Other	3	0%
Total	930	100%

*Percentages are based on 930 (total number of codes assigned)

8.3.45 The following section explains the key comment codes within each of the themes noted in Table 8-3. Percentages calculated in the following section are based on the 734 respondents who neither support nor oppose terminating the Bakerloo line extension at Lewisham (Question 13) who provided comments at Question 14.

8.3.46 It should be noted that while respondents had indicated in the closed question (Question 13) that they neither support nor oppose the proposal, many left comments that raise issues of support and opposition, even though their own position may be undecided.

Neutral, but can see the benefit of going to Lewisham

8.3.47 Fourteen percent of respondents stated that the line should go as far as possible. Similarly, 13% stated that it would be better if the line is extended further, but would support the link to Lewisham. A phased approach to development is stated by 9% of respondents, with the line terminating at Lewisham temporarily and then extended in the future. Seven percent stated that the Bakerloo line should be extended if money allows, but would not consider terminating at Lewisham to be a wasted effort.

Recommendations

8.3.48 Seventeen percent of the respondents, that neither support nor oppose the proposal, suggested where the line could extend to. At the same time, 7% of respondents expressed that the line should terminate at Lewisham, or close to central London. The variation in the comments from respondents who neither support nor oppose is therefore apparent.

⁶ Note that only nine themes were covered in respondents' responses

Neutral, but recommend alternative destination

- 8.3.49 A total of 155 respondents that neither support nor oppose the proposal suggested an alternative destination. The most commonly stated areas were: Bromley (4%) and Hayes (4%), Catford (3%), Beckenham (1%) and Streatham (1%).

Neutral, but can see a problem with terminating at Lewisham

- 8.3.50 Of the respondents that neither support nor oppose the proposal to terminate the Bakerloo line extension at Lewisham, 7% stated that Lewisham is well connected, while 3% suggested that Lewisham station is already overcrowded. Some suggested that the line would put pressure on the Lewisham area (1%). Others responded that they neither support nor oppose the proposal, it would risk overcrowding the carriages on the service (1%).

No overall opinion / no preference

- 8.3.51 Of those respondents with no overall opinion, 6% do not mind where the Bakerloo line extension ends, while 2% stated that the extension proposal is unlikely to affect either them or their route.

Further information required

- 8.3.52 Two percent of respondents stated they have insufficient information to make a decision and requested more information on the forecast impact to other services. One percent of respondents commented that their support for extending beyond Lewisham depends upon the speed of the service. Some respondents stated that they would support any decision reached, so long as it is made with strong research (1%).

Neutral, but has views on proposal

- 8.3.53 Of those respondents who neither support nor oppose, 1% suggested that the funding could be better spent elsewhere in London, while 1% also stated that while they have no comments, the proposal needs to be good value for money for taxpayers.

Not answered, but left a comment

- 8.3.54 Of the few respondents that did not state their level of support in Question 13 (Not Answered) comments were left, but very few were repeated. The only comments with more than one comment are that Lewisham already has good connections and transport links (two comments) and that the line needs to go further (two comments).

Other

- 8.3.55 Three comments were classified as 'other' as they could not be categorised in any other theme. One comment stated that the extension was biased towards the east of London and that the extension should go to the west. Another suggested that the DLR should be extended too and the third comment stated that the extension provides an alternative mode of transport to present.

8.4 Summary

- 8.4.1 There were 14,003 closed responses to Question 13, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, for terminating the Bakerloo line extension at Lewisham. It is evident that the issue of terminating the Bakerloo line at Lewisham is

contested. A total of 40% of respondents either strongly oppose or oppose terminating at Lewisham, while 30% either strongly support or support the proposal. A further 28% neither support nor oppose the proposals.

- 8.4.2 In total 4,690 respondents provided valid answers to Question 14, where respondents were asked to provide further views or comments. This equates to 33% of all Question 13 respondents. The largest proportion of responses to Question 14 (62%) was from respondents who either oppose or strongly oppose terminating the line at Lewisham. Twenty-two percent either support or strongly support the option and 15% neither support nor oppose.
- 8.4.3 Of those respondents opposed to terminating at Lewisham, many (23%) stated that Lewisham already has good transport connections, while 20% commented that the line needed to go further. Support for the core extension proposal in this group was 9% for Hayes, 3% for Beckenham Junction, and 3% for both. Other frequently suggested areas to serve included Bromley (12%) and Catford (6%).
- 8.4.4 Of those respondents that support the proposal to terminate the Bakerloo line at Lewisham, the most frequently occurring reasons are suggestions that it needs to serve other areas (17% respondents), that it is sensible and logical to terminate the line at Lewisham (15%), and that Lewisham is a good end point due to having good connections (13%). Suggested areas to serve included Bromley (4%), Catford (2%) and Beckenham (2%).
- 8.4.5 Of the respondents that neither support nor oppose the Bakerloo line terminating at Lewisham, and those that did not answer Question 13, 17% were neutral but suggested that the line should serve another area. Fourteen percent commented that the line should go as far as possible, and 13% stated that while extension to Lewisham would be supported, they would prefer to see it go further. Suggested areas to serve included Bromley (4%), Hayes (4%) and Catford (20%).

9 Consultation findings – possible extension to Beckenham Junction and Hayes

9.1 Introduction

9.1.1 This chapter presents the analysis to Questions 15 and 16 of the questionnaire:

- Question 15: Do you support the proposed extension terminating at Beckenham Junction and Hayes? (closed question)
- Question 16: Do you have any further views / comments on the above option? (open question)

9.1.2 Section 9.2 discusses the responses to Question 15, whilst Section 9.3 provides an explanation of the most frequently occurring themes and associated comments in relation to Question 16.

9.2 Views on the possible extension to Beckenham Junction and Hayes (closed question responses)

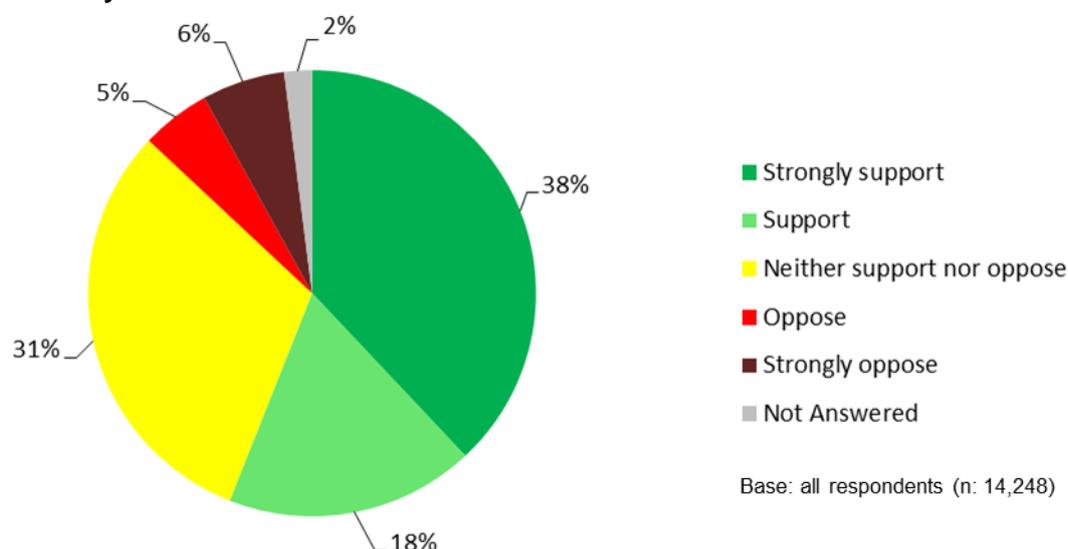
9.2.1 Table 9-1 and Figure 9-2 present the results from Question 15. The analysis shows that over half of respondents (56%) either support or strongly support extending to Hayes and Beckenham Junction, while 11% of respondents either oppose or strongly oppose this route. A further 31% neither support nor oppose the option and 2% failed to answer the question. A detailed breakdown of the responses is shown in Table 9-1.

9.2.2 In comparison to the previous question focusing on the service terminating at Lewisham, this option appears to be more favourable: while 30% expressed support for the extension terminating at Lewisham, 56% support it continuing to Beckenham and Hayes.

Table 9-1: Question 15 - Do you support the proposed extension terminating at Beckenham Junction and Hayes?

Response	Number	Percentage of total
Strongly support	5,517	38%
Support	2,520	18%
Neither support nor oppose	4,383	31%
Oppose	762	5%
Strongly oppose	840	6%
Not answered	226	2%
Total	14,248	100%
Total support	8,037	56%
Total oppose	1,602	11%

Figure 9-1: Question 15 - Do you support the proposed extension terminating at Beckenham Junction and Hayes?



9.2.3 Overall views by location

9.2.4 Figures 9-2 to 9-4 present the geographical distribution of responses within the Greater London area.

9.2.5 Figure 9-2 presents the distribution of 5,423 valid postcodes for those in support of the proposed extension terminating at Beckenham Junction and Hayes within the Greater London area. The figure shows a generalised distribution of support for this option, with clusters occurring in the Beckenham and Hayes localities.

9.2.6 Figure 9-3 presents the distribution of 2,929 valid postcodes for respondents who neither support nor oppose at Question 15. It is notable that respondents who neither support nor oppose (with a valid postcode) reside towards the southern extent of the proposed extension in the areas of Beckenham and Hayes.

9.2.7 Figure 9-4 presents the distribution of 1,092 valid postcodes for those opposing the extension terminating at Beckenham Junction and Hayes within the Greater London area. It is also notable that the figure shows small clusters of opposition in the Beckenham and Hayes localities. A cluster of opposition can also be seen to the north of Hayes in the Bromley area.

Figure 9-2: Geographic distribution of support for terminating the proposed extension of the Bakerloo line at Beckenham Junction and Hayes

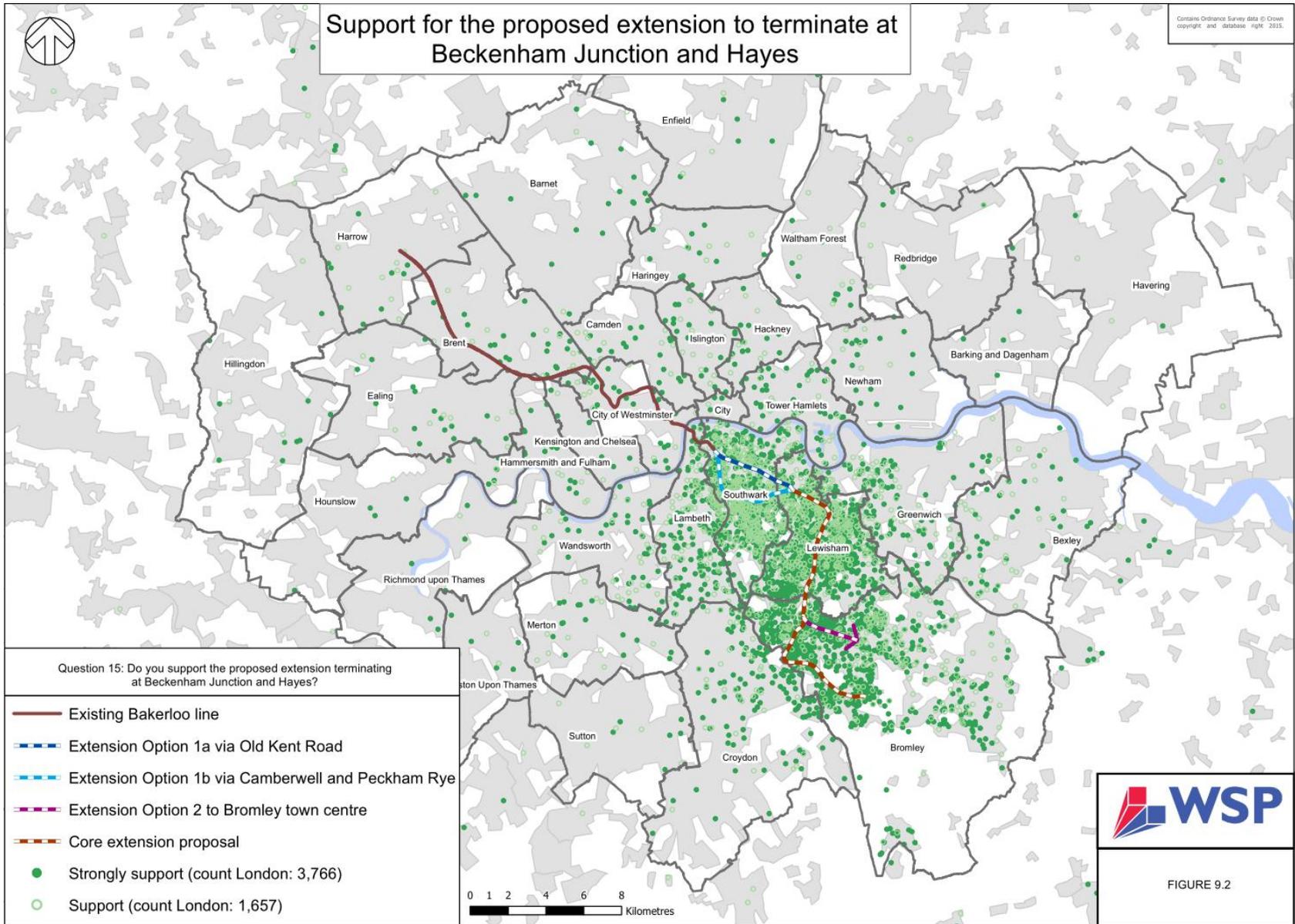


Figure 9-3: Geographic distribution of respondents who neither support nor oppose terminating the proposed extension of the Bakerloo line at Beckenham Junction and Hayes

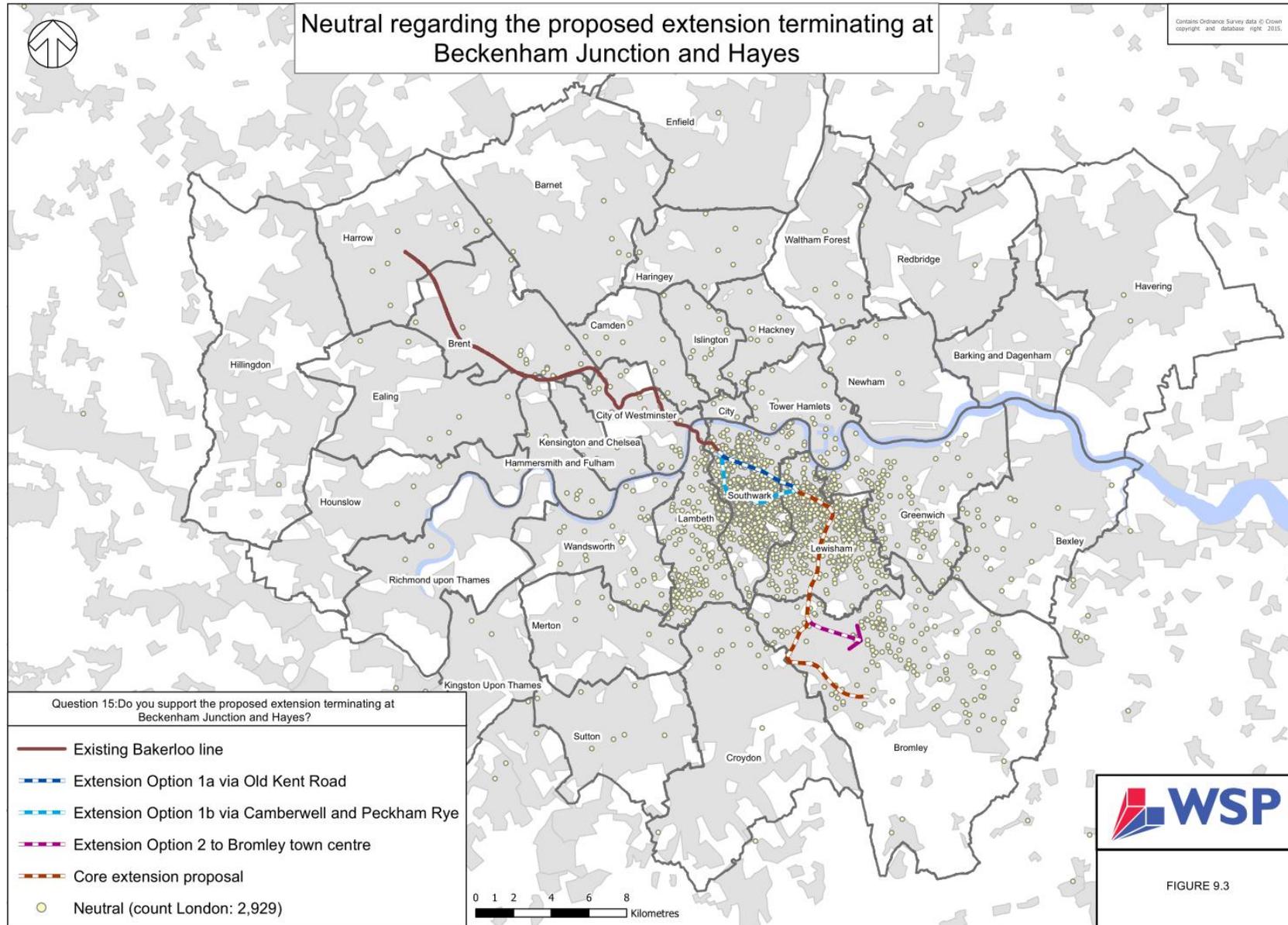
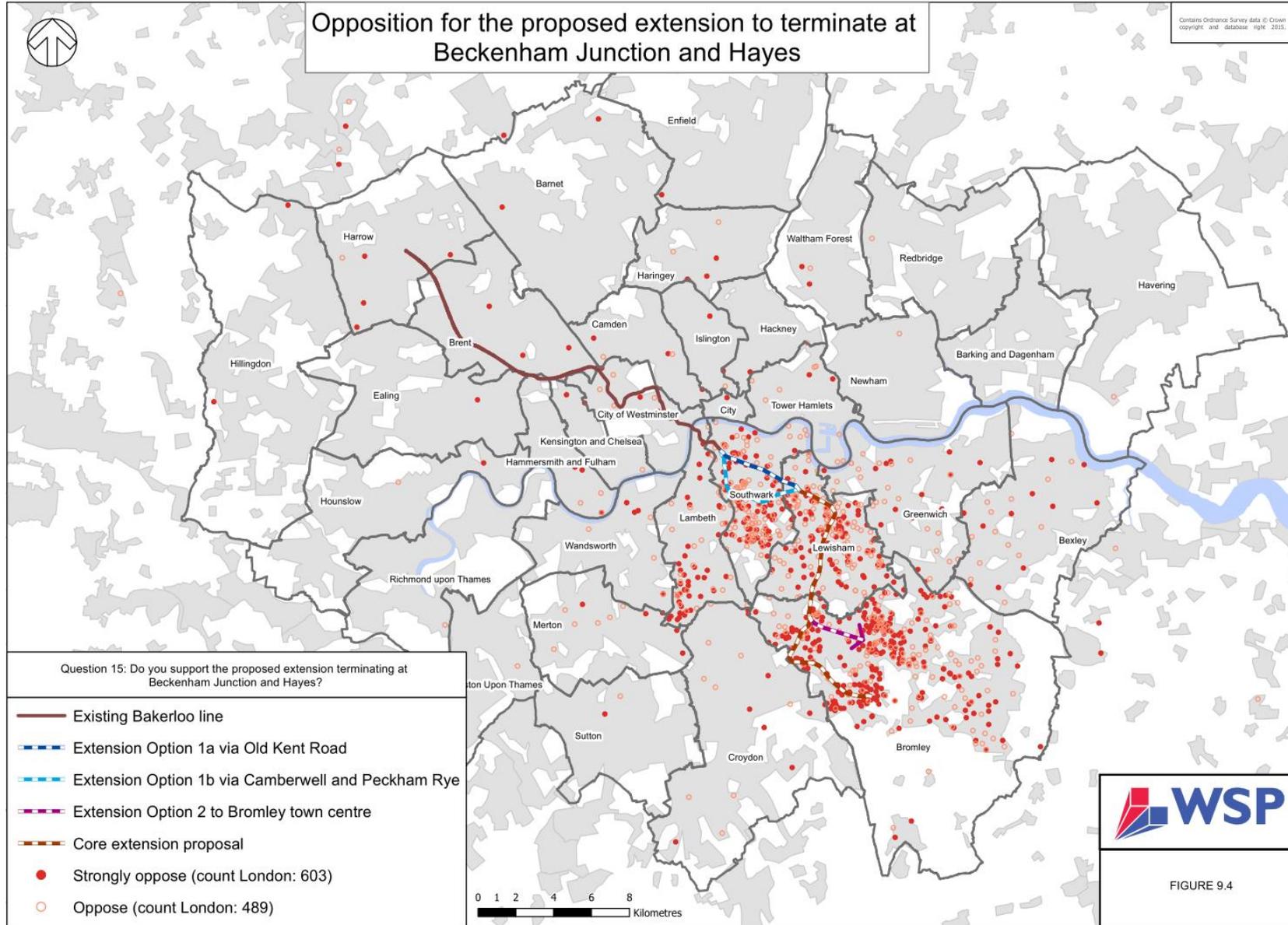


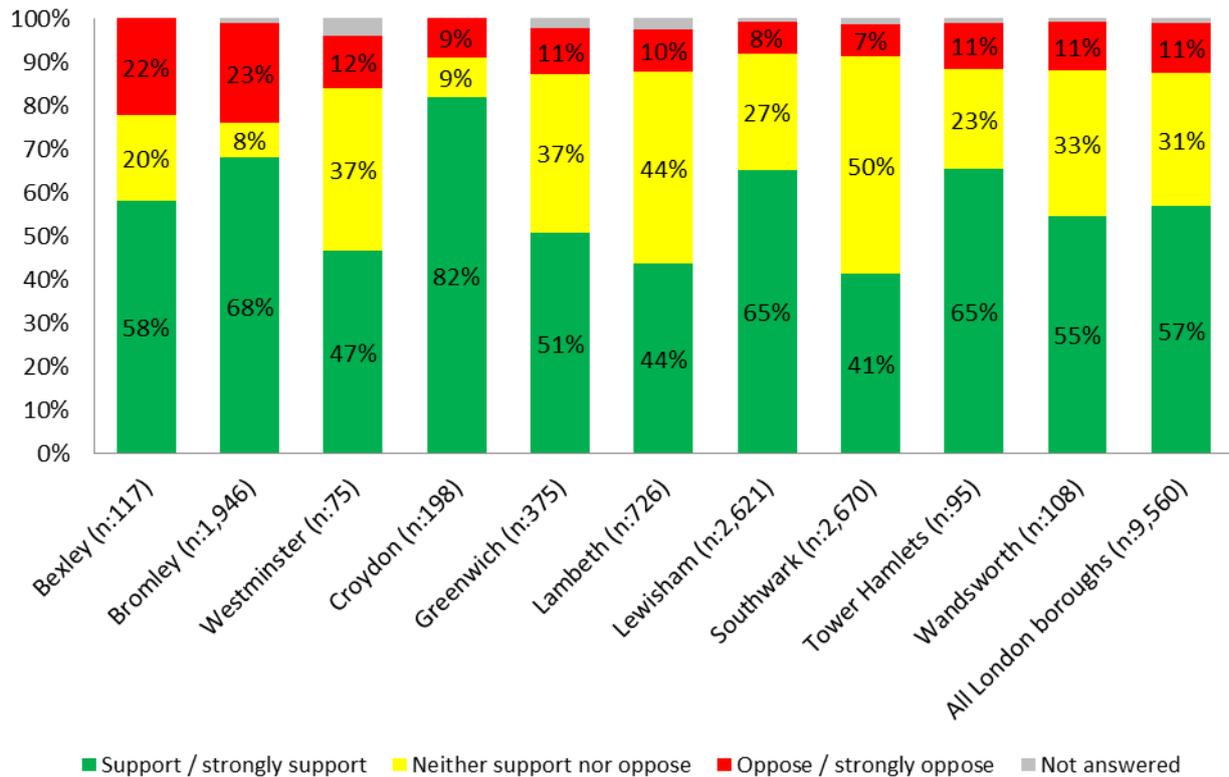
Figure 9-4: Geographic distribution of opposition for terminating the proposed extension of the Bakerloo line at Beckenham Junction and Hayes



Views by London borough

9.2.8 Figure 9-5 shows the level of support for the proposed extension to Beckenham Junction and Hayes, by London borough. The results show that on average across all London boroughs, 57% of respondents either support or strongly support this option, while only 11% are opposed. In the 11 boroughs shown, all have greater proportions of respondents in support of rather than opposed to the proposed termini of the Bakerloo line extension at Beckenham Junction and Hayes.

Figure 9-5: Question 15 - Do you support the proposed extension terminating at Beckenham Junction and Hayes? (by London borough of respondent)

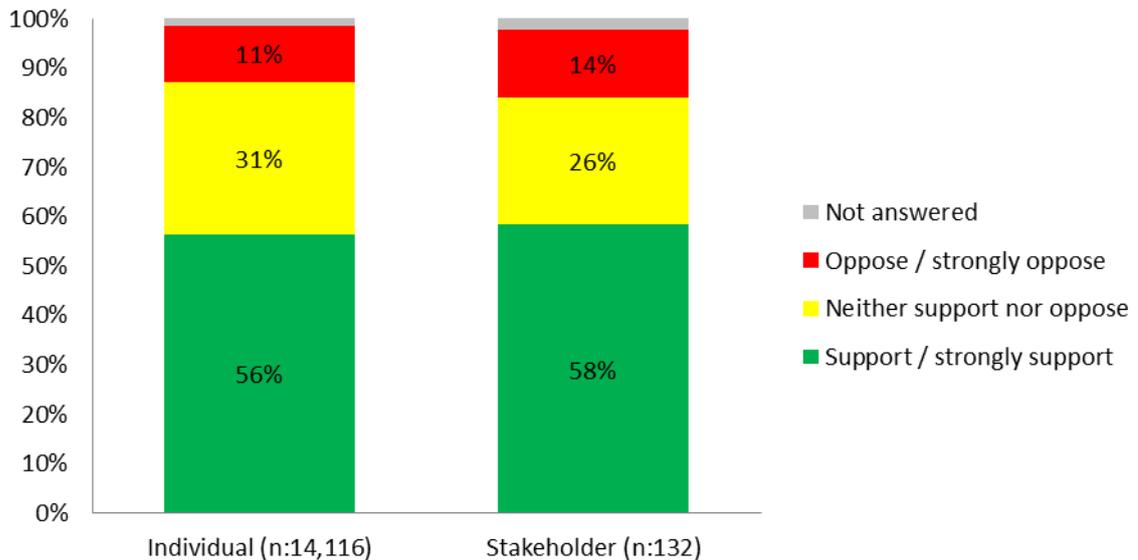


- 9.2.9 The boroughs with the highest proportions of respondents in support of Beckenham Junction and Hayes as the terminus locations are Croydon (82%), Bromley (68%), Tower Hamlets and Lewisham (both with 65%). The boroughs with the lowest proportion of supporting respondents are Lambeth and Southwark, with 44% and 41% in support, respectively.
- 9.2.10 Bromley and Bexley have the largest proportions of respondents opposed to the extension terminating at Beckenham Junction and Hayes (23% and 22%, respectively).
- 9.2.11 Large proportions of respondents in some boroughs expressed that they neither support nor oppose, in particular, Southwark (50%), Lambeth (44%), Westminster and Greenwich (both 37%).
- 9.2.12 Comparison of Figures 9-5 and 8-5 (showing opinions on the proposed extension terminating at Lewisham) indicates stronger support for the Beckenham Junction and Hayes option across all boroughs. Greenwich respondents expressed the greatest support for the Lewisham terminus (42%), but the level of support for the Beckenham Junction and Hayes option is 51% amongst this sub-set.

9.2.13 Overall views by type of respondent

9.2.14 Figure 9-6 shows the level of support for the proposed Bakerloo line extension to Beckenham Junction and Hayes by type of respondent i.e. members of the public and stakeholders. The results show that the level of support does not vary significantly between individuals and stakeholders, with 56% and 58% expressing support.

Figure 9-6: Question 15 - Do you support the proposed extension terminating at Beckenham Junction and Hayes? (by type of respondent)

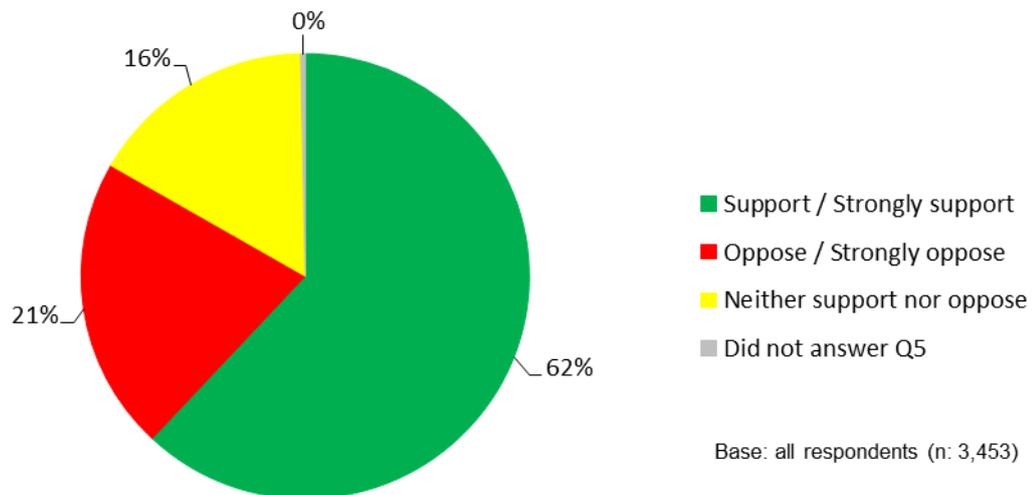


9.3 Open comments for the possible extension to Beckenham Junction and Hayes

9.3.1 This section provides a detailed analysis of the responses provided to Question 16. A breakdown of the responses by response to Question 15 is given, followed by an explanation of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.

9.3.2 In total 3,453 respondents provided a valid response to Question 16 (where an actual response was provided rather than 'n / a' or 'none', for example). This is equivalent to 24% of all respondents. Figure 9-7 shows the breakdown of responses by the response given to Question 15. Of those who provided a response, the majority (62%) either strongly support or support the principle of extending the Bakerloo line to Beckenham Junction and Hayes.

Figure 9-7: Breakdown of Question 16 respondents by response to Question 15



- 9.3.3 As set out in Chapter 2 (section 2.9.15), the 3,453 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 5,906 comment codes.
- 9.3.4 Of the total 5,906 comments, 3,849 (65%) relate to responses from respondents who support / strongly support the proposal to extend to Beckenham Junction and Hayes, 1,212 (21%) relate to those who oppose / strongly oppose, and 844 (14%) relate to those who neither support nor oppose the extension.
- 9.3.5 The following three sections present the analysis of the responses to Question 16 in relation to Question 15. Each section displays the 10 most frequently occurring themes, followed by a brief description of each. The full list of themes and comment codes is presented in Appendix I, with the respective frequency counts.
- 9.3.6 **Respondents who support the possible extension to Beckenham Junction and Hayes**
- 9.3.7 A total of 2,140 valid responses were received from respondents that support the proposal to terminate at Hayes and Beckenham Junction. The responses were coded into 13 main themes and 223 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total 3,849 codes were assigned to the responses given by those who support the possible extension to Hayes and Beckenham Junction.
- 9.3.8 Table 9-2 shows the 10 most frequently occurring themes. An explanation of the codes comprising each theme is in the section following the table.
- 9.3.9 Nearly 30% of all coded comments expressed support for the extension to Beckenham Junction and Hayes, while a similar proportion commented on connectivity benefits (28%). Other themes occurred less frequently but included comments on congestion and crowding (9%), the route itself (7%), economy and regeneration (7%) and project costs and timescales (6%).

Table 9-2: Top 10 themes mentioned in response to Question 16 “Do you have any further views / comments on the above option?” by those in support at Question 15

Theme	Number of comments	Percentage of total comments*
Supportive comments	1,133	29%
Connectivity	1,068	28%
Congestion / crowding	332	9%
Route	285	7%
Economy / regeneration	267	7%
Project cost and timescale	239	6%
Journey impact	145	4%
Route (alternative destinations)	139	4%
Wider benefits	103	3%
Supporting comments (with caveats)	80	2%
Total	3,791	99%

*Percentages are based on 3,849 (total codes assigned)

- 9.3.10 The following section explains the key comment codes within each of the themes noted in Table 9-2. Percentages calculated in the following section are based on the 2,140 respondents who support / strongly support terminating the Bakerloo line extension at Hayes and Beckenham Junction (Question 15) who provided comments at Question 16.

Supportive comments

- 9.3.11 A total of 16% of the supporting respondents expressed that the further the Bakerloo line extends, the better, and that it is preferable to go beyond Lewisham as Lewisham is already well served by transport. Eight percent suggested that this option would be a much needed, hugely beneficial and useful extension. Seven percent of respondents stated that the proposal would serve their needs. Other supportive comments received included that it would be good to serve areas currently underserved by transport (3%), and that the extension would improve and revitalise the existing infrastructure (2%).

Connectivity

- 9.3.12 Eight percent of respondents stated the need to address the lack of London Underground access in southeast London, while 7% stated that the Bakerloo line extension to Hayes and Beckenham Junction would make the area much more accessible and generally improve connections to other areas. Other supportive comments included that a larger catchment area will make the extension more effective (5%) and faster connections to central London for commuters would make it easier to get to work (4%).

Congestion / crowding

- 9.3.13 This theme considers the impact of the Bakerloo line extension on existing transport services in the relevant part of London. Around 6% of supporting respondents stated that the extension to Hayes and Beckenham Junction would alleviate pressure on the crowded Southeastern train network.

Freeing up capacity for passengers and services on the rail lines through London Bridge is mentioned by 3% of respondents, and 2% commented that the proposal could free up routes into London Bridge and Charing Cross. Serving an area with a growing population is also mentioned as a reason for support (4%). Delivering the route through to Hayes and Beckenham Junction is viewed as a means to ease capacity constraints on existing rail infrastructure in southeast London, and to meet future demand.

Route

- 9.3.14 Of those respondents that support the Hayes and Beckenham Junction option, 5% would also like to see an extension of the route to serve Bromley. Other comments in this theme included the view that not reaching Hayes and Beckenham Junction would be a missed opportunity and a waste of money (3%), and opposition to terminating the extension at Lewisham due to the town already being well served by transport, and at risk of becoming overcrowded (2%).

Economy / regeneration

- 9.3.15 Support for the Beckenham Junction and Hayes option is also based upon the view that this would bring benefits to the area, such as regeneration, attracting business, facilitating housing growth, and promoting redevelopment (8% of supportive respondents). Two percent expressed that without the extension to these areas, the economic growth and development potential would not be realised, and 1% commented that this option would allow for the best economic return for the investment.
- 9.3.16 Economic support for outlying towns along the route is also stated by 1% of respondents, with the main beneficiaries identified as being Catford, Hayes and West Wickham. Supporting respondents therefore appear to be very much of the view that the option outlined in Question 15 would bring economic gains for the areas along the route, and failure to develop the option would mean this would not be realised.

Project cost and timescale

- 9.3.17 Three percent of respondents expressed that it would be best to build the line now to pre-empt the need to extend it in the future. Three percent also suggested that a phased approach to development could be adopted, with extensions further south when the funding is available. The need to extend further southeast to maximise the value for money of TfL's investment is stated by 2% of respondents. One percent suggested that costs could be kept low through the use of existing rail lines, and 1% are unsure of the costs versus benefits and would like further information.

Journey impact

- 9.3.18 Three percent of supporting respondents stated that the proposal should be straightforward if using existing railway lines and maximising use of the existing infrastructure. Two percent expressed that the line would be more useable and more valuable if it had a more frequent service.

Route (alternative destinations)

- 9.3.19 While respondents support the proposal to terminate the Bakerloo line at Beckenham Junction and Hayes, a number suggested other destinations that could be served. The most frequently mentioned are Bromley (2%), Orpington (1%) and Catford (eight respondents, <1%).

Wider benefits

9.3.20 Respondents also mention that the proposal would have wider benefits on the region, with 2% considering that the route would be good for the environment by reducing the reliance on private cars. Two percent were of the view that the proposal would provide a huge boost for the areas along the corridor and to southeast London in general. A further wider benefit stated by 1% of supporting respondents is that the proposal would help to integrate the area into London, as residents do not feel integrated by the current transport system.

Supporting comments (with caveats)

9.3.21 Eighty of the 2,140 respondents that support the option to terminate the line at Hayes and Beckenham Junction do so conditionally. Support for the proposal is on the condition that National Rail services to London are not impacted on by the proposal (1%), and providing that the funding is right and the scheme is cost effective (1%). Nine respondents stated that the provision of an integrated transport arrangement in the area (parking, bus routes etc.) needs to be ensured.

9.3.22 Respondents who do not support the possible extension to Beckenham Junction and Hayes

9.3.23 A total of 736 valid responses were received from respondents who opposed the proposals. The responses were coded into 14 main themes and 180 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total 1,213 codes were assigned to the responses given by those who oppose the possible extension to Hayes and Beckenham Junction.

9.3.24 The 10 most commonly mentioned themes amongst those who oppose the option for the Bakerloo line to terminate at Beckenham Junction and Hayes are shown in Table 9-3.

9.3.25 Nearly half of all comments were reasons for opposing the extension terminating at Beckenham Junction and Hayes (44%). Other recurring themes, though less prevalent, included connectivity issues (9%), project costs and timescales (8%), and suggestions of other destinations that could be served by the Bakerloo line extension (9%).

Table 9-3: Top 10 themes mentioned in response to Question 16 “Do you have any further views / comments on the above option?” by those who oppose at Question 15

Theme	Number of comments	Percentage of total comments*
Opposing comments	538	44%
Connectivity	110	9%
Route (alternative destinations)	104	9%
Project cost and timescale	97	8%
Suitability	75	6%
Route	74	6%
Local impact	49	4%
Other	47	4%
Congestion / crowding	27	2%
Alternative proposals	25	2%

Theme	Number of comments	Percentage of total comments*
Total	1,146	94%

*Percentages are based on 1,213 (total codes assigned)

- 9.3.26 The following section explains the key comment codes within each of the themes noted in Table 9-3. Percentages calculated in the following section are based on the 736 respondents who oppose / strongly oppose terminating the Bakerloo line extension at Hayes and Beckenham Junction (Question 15) who provided comments at Question 16.

Opposing comments

- 9.3.27 Of the respondents that oppose the option of terminating at Hayes and Beckenham Junction, 17% stated that the Bakerloo line definitely needs to serve Bromley.
- 9.3.28 Thirteen percent stated that the loss of direct rail connections to London rail termini as the reason for their opposition, while 8% stated that the route needs to go further.
- 9.3.29 Increased travel time (5%) and the presence of good existing transport links, meaning a potential conversion of the Hayes and Beckenham Junction line to London Underground would be no big improvement (4%), are also given as reasons for opposing this option. The positives of gaining new connections and going to areas with poor transport links (4%) are also stated by respondents opposed to the termination of the Bakerloo line at Hayes and Beckenham Junction.

Connectivity

- 9.3.30 This theme relates to the existing transport connections in the area proposed for the extension. The existing rail service is considered adequate by 5% respondents, and 3% indicate that they do not want to have to change (interchange) as this would be more inconvenient. Further opposing comments included that the interchanges on the route would be unable to handle the numbers of passengers (2%) and the loss of the 'perfectly good rail service' to Hayes as a result.

Route (alternative destinations)

- 9.3.31 A number of respondents that oppose the option of ending the Bakerloo line at Hayes and Beckenham Junction suggested that as an alternative, the line should serve: Streatham (2%), Bromley (1%), Orpington (1%), Catford (1%) and Sidcup (1%).

Project cost and timescale

- 9.3.32 The most frequently mentioned issue among opposing respondents is the view that the cost of the route would be prohibitively expensive (3%). Two percent of respondents expressed that it would be much more costly to deliver the line in an area that is already served by National Rail routes (2%). There is the view that a phased project delivery would be more expensive than a single development phase (1%).
- 9.3.33 Finally, there is some concern that conversion of the National Rail routes to London Underground will lead to an increase in ticket prices due to differences in the fare system (1%).

Suitability

- 9.3.34 The suitability theme refers to aspects of the London Underground service if it was to be introduced between Elephant & Castle, Hayes and Beckenham Junction. Concerns over the design aspects of

the London Underground trains are stated by 3% of the opposing respondents. Such concerns relate to the suitability of the stock, including the size and seating availability on the trains.

- 9.3.35 Two percent indicate that they do not support the replacement of suburban trains with a London Underground service, due to the presence of more stops, and the desire to retain fast services on the route. Similarly, 2% of the opposing respondents consider that London Underground trains are slower than mainline trains, and therefore mainline trains are superior over longer distances.
- 9.3.36 Some of the respondents who are opposed to the proposal to serve Hayes and Beckenham Junction are also concerned about the line, trains and stations becoming very busy as a result of the extension.

Route

- 9.3.37 Three percent of respondents stated that they support the extension terminating at Lewisham. A further reason for opposition is that Beckenham and Hayes are already well served by transport (2%).
- 9.3.38 Also within this theme are other suggested amendments to the route, including a preference for not serving Hayes and Beckenham Junction, but instead building Option 1a and 1b (1% of respondents). Other opposing comments do not support terminating at both stations, but instead serving one and omitting the other, e.g. serving Hayes only (1%) and serving Beckenham Junction only (1%).

Local impact

- 9.3.39 Other comments included concerns about the impact on the localities the line would pass through. The most frequent concern is that serving Hayes and Beckenham Junction would lead to the potential overdevelopment of the area (4%), with concerns about losing the 'village' and 'semi-rural' character of the area. A more localised concern is the potential impact of frequent London Underground trains running close to respondents' homes (1%). One percent also commented that the Bakerloo extension would bring traffic and congestion to the local area.

Other

- 9.3.40 One percent of respondents criticised the consultation, the decision making or the information provided. Four comments (1%) stated that the new stations proposed would not be as accessible to mobility impaired users as mainline rail stations.

Congestion / crowding

- 9.3.41 The opposing respondents are concerned that if the Bakerloo line were to extend too far, it would be put under a great deal of pressure, and may become overcrowded. This would also make the line potentially unusable during rush hour (3%).

Alternative proposals

- 9.3.42 This includes suggestions to develop the existing National Rail routes by implementing improvements to signalling, additional carriages, platform extensions and increases in service frequency (3%). A suggestion made by two respondents is that the Docklands Light Railway could be extended to serve the area.

9.3.43 Respondents who neither support nor oppose the possible extension to Beckenham Junction and Hayes

9.3.44 A total of 566 respondents who neither support nor oppose the proposed extended Bakerloo line terminating at Beckenham Junction and Hayes, and 11 respondents who did not answer Question 15, provided comments at Question 16.

9.3.45 These responses were coded, and assigned to 10 themes and 141 comment codes. Many responses covered multiple issues and as such were assigned multiple codes. In total, 844 codes were assigned to the valid responses. The themes mentioned by respondents who neither support nor oppose the proposals are shown in Table 9-4.

Table 9-4: Themes mentioned in response to Question 16 “Do you have any further views / comments on the above option?” by those who neither support nor oppose at Question 15

Theme	Number of comments	Percentage of total comments*
Preference	310	37%
Connectivity	97	12%
Alternative proposals	85	10%
Route (alternative destinations)	76	9%
Project cost and timescale	69	8%
Other	63	8%
National Rail	48	6%
Concern / issues	42	5%
Further information required	41	4%
Development / regeneration	13	2%
Total	844	100%

*Percentages are based on 844 (total codes assigned)

9.3.46 The following section explains the key comment codes within each of the themes noted in Table 9-4. Percentages calculated in the following section are based on the 577 respondents who neither support nor oppose terminating the Bakerloo line extension at Hayes and Beckenham Junction (Question 15) who provided comments at Question 16.

Preference

9.3.47 Approximately 14% of respondents indicate that they have no preference towards the proposal, while 8% suggested that the line should be extended to Lewisham as a priority (i.e. the line should terminate sooner than Beckenham Junction and Hayes). Despite neither supporting nor opposing overall, 5% of the respondents support the extension and suggested that the line should go further, 4% stated that it should be extended as far as possible, and 2% support whichever option provides the quickest route.

Connectivity

9.3.48 The existing National Rail services are thought to be sufficient by 6% of respondents. Similarly, 2% consider there to be good National Rail services to Charing Cross, Cannon Street and London Bridge.

- 9.3.49 Despite neither supporting nor opposing the proposed extension overall, some respondents have a view on the quality of the existing transport connections.
- 9.3.50 Respondents also stated that the Bakerloo line to Beckenham Junction and Hayes would improve access to London and for commuters (2%), while 2% also stated that any extension of the London Underground to outer areas would be beneficial for residents.

Alternative proposals

- 9.3.51 While respondents do not actively oppose the extension terminating at Beckenham Junction and Hayes, 9% consider that the line should go to Bromley as an alternative. An extension to Streatham is also stated as desirable by 1% of respondents.

Route (alternative destinations)

- 9.3.52 A number of respondents consider that the line should extend to serve other areas, including Bromley (5% of respondents), Catford Bridge (1%), the Old Kent Road (1%), Orpington (1%), and Streatham (two comments).

Project cost and timescale

- 9.3.53 Of the respondents who neither support nor oppose, 4% commented that the Beckenham Junction and Hayes termini option would increase the overall costs of the project, and that these costs would outweigh the benefits. The remaining comments in this theme related to respondents' opinions on the project's cost. Three percent of respondents stated that it depends what offers the best value for money, while 2% suggested that the line should extend further if costs are low.

Other

- 9.3.54 Approximately 10% of respondents justify their perspective as a result of the line having no benefit to them, or effect on them, or due to not knowing the area it is proposed to serve.

National Rail

- 9.3.55 Respondents who neither support nor oppose in some cases directly oppose the impact of the extension on the current National Rail service in the area. Opposition to losing the National Rail services to London Bridge, Cannon Street and Charing Cross is stated by 3%, while 2% oppose the reduction in National Rail services or the option of track-sharing with the Bakerloo line. Respondents also expressed concerns about disruption due to the loss of direct National Rail services (1%), congestion and increased journey times to central London (1%).

Concerns / issues

- 9.3.56 The need for sufficient capacity to avoid congestion on the line through New Cross Gate and Lewisham is stated by 3% of respondents, while 1% expressed concerns that the extension may impact on the service further along the line.

Further information required

- 9.3.57 Approximately 2% stated that they do not have sufficient information to comment, while 1% commented that the economic case for the extension needs to be made, and 1% question whether there is enough demand for the proposal.

Development / regeneration

- 9.3.58 Few respondents referred to issues within this theme. Of these, 1% stated that the proposal would be a boost for areas along the route (for example Beckenham), and 1% are unsure of the economic impact of the proposed extension on deprived areas.

9.4 Summary

- 9.4.1 There were 14,022 closed responses to Question 15, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, for the proposal to terminate the line at Hayes and Beckenham Junction. A total of 56% either support or strongly support the option of terminating the line at Hayes and Beckenham Junction, while 11% either oppose or strongly oppose. Over 30% of respondents neither support nor oppose the proposal.
- 9.4.2 In total 3,453 respondents provided a valid response to Question 16, where respondents were asked to provide further views or comments. This equates to 25% of all Question 15 respondents. Of the 3,453 responses to Question 16, 62% stated that they either support or strongly support the proposal to terminate at Hayes and Beckenham Junction, while 21% either oppose or strongly oppose and 16% of respondents neither support nor oppose.
- 9.4.3 Of the supporting responses, the comment most frequently mentioned is that 'the further the line goes, the better / better to go beyond Lewisham as it is already well served' comment, as stated by 16% of respondents. The proposed extension to Hayes and Beckenham Junction is considered 'much needed, useful and beneficial' to 8% of respondents, while the lack of London Underground access in southeast London is also stated as a reason for support by 8% of respondents. The role of the extension in regeneration and attracting new business is stated by 8% of supportive respondents.
- 9.4.4 Of the comments opposing the Hayes and Beckenham Junction termini option, 17% do so because they perceive that the Bakerloo line definitely needs to go to Bromley, while 13% oppose the proposal if it means the loss of direct connections to London rail termini. Eight percent of respondents expressed that the line needs to go further than Hayes and Beckenham Junction.
- 9.4.5 Of the respondents who neither support nor oppose, 9% stated that the line needs to reach Bromley in addition to Hayes, and that failure to do so would be a missed opportunity.

10 Consultation findings – tunnelled extension to Bromley town centre

10.1 Introduction

10.1.1 This chapter presents the analysis to Questions 17 and 18 of the questionnaire:

- Question 17: There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre? (closed question)
- Question 18: Do you have any further views / comments on the above option? (open question)

10.1.2 Section 10.2 discusses the responses to Question 17, whilst Section 10.3 provides an explanation of the most frequently occurring themes and associated comments in relation to Question 18.

10.2 Views on a possible tunnelled extension to Bromley town centre (closed question responses)

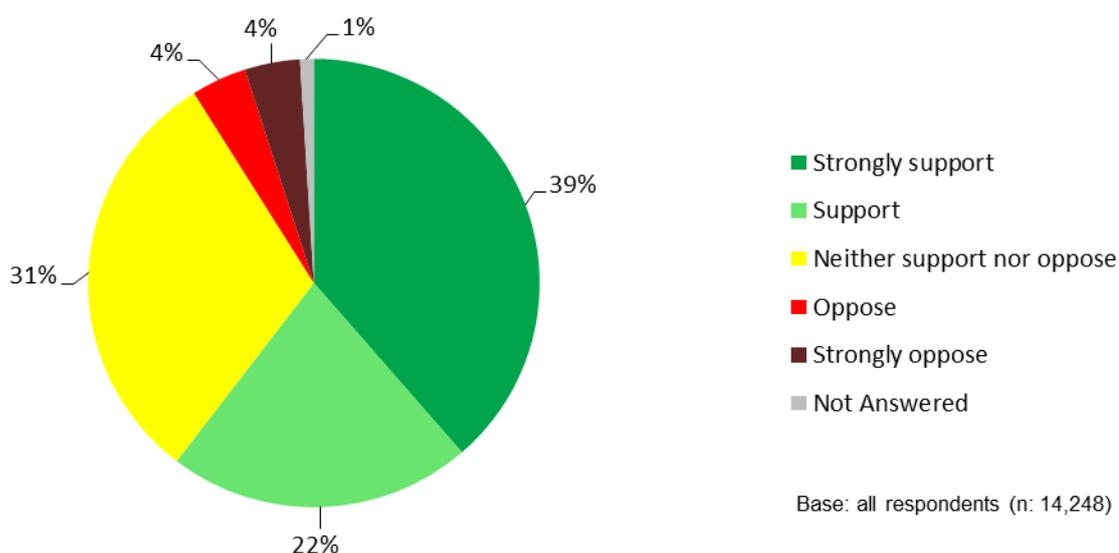
10.2.1 Table 10-1 and Figure 10-1 present the results from Question 17. The analysis shows that 60% of respondents either support or strongly support extending to Bromley town centre, and 8% of respondents either oppose or strongly oppose the extension option. A further 31% neither support nor oppose the extension (and 1% did not express a view).

10.2.2 In comparison with the previous two options (terminating at Lewisham and Beckenham Junction and Hayes), there appears to be a slightly greater level of support for the Bromley town centre option (30% support the extension terminating at Lewisham, 56% support the extension to Beckenham and Hayes and 60% support extending to Bromley town centre).

Table 10-1: Question 17 - There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre?

Response	Number	Percentage of total
Strongly support	5,481	39%
Support	3,072	22%
Neither support nor oppose	4,405	31%
Oppose	613	4%
Strongly oppose	516	4%
Not answered	161	1%
Total	14,248	100
Total support	8,553	61%
Total oppose	1,129	8%

Figure 10-1: Question 17 - There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre?



10.2.3 Overall views by location

10.2.4 Figures 10-2 to 10-4 present the geographical distribution of responses within the Greater London area.

10.2.5 Figure 10-2 presents the distribution of 5,730 valid postcodes for those in support of the proposed extension terminating at Bromley town centre. The figure shows a generalised distribution of support for this option including a cluster of strongly support respondents located in the Bromley town centre area.

10.2.6 Figure 10-3 presents the distribution of 2,977 valid postcodes for respondents who stated they neither support nor oppose the proposals at Question 17. Clusters of responses can be seen within the boroughs of Southwark and Lewisham, with few responses shown for the Bromley town centre locality.

10.2.7 Figure 10-4 presents the distribution of 766 valid postcodes for those opposing the extension terminating at Beckenham Junction and Hayes within the Greater London area. Clusters of strong opposition can be seen in the Beckenham and Hayes localities.

Figure 10-2: Geographic distribution of support for the possible tunnelled extension to Bromley town centre

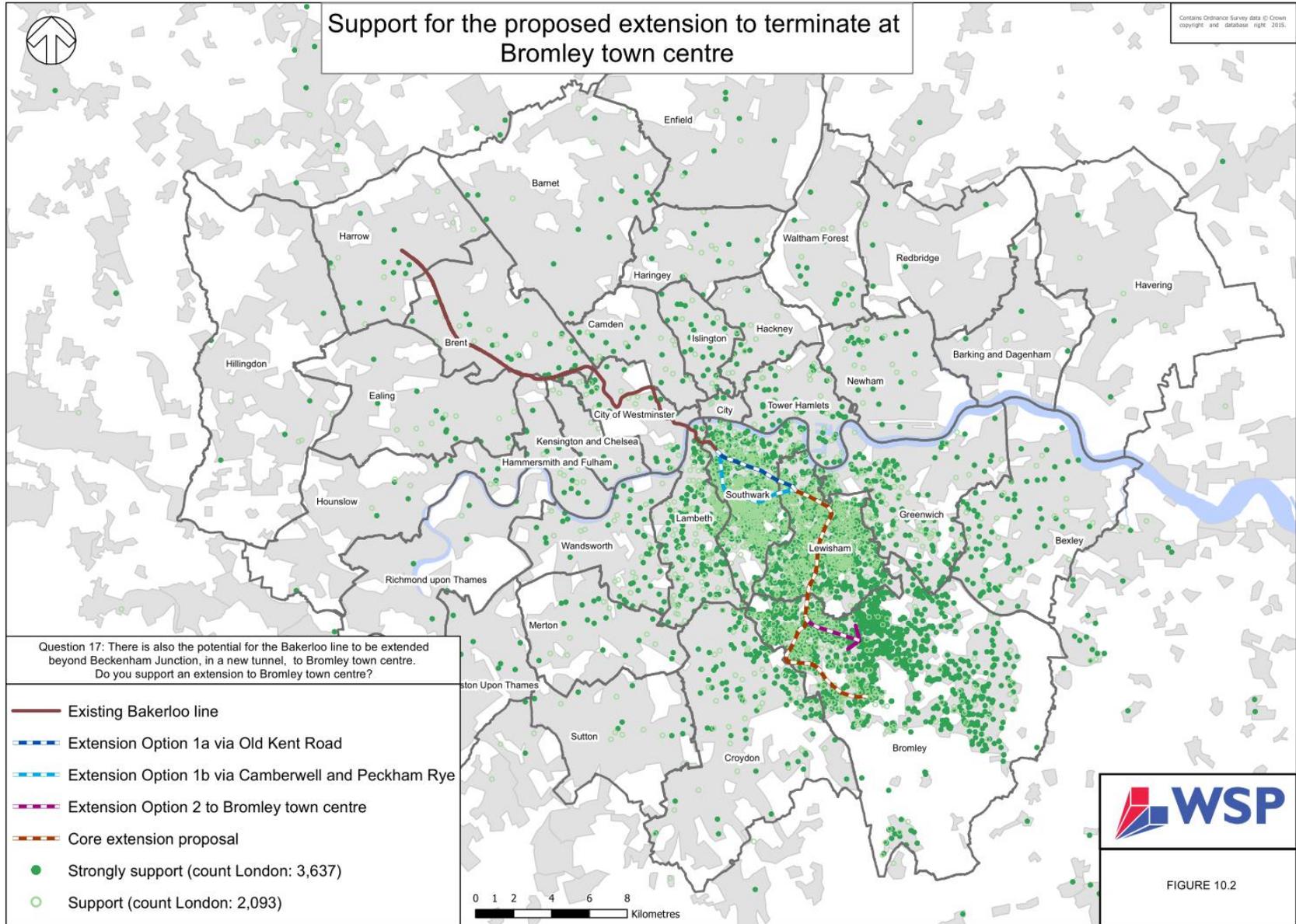


Figure 10-3: Geographic distribution of respondents who neither support nor oppose terminating the possible tunnelled extension to Bromley town centre

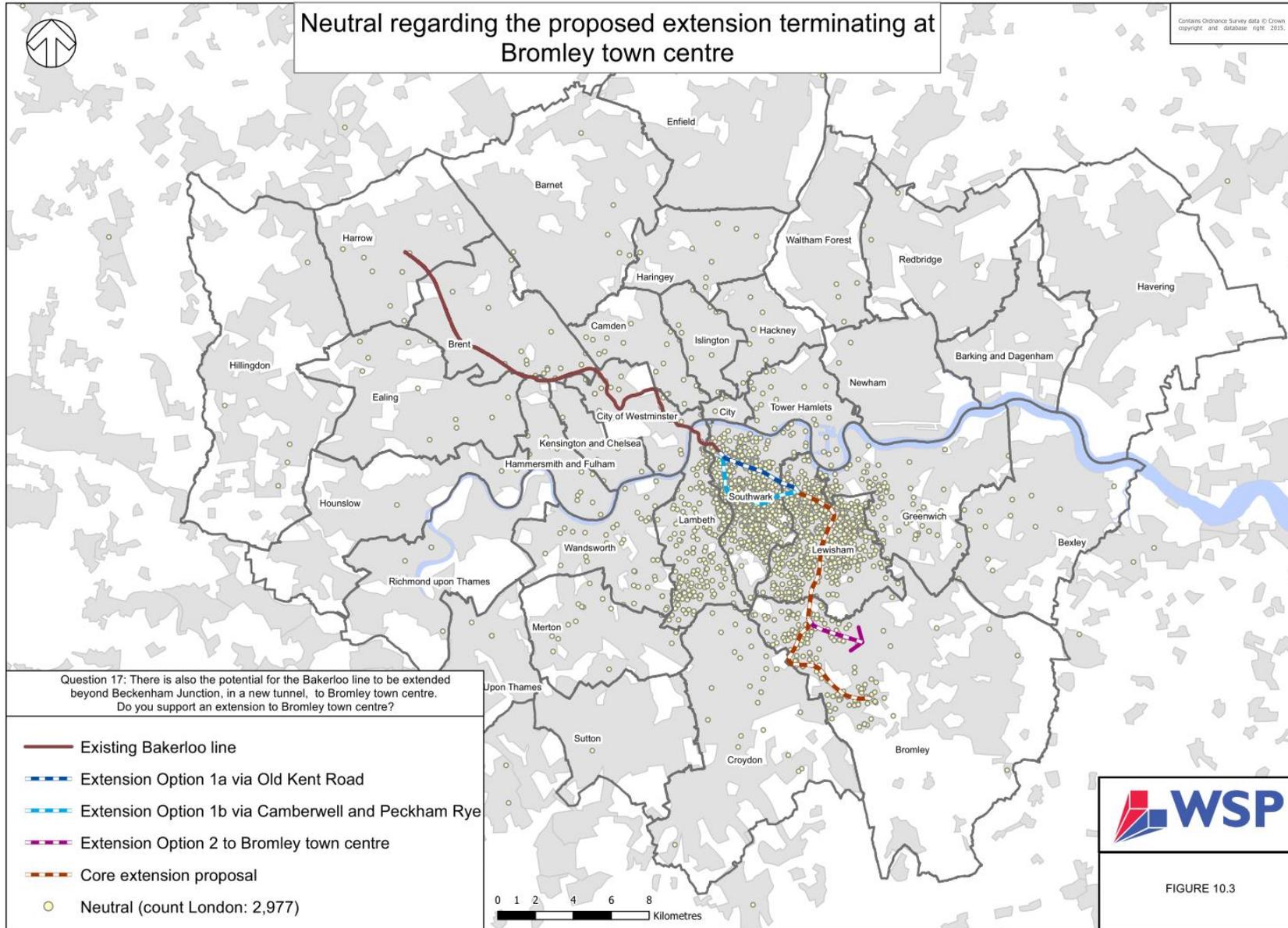
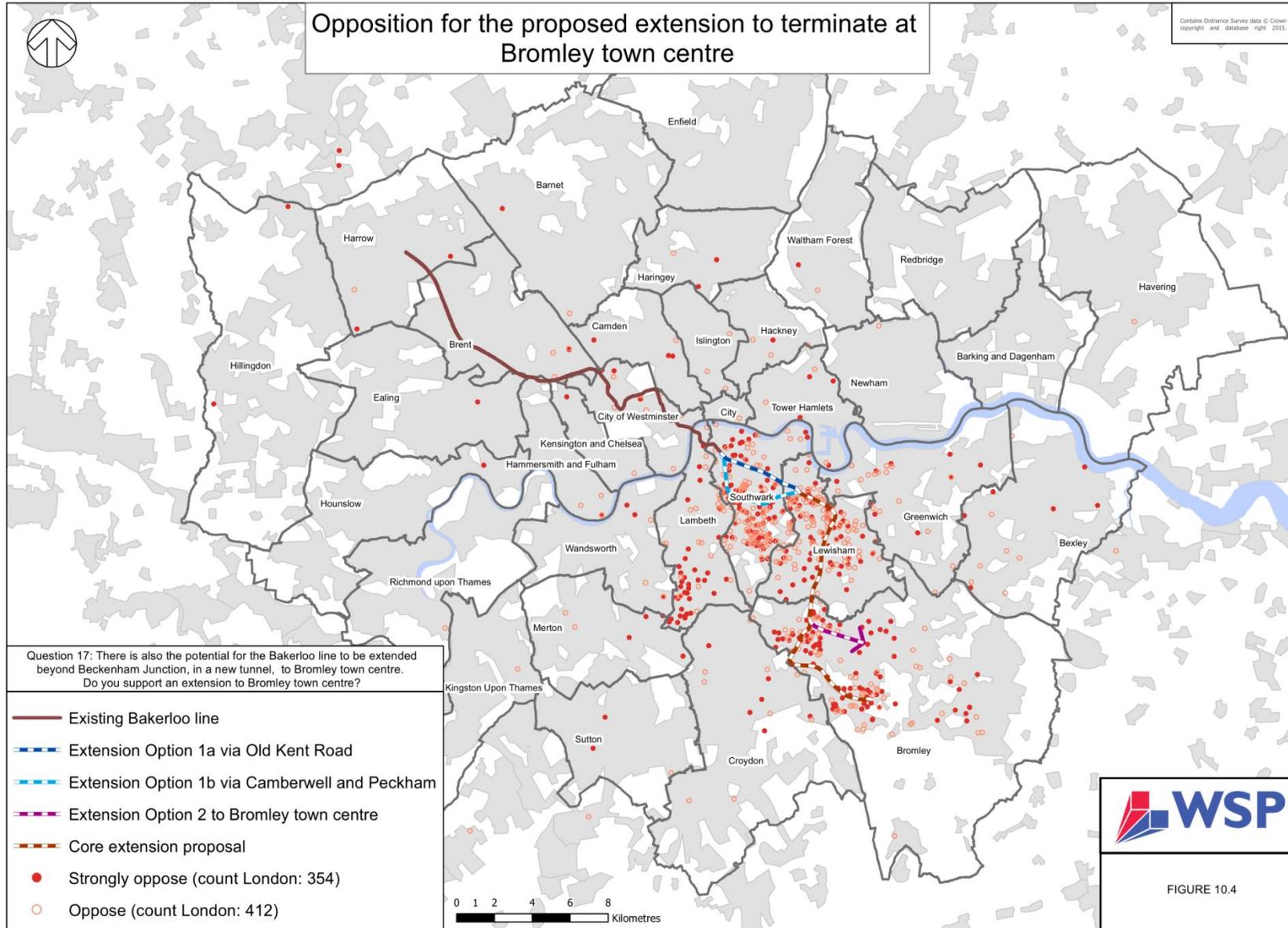


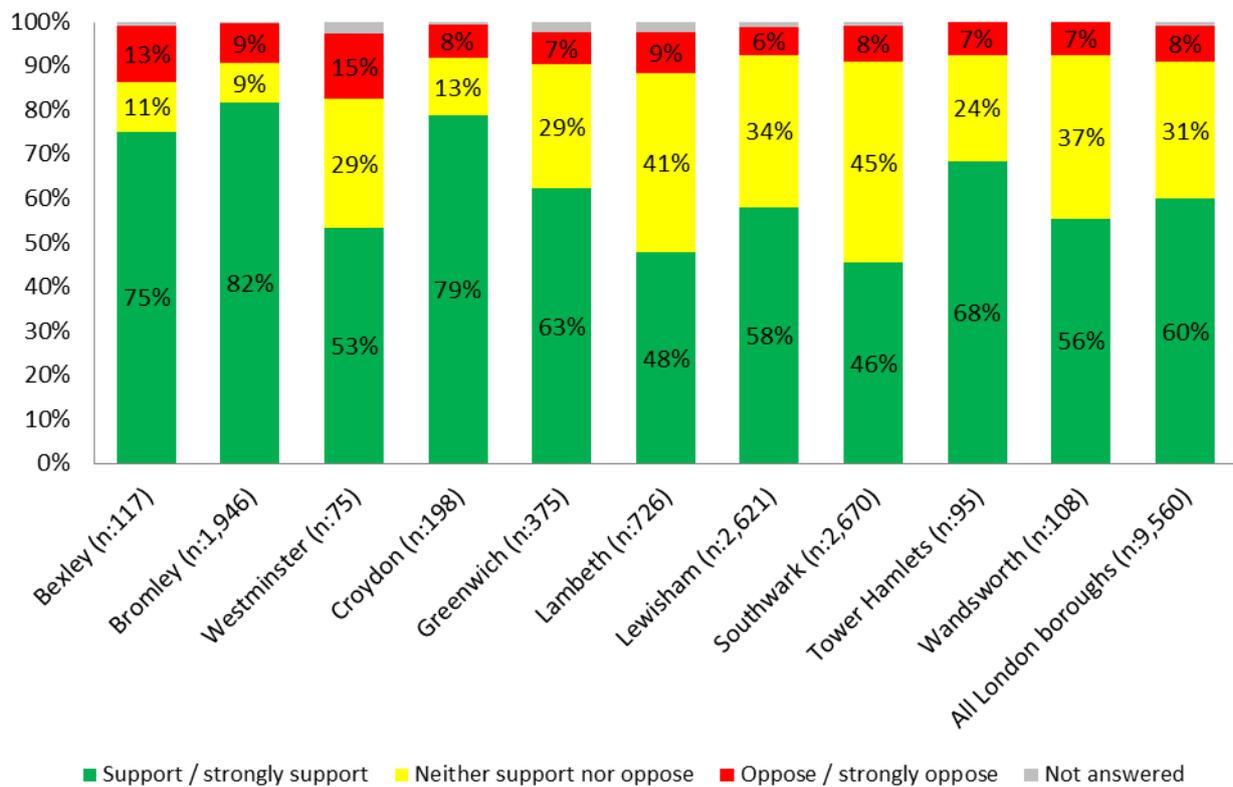
Figure 10-4: Geographic distribution of opposition for the possible tunnelled extension to Bromley town centre



Views by London borough

10.2.8 Figure 10-5 shows the level of support for extending the Bakerloo line to Bromley town centre, by London borough. The results show that on average across all London boroughs, 60% of respondents either support or strongly support this option, while only 8% are opposed.

Figure 10-5: Question 17 - There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre? (by London borough of respondent)



10.2.9 The boroughs with the highest proportions of respondents who support continuing the extension to Bromley town centre are Bromley (82% of respondents), Croydon (79%), and Bexley (75%). The boroughs with the lowest proportion of supporting respondents are Lambeth and Southwark, with 48% and 46% in support, respectively.

10.2.10 Westminster and Bexley have the largest proportions of respondents who either oppose or strongly oppose the extension continuing to Bromley town centre (15% and 13%, respectively).

10.2.11 A large number of respondents in some boroughs stated that they neither support nor oppose, particularly in Southwark (45%) and Lambeth (41%).

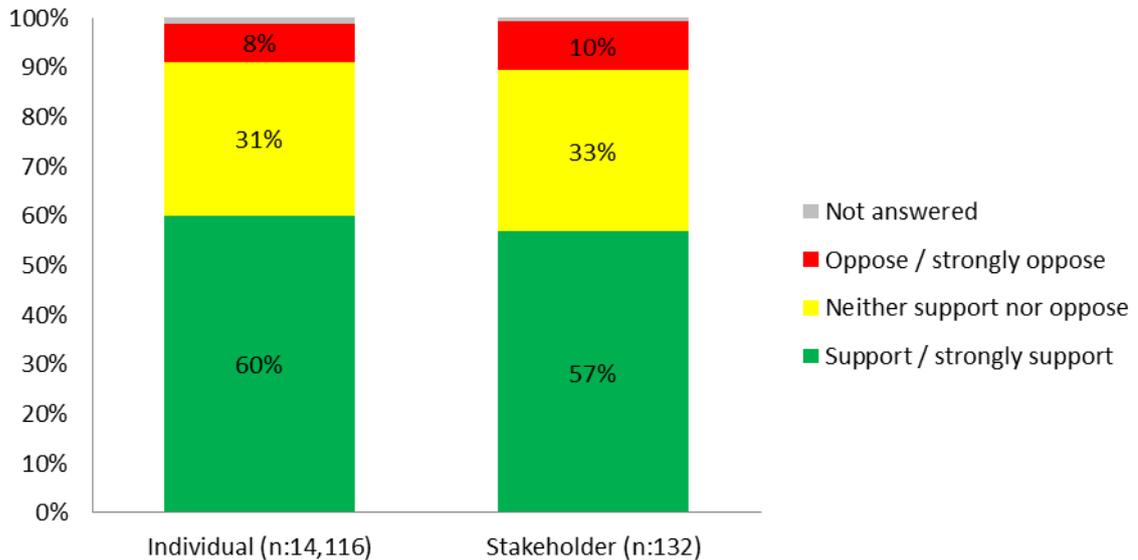
10.2.12 Overall, the results show that there is a good level of support for extending to Bromley town centre across all London boroughs.

10.2.13 Overall views by type of respondent

10.2.14 Figure 10-6 shows the level of support for extending the Bakerloo line extension to Bromley town centre, by type of respondent. The results show that stakeholders and members of the public

expressed similar levels of support with 60% and 57%, respectively, responding that they support or strongly support the extension continuing to Bromley town centre.

Figure 10-6: Question 17 - There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre? (by type of respondent)



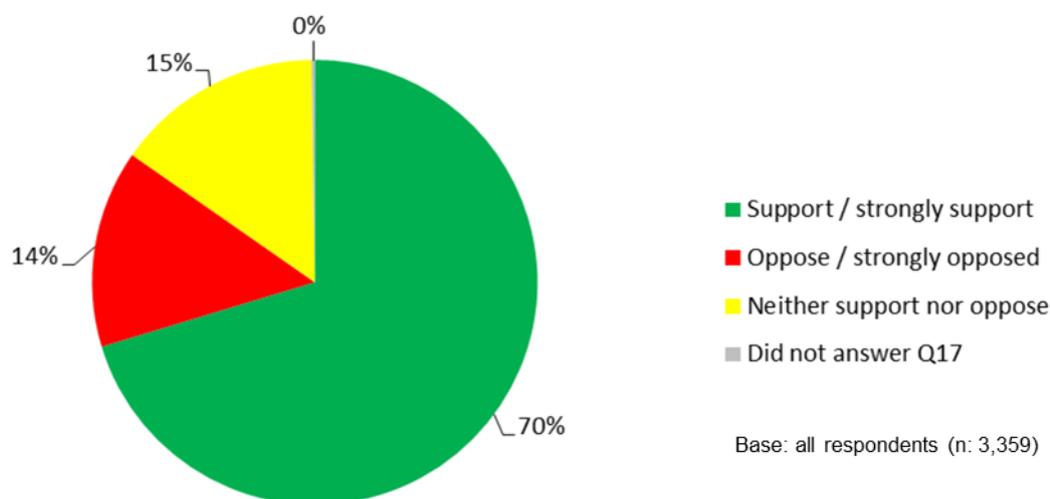
10.3 Open comments on the possible tunnelled extension to Bromley town centre

10.3.1 This section provides a detailed analysis of the responses provided to Question 18. A breakdown of the responses by response to Question 17 is given, followed by analysis of the coded comments. It should be noted that the analysis is based on responses from individuals and stakeholders.

10.3.2 In total, there were 3,359 valid responses to Question 18 (i.e. where an actual responses other than 'n / a' or 'none' was provided, for example). This is equivalent to 24% of people who answered Question 17. Overall the code frame consisted of 37 main themes and 316 comment codes. Many comments covered multiple issues and as such were assigned multiple codes; in total 4,704 codes were assigned.

10.3.3 Figure 10-7 shows the breakdown of responses by the response given to Question 17. Of those who provided a response to Question 18, the majority (70%) either strongly support or support the principle of extending the Bakerloo line to Bromley town centre.

Figure 10-7: Breakdown of Question 18 respondents by response to Question 17



10.3.4 As set out in Chapter 2 (section 2.9.15), the 3,359 responses have been coded into broad themes ('theme codes') and more detailed areas of comment ('comment codes') to group similar comments. Many respondents provided multiple comments within their response and each comment has been coded separately. In total, the question generated 4,704 comment codes.

10.3.5 Of the total 4,704 comment code, 3,256 codes (69%) relate to comments from respondents who support the proposal, 723 (15%) relate to those who oppose, and 725 (15%) relate to those who neither support nor oppose the proposals.

10.3.6 The following three sections present the analysis of the responses to Question 18 in relation to Question 17. Each section displays the 10 most frequently occurring themes followed by a brief description of each. The full list of themes and comment codes is presented in Appendix J, with the respective frequency counts.

10.3.7 Respondents who support the possible tunnelled extension to Bromley town centre

10.3.8 Of the 3,359 valid responses to Question 18, a total of 2,362 (70%) responses strongly support or support the possible tunnelled extension to Bromley town centre.

10.3.9 Responses were coded into 16 main themes and 128 comment codes. Many responses covered multiple issues and as such were assigned multiple codes; in total 3,256 codes were assigned.

10.3.10 Table 10-2 presents the top 10 key themes mentioned by those in support of the possible tunnelled extension to Bromley town centre.

10.3.11 Overall the largest proportion of comments (1,077 comments, or 33% of the support total) focused on issues related to the economy, benefits and regeneration. The theme of connectivity accounts for 27% of all comments, whilst 12% of comments specifically stated a preference for the option. Other frequently mentioned themes included crowding and congestion (7%) and suggested destinations (6%).

Table 10-2: Top 10 themes mentioned in response to Question 18 “Do you have any further views / comments on the above option?” by those in support at Question 17

Theme	Number of comments	Percentage of total comments*
Economy / benefits / regeneration	1,077	33%
Connectivity	894	27%
Preference	388	12%
Crowding / congestion	229	7%
Suggested destinations	204	6%
Conditions for support	90	3%
Opposing comments to response to Question 17	79	2%
Feasibility	66	2%
Sustainability	52	2%
Phasing	50	2%
Total	3,129	96%

*Percentages are based on 3,256 (total codes assigned)

- 10.3.12 The following section explains the key comment codes assigned to each of the top 10 themes noted in Table 10-2. Percentages are based on the total number of respondents that support / strongly support the Bromley town centre extension at Question 17 and provided comments at Question 18 (2,362 respondents).

Economy / benefits / regeneration

- 10.3.13 Economic and regeneration benefits were the most frequently cited reasons for supporting the extension to Bromley (8% of respondents), alongside the benefits that would be gained for Bromley as a shopping destination (8%). Other comments included the benefits of the Bakerloo line for commuting (7%) and comments regarding the geographical size of the Bromley borough / that it has high demand (5%).

Connectivity

- 10.3.14 Twenty-two percent of respondents said they would support the improved connectivity the extension would give Bromley and the improved travel options to London, which respondents stated would put Bromley on par with other boroughs. The second most frequent comment code within the theme was the opportunity to maximise the reach of the extension by extending as far south as possible; creating more opportunities for residents (12%). A number (2%) expressed that Bromley would become a transport hub due to its existing transport links to Kent.

Preference

- 10.3.15 Fifteen percent of respondents expressed the view that the extension is a good idea / beneficial to them personally. One percent of respondents expressed support for the extension of the Bakerloo line to both Hayes and Bromley.

Crowding / congestion

- 10.3.16 Nearly half (46%) of the comments within this theme expressed the view that the Bakerloo line extension would reduce traffic in Bromley as a modal shift would occur (4% of total respondents). A further 4% of respondents stated the extension would relieve pressure on rail routes.

Suggested destinations

- 10.3.17 Thirty-two destinations were assigned comment codes within this theme. Bromley South was the most frequently stated (2% of respondents), followed by Bromley North (2%). Orpington, Lewisham and Grove Park were also mentioned in a number of cases.

Conditions for support

- 10.3.18 One percent of respondents stated that they would support the Bromley extension only if the funding is available / the cost is not prohibitively expensive.
- 10.3.19 Several mentioned that their support is based on the Hayes proposal also being built (1%), and 1% as long as there is a London Underground station at Beckenham Junction.

Opposing comments to response to Question 17

- 10.3.20 This theme covers comments from respondents that support the extension to Bromley town centre, but have concerns. Over half the mentions within this theme relate to Bromley already being well connected (2%). Several mention that the cost and disruption of the extension may not be worth it.

Feasibility

- 10.3.21 The practicality of the extension was questioned on cost grounds by 3% respondents

Sustainability

- 10.3.22 Two percent of respondents noted that the extension has the potential to be cost efficient in the long-term. Eight comments stated that the extension would reduce pollution due to a decrease in traffic.

Phasing

- 10.3.23 A number of respondents (1% of those in support) expressed that the first part of the extension should be open as soon as it is ready. A further 1% expressed the need for a phased approach to the extension.
- 10.3.24 Respondents who do not support the possible tunnelled extension to Bromley town centre
- 10.3.25 Of the valid 3,359 valid responses to Question 18, a total of 483 (14%) responses strongly oppose or oppose the possible tunnelled extension to Bromley town centre.
- 10.3.26 Question 18 strongly oppose or oppose comments were coded into 15 main themes consisting of 106 comment codes. In total, the code comments were assigned 723 times respectively.
- 10.3.27 Table 10-3 presents the top 10 key themes mentioned by those in opposition of the possible tunnelled extension to Bromley town centre.

10.3.28 Overall, the largest proportion of comments (200 comments, or 28% of the total) focused on issues related to connectivity. The reason for not supporting the extension- context accounted for 14% of all comments, while stating preference (negative) and scheme cost each accounted for 13% respectively. Another frequently mentioned theme was suggestions for other / complementary transport schemes (oppose) accounting for 12%. Crowding and congestion (negative) was commented in 7% of comments.

Table 10-3: Top 10 themes mentioned in response to Question 18 “Do you have any further views / comments on the above option?” by those who oppose at Question 17

Theme	Number of comments	Percentage of total comments*
Connectivity	200	28%
Reasons for not supporting extension	102	14%
Preference	95	13%
Project cost	91	13%
Suggestions for other / complementary transport schemes	84	12%
Crowding / congestion	49	7%
Suggested destinations	32	4%
Feasibility	18	2%
Economy / benefits / regeneration	17	2%
Environmental impact	14	2%
Total	702	97%

*Percentages are based on 723 (total codes assigned)

10.3.29 The following section explains the key comment codes assigned to each of the top 10 themes noted in Table 10-3. Percentages are based on the total number of respondents that strongly oppose / oppose the possible tunnelled extension to Bromley town centre who left a comment at Question 18 (483).

Connectivity

10.3.30 The key recurring comment amongst the opposed responses is that Bromley already has a fast National Rail connection to central London (34% of respondents). Three percent of respondents stated that Bromley does not require a slow or metro connection to London. Two percent of respondents commented that the Underground is slower than National Rail trains over a longer distance.

Reasons for not supporting extension

10.3.31 Frequently mentioned comment codes within this theme included comments that the London Underground is required in other parts of London to regenerate and revitalise (5%). Four percent commented that Bromley is too far from central London to be on the Underground network. Respondents also commented that the demand between Beckenham and Bromley is already met by buses and rail (5% of respondents). A further 3% stated that they cannot see any benefit in extending to Bromley.

Preference

- 10.3.32 Eight percent of respondents stated that the extension to Bromley town centre is unnecessary. Five percent of all opposed respondents expressed a preference for investment to be focused in inner London areas before outer areas. Two percent stated that they oppose the extension beyond Lewisham.

Project cost

- 10.3.33 Concern about the cost of extending the Bakerloo line to Bromley being too expensive is a recurring issue, as stated by 13% of all opposed respondents. Also, a number of respondents stated that the Bromley town centre proposal is not cost effective (3%).

Suggestions for other / complementary transport schemes

- 10.3.34 This theme consists of 25 comment codes, whereby the most frequently mentioned suggestion is to extend Tramlink from Croydon to Bromley (3% of opposed respondents). A further 2% suggested the need for better transport services from Bromley North. Other comment codes within the theme included that the Bromley extension proposal should be served by London Overground (2%), extending the DLR to Bromley from Lewisham via Greenwich and Woolwich (1%), and reinstating the National Rail route from Bromley North to central London via Grove Park (1%).

Crowding / congestion

- 10.3.35 A number of respondents expressed concerns that the Bakerloo line trains would be at maximum capacity (4%), i.e. full all the time, if the line is extended to Bromley town centre. A similar number (4%) stated that if the line is extended too much, it would suffer.

Suggested destinations

- 10.3.36 Two percent of respondents suggested that the extension should call at Streatham. The only other destination which received notable support is Croydon (1%).

Feasibility

- 10.3.37 Two percent of respondents stated that the scheme would cause disruption. One percent expressed the view that building the route / tunnel is 'impossible'. Similarly, the view that a solution on the scale of Crossrail would be required for an extension of this size was discussed in four comments (1% of respondents).

Economy / benefits / regeneration

- 10.3.38 Several respondents stated that the extension would result in increased development and threaten green space). Other comments, each by 1% of respondents, included the view that Bromley is already developed enough, and fear of the negative effect on businesses due to the better connections to central London.

Environmental impact

- 10.3.39 Two percent of respondents expressed concerns about the environmental impacts of tunnelling. One percent commented that the extension would cause the destruction of beautiful areas of Beckenham.

- 10.3.40 Respondents who neither support nor oppose the possible tunnelled extension to Bromley town centre
- 10.3.41 A total of 514 respondents who responded that they neither support nor oppose, or did not respond to, Question 17, provided comments at Question 18.
- 10.3.42 The open responses for those who neither support nor oppose the tunnelled extension to Bromley town centre were coded into six main themes and 82 comment codes. In total, comment codes were issued 725 times respectively.
- 10.3.43 Table 10-4 presents the themes mentioned by those who neither support nor oppose the possible tunnelled extension to Bromley town centre.
- 10.3.44 Overall, the largest proportion of comments (274 comments, or 38% of the total) focussed on issues related to difficulties in extending to Bromley. A further 118 comments (16%) need more information, whilst 14% can see benefit of extending to Bromley. Suggested amendments to the possible extension to Bromley town centre accounted for 12% of comments, and a similar number of comments (11%) had no overall preference. Support of a phased approach to the possible extension to Bromley accounted for 9% of comments.

Table 10-4: Themes mentioned⁷ in response to Question 18 “Do you have any further views / comments on the above option?” by those who neither support nor oppose at Question 17

Theme	Number of comments	Percentage of total comments*
Neutral – but can see difficulties extending to Bromley	274	38%
Further information required	118	16%
Neutral – but can see benefit of extending to Bromley	98	14%
Neutral – but suggests amendment	88	12%
No overall preference	80	11%
Support for Bromley as part of a phased approach	67	9%
Total	725	100%

*Percentages are based on 725 (total comments assigned)

- 10.3.45 The following section explains the key comment codes assigned to each of the themes noted in Table 10-4. Percentages are based on the total number of respondents that neither support nor oppose the Bromley town centre extension at Question 17 and provided comments at Question 18 (514 respondents).

Neutral – but can see difficulties extending to Bromley

- 10.3.46 The view that Bromley already has good transport links is the most frequently mentioned comment code within this theme (15% of respondents). A number expressed that the costs outweigh the benefits (9%), whilst the same number of respondents would prefer to use the quicker National Rail routes. Several respondents (3% in each case) mentioned that travel time by Underground would be too long and that the extension may lead to overcrowding. Others felt that while it would be useful, they would prefer the Hayes and Beckenham Junction option (3%). The need for transport improvements to be realised in deprived areas of southeast London was also highlighted (3%).

⁷ Note that only six themes were covered in respondents' responses

Further information required

- 10.3.47 A number of respondents stated the need for more information, in particular on the costs of the extension (8%) and the benefits (4%). The ability of TfL to manage capacity increases was also questioned. A further 2% of respondents require more information regarding the route location.

Neutral – but can see benefit of extending to Bromley

- 10.3.48 Within this theme the most frequently stated comments was that any transport improvement is a benefit (8%). It was also noted that Bromley needs development, and that the extension would provide greater connectivity to other parts of London, and improve access to Bromley shopping centre (each mentioned by 2% of respondents).

Neutral – but suggests amendments

- 10.3.49 Three percent of respondents expressed the need to extend the route as far as possible. Few other comment codes were used to any extent. Six respondents mentioned extending the London Overground instead of the Bakerloo line, while eight suggested that the extension would be better served by Tramlink.
- 10.3.50 Seven respondents suggested the reintroduction of the Bromley North to Grove Park line, and seven highlighted the need for a London Underground station at Streatham.

No overall experience

- 10.3.51 Comments within this theme were from those who are unfamiliar with the area (15% of respondents who neither support nor oppose).

Support for Bromley as part of a phased approach

- 10.3.52 Comments included support for an extension to Lewisham as the first phase, followed by an extension to Bromley (17 comments, 3%), and likewise for Bromley town centre to be the second phase of the project (19 comments, 4%), and part of a future proposal (9 comments, 2%). Ten respondents urged that the extension also includes Camberwell and Peckham.

10.4 Summary

- 10.4.1 There were 14,087 closed responses to Question 17, where respondents were asked to state their level of support, ranging from strongly support to strongly oppose, for an extension of the Bakerloo line beyond the proposed Beckenham Junction to Bromley town centre. There is a high level of support for this option, with 39% strongly supporting and a further 22% supporting this option. Respondents who neither support nor oppose account for under a third (31%) of responses and 8% of respondents are either opposed or strongly opposed.
- 10.4.2 In total 3,359 respondents provided a valid response to Question 18, which asked respondents to provide further comments regarding the possible extension to Bromley town centre. This equates to 24% of all Question 17 respondents. Of these responses, 70% of respondents either strongly support or support the Bromley town centre option. Fourteen percent of respondents either oppose or strongly oppose and 15% neither support nor oppose.
- 10.4.3 Of the respondents that support the proposal, the most frequently mentioned theme in the comments was the economic benefits and regeneration which would occur if the Bakerloo line is extended to Bromley. Twenty-two percent of respondents support the improved connectivity that the extension

would bring to Bromley and thus improved travel options to London which they suggested would put Bromley on a par with other boroughs.

- 10.4.4 Of the respondents that oppose the proposal, the most frequently mentioned theme was the concerns and negative impacts of connectivity. There is a view that Bromley already has fast National Rail connection to central London and therefore does not need an Underground connection (34%).
- 10.4.5 Of the respondents that neither support nor oppose the proposal, the most frequently mentioned comments (38%) were those related to concerns about extending to Bromley town centre. Fifteen percent of respondents suggested that Bromley already has good transport links, and 9% stated that the costs of the scheme outweigh the benefits.

11 Consultation findings – other routes and options

11.1 Introduction

11.1.1 This chapter presents the analysis to Question 19 of the questionnaire.

- Question 19: Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?

11.1.2 Of the 14,248 respondents overall, there were 4,973 responses to this open question. Of these, 4,464 provided valid responses for coding, which represent around 31% of all respondents.

11.1.3 Chapters 4 to 10 of this report have been structured around a pair of questions (a closed question followed by an open question), with the open responses structured around whether the respondent supports, opposes or neither supports nor opposes the proposals. Question 19 is not paired with a closed question and it has therefore not been possible to structure the responses within this chapter in the same way. Instead, following the coding of responses with theme and comment codes, it was possible to categorise the themes into six distinct categories, as shown in Table 11-1. This chapter is structured around these categories and within each, the findings relating to the associated themes and comment codes are then presented.

11.1.4 Comments about this question ranged from specific route and location suggestions to wider discussion of other routes and public transport infrastructure across London. Twenty seven themes were identified for comments to be coded to. For the purposes of this report, these themes have been grouped into the following categories:

- Other Bakerloo line suggestions
- Other London Underground suggestions
- Other rail infrastructure suggestions (including London Overground, Crossrail and National Rail)
- Other public transport infrastructure suggestions (including DLR, tram and bus)
- Other infrastructure suggestions
- Fare policy suggestions.

11.1.5 Table 11-1 and Figure 11-1 present the themes used to group comments on Question 19. As respondents often commented on numerous routes and / or locations, multiple codes were assigned to the open responses. In total, 7,868 codes were applied to the responses. Analysis shows that 59% of the coded comments focused on other Bakerloo line suggestions, 12% of comments described other Underground routes / locations, 14% described other rail routes / locations, 11% described other public transport infrastructure; 4% described other infrastructure and, finally less than 1% referred to fare policies.

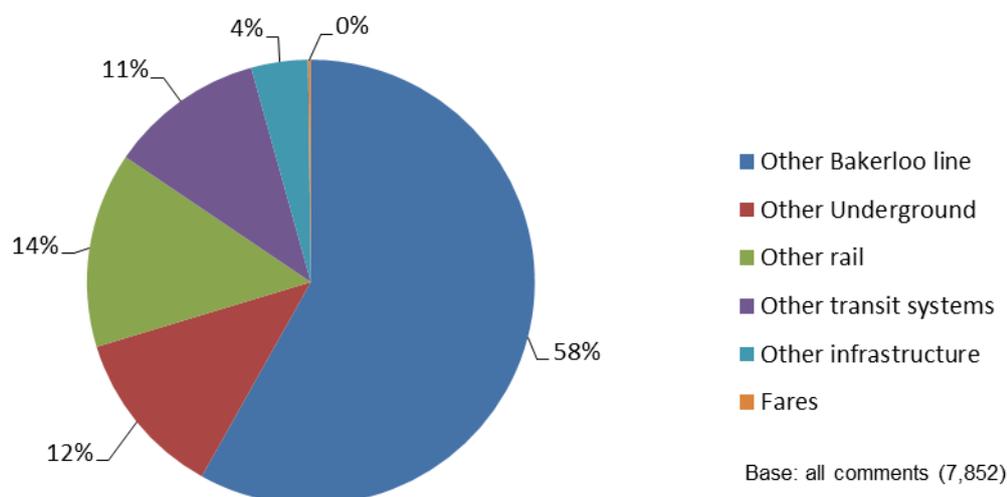
Table 11-1: Categorised breakdown of coding

Category	Number of comments	Percentage of total comments*
Other Bakerloo line suggestions	4,658	59%
Other rail infrastructure suggestions	1,108	14%
Other London Underground suggestions	920	12%

Category	Number of comments	Percentage of total comments*
Other public transport infrastructure suggestions	847	11%
Other infrastructure suggestions	317	4%
Fare policy suggestions	18	<1%
Total	7,868	100%

*Percentages are based on 7,868 (total number of comment codes assigned to Question 19 responses)

Figure 11-1: Question 19 - Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?



11.1.6 An explanation of the most frequently occurring themes and comments within each of the overarching categories is presented in the following sections. The full list of themes and comment codes is presented in Appendix K, with the respective frequency counts.

11.2 Other Bakerloo line suggestions

11.2.1 Table 11-2 presents the analysis of the themes within the 'other Bakerloo line' category. The percentages are based on the total number of comments within each theme. The analysis shows that a significant number of respondents (82% of comments) had further suggestions on where the Bakerloo line extension should go. This was by far the most dominant theme within the responses to Question 19.

Table 11-2: Other Bakerloo line suggestions (summary of themes)

Theme	Number of comments	Percentage of total comments*
Extend to serve... (station or area)	3,818	82%
Other comments regarding the Bakerloo line	431	9%
Supportive comments about proposed routes	303	7%

Theme	Number of comments	Percentage of total comments*
General comments around project timescale	56	1%
Negative comments about proposed routes	51	1%
Total	4,658	100%

*Percentages are based on 4,658 (total number of 'Other Bakerloo line suggestions' comment codes assigned to Question 19 responses)

11.2.2 The following section explains the key comment codes within each of the themes noted in Table 11-2.

Extend to serve... (station or area)

11.2.3 The destination most frequently suggested to be served by the Bakerloo line was Streatham, by 152 respondents. Other key destinations were Orpington (129 respondents), Blackheath (115), Hither Green (114) and Crystal Palace (112). There was also a high level of support by 141 respondents, given to building both Option 1a and Option 1b of the extension.

Other comments regarding the Bakerloo line

11.2.4 A significant proportion of respondents in this theme (165) commented that more transport links are needed in southeast and east London. Fifty-eight respondents stated that transport improvements are needed in south London, in particular between the southeast and southwest. An additional 31 respondents specifically commented that more Underground lines are needed between east and west London.

Supportive comments about proposed routes

11.2.5 Most comments in the theme were ones of general support, in particular that the proposed route is an excellent one, which was suggested by 148 respondents. Forty-four respondents expressed support for Option 1b of the extension, while 15 supported Option 1a.

General comments about project timescales

11.2.6 Most respondents (47) who provided a comment on this theme stated that the proposals should be implemented as quickly as possible, with seven respondents stating that a completion date of 2030 was too far away.

Negative comments about proposed routes

11.2.7 Eleven respondents suggested that National Rail services to London Bridge, Charing Cross and Cannon Street should be retained. The same number stated that the consultation didn't provide enough information about the proposed routes, or changes to the routes. Six respondents did not understand how changing the Hayes line to be served by the Underground would be beneficial.

11.3 Other London Underground suggestions

11.3.1 Table 11-3 presents a summary of the key themes within the 'other London Underground suggestions' category. The analysis shows that most respondents (63%) suggested destinations that could be served by a Victoria line extension.

Table 11-3: Other London Underground suggestions (summary of themes)

Theme	Number of comments	Percentage of total comments*
Extend the Victoria line to...	588	64%
Extend the Northern line to...	121	13%
Extend the Jubilee line to...	110	12%
Other London Underground suggestions	77	8%
Extend the Metropolitan line to...	24	3%
Total	920	100%

**Percentages are based on 920 (total number of 'Other London Underground suggestions' comment codes assigned to Question 19 responses)*

11.3.2 The following section explains the key comment codes within each of the themes noted in Table 11-3.

Extend the Victoria line to...

11.3.3 Seventy respondents expressed support for a Victoria line extension which serves Streatham. Other destinations which were frequently suggested by respondents were Herne Hill (59 respondents), Croydon (39) and Crystal Palace (33). Fifty-seven respondents stated that there should be an extension south, and 31 suggested that there should be an extension from Brixton.

Extend the Northern line to...

11.3.4 Thirteen respondents suggested that the Northern line should be extended into southeast London and nine provided general comments about a Northern line extension. The key destinations suggested were Camberwell (12 respondents), Streatham (eight) and areas south of Kennington (seven).

Extend the Jubilee line to...

11.3.5 Fourteen respondents provided general comments about extending the Jubilee line. The most commonly suggested destinations were Lewisham (11 respondents), Thamesmead (seven) and Bexleyheath (six). Other destinations referenced were Blackheath, Greenwich, Charlton and North Greenwich, which were all mentioned by five respondents.

Other London Underground suggestions

11.3.6 Other key suggestions which were suggested for the London Underground included a route that serves Clapham Junction (eight respondents) and the provision of the 24 hour Underground network (seven). Eight respondents also had general suggestions for the District line. Five respondents stated that there are not enough Underground lines in south London compared to other areas of London, in particular areas north of the river.

Extend the Metropolitan line to...

- 11.3.7 Five respondents expressed support for extending the Metropolitan line south of Aldgate. The most commonly suggested destinations were Bermondsey (three respondents) and Greenwich (two).

11.4 Other rail suggestions (London Overground, National Rail & Crossrail)

- 11.4.1 Table 11-4 details the themes within the 'Other rail infrastructure suggestions' category. The consultation drew wide and varied support for extensions and improvements to non-London Underground rail infrastructure. This included requests to extend and improve the London Overground (48% of comments) and National Rail networks (52%), with comments including the need to improve the frequency, reliability and speed of services to central London from south London.

Table 11-4: Other rail suggestions (summary of themes)

Theme	Number of comments	Percentage of total comments*
Extension to the London Overground network	237	22%
New London Overground station	159	15%
Improvements to the existing London Overground service	105	10%
Other options for developing the London Overground	13	1%
Improvements to the existing National Rail service	260	24%
Extension to the National Rail network	201	18%
New National Rail stations	64	6%
Expansion of the proposed Crossrail network	57	5%
Total	1,108	100%

**Percentages are based on 1,108 (total number of 'Other rail suggestions' comment codes assigned to Question 19 responses)*

- 11.4.2 The following section explains the key comment codes within each of the themes noted in Table 11-4.

Extension to the London Overground network

- 11.4.3 Over 40 respondents provided a general comment about an Overground network extension. The key destinations suggested were Lewisham (19 respondents), New Cross (17) and Bromley North (14). Fourteen respondents also suggested that the Overground could be extended from Crystal Palace to Clapham Junction, via the Balham line.

New London Overground station

- 11.4.4 The key suggested destinations for new Overground stations were Brixton (45 respondents), Loughborough Junction (16) and Surrey Canal Road (six). Ten respondents also suggested that Brixton East station could be reopened and served by the Overground.

Improvements to the existing London Overground service

- 11.4.5 Thirty-two respondents suggested that the frequency of Overground services should be increased. In particular, 21 respondents commented that the service at Denmark Hill should be increased. Seven respondents stated that there should be a night service provided on the network, and six commented that weekend closures should be minimised.

Other options for developing the London Overground

- 11.4.6 Twelve respondents suggested that there should be an outer Circle line served by the Overground. One respondent requested that a link between Grove Park, Downham, Lee and Crystal Palace to Bromley town centre should be considered.

Improvements to the existing National Rail service

- 11.4.7 Twenty respondents suggested that there should be an increased frequency on National Rail services and 17 specifically recommended an increased frequency on the Hayes line. Twenty respondents expressed support for more trains. Better utilisation of the Bromley North line from Grove Park was raised as an issue by 18 respondents.

Extension to the National Rail network

- 11.4.8 Forty-seven respondents suggested that Bromley North should be reinstated on central London-bound National Rail services. A number of respondents (34) also proposed the reopening of the dis-used station at Camberwell and for it to be linked to the Thameslink network. Ten respondents requested that Denmark Hill be reinstated as a destination for trains towards London Bridge.

New National Rail stations

- 11.4.9 The most frequently proposed new station to be served by National Rail is the dis-used station at Camberwell by 22 respondents. Nine respondents suggested that Thameslink stations be opened at Camberwell, Walworth and Kennington Park.

Expansion of the proposed Crossrail network

- 11.4.10 Ten respondents provided general comments about the Crossrail network and 15 discussed the proposed projects of Crossrail 2 and 3. Six respondents commented that future Crossrail projects should go through areas with poor connectivity in southeast London. Another route which was proposed for future Crossrail projects is from Abbey Wood to Ebbsfleet International, to serve Paramount Park, which was suggested by six respondents.

11.5 Other public transport infrastructure suggestions

11.5.1 Table 11-5 presents the analysis of the themes within the 'Other public transport infrastructure suggestions' category. The analysis shows that most respondents (45%) commented on issues related to the DLR network.

Table 11-5: Other transit systems (summary of themes)

Theme	Number of comments	Percentage of total comments*
Extension or improvements to the DLR network	380	45%
Extension or improvements to the tram network	313	37%
Improvements to London's bus service	82	10%
Extension of London's bus network	72	9%
Total	847	100%

*Percentages are based on 847 (total number of 'Other public transport infrastructure suggestions' comment codes assigned to Question 19 responses)

11.5.2 The following section explains the key comment codes within each of the themes noted in Table 11-5.

Extension or improvements to the DLR network

11.5.3 The most frequently suggested location to be served by a DLR extension was Bromley, by 40 respondents followed by Eltham, by 29 respondents and Bromley North and Catford, each by 28 respondents. A similar proportion of respondents provided general comments about a DLR extension.

Extension or improvements to the tram network

11.5.4 In general, respondents referred to specific expansion of the Croydon Tramlink network, although 23 respondents suggested reviving the formerly proposed Cross River Tram (CRT). The most frequently suggested destinations to be served by a tram extension were Crystal Palace and Bromley, each by 38 respondents.

Improvements to London's bus service

11.5.5 Twenty-four respondents provided a general comment about a requirement for increased provision of buses or a better bus service. Other suggestions included an increase in the number of bus lanes in the area and an increased provision of night bus services, each by four respondents.

Extension of London's bus network

11.5.6 Eleven respondents specifically stated that the 63 bus service should be extended to serve Honor Oak Park station. Eight respondents commented on issues related to improvements to bus routes.

11.6 Other infrastructure suggestions

11.6.1 **Error! Reference source not found.**6 presents the themes within the 'Other infrastructure suggestions' category. This category covered the themes and comments which did not specifically fit

within a rail or public transportation grouping. Both cycling and road infrastructure related themes are included within this category, as well as a theme for comments about 'other infrastructure'.

Table 11-6: Other infrastructure suggestions (summary of themes)

Theme	Number of comments	Percentage of total comments*
Improved cycle facilities and infrastructure	99	31%
Cycle hire scheme expansion	51	16%
Roads	32	10%
Other infrastructure	135	43%
Total	317	100%

**Percentages are based on 317 (total number of 'Other infrastructure suggestions' comment codes assigned to Question 19 responses)*

11.6.2 The following section explains the key comment codes within each of the themes noted in Table 11-6.

Improved cycling facilities and infrastructure

11.6.3 Forty respondents expressed support for better cycling infrastructure provision. Eighteen respondents commented that there should be more segregated cycleways provided in the area and four stated supported for an increase in Cycle Superhighway routes serving southeast London. Nine respondents suggested improvements to cycle lanes along the Old Kent Road.

Cycle hire scheme expansion

11.6.4 Twenty-seven respondents specifically suggested that the Barclays Cycle Hire scheme should be expanded or made more widely available. Key destinations proposed to be served by the cycle hire scheme were Camberwell (seven respondents), the Old Kent Road (five), Burgess Park and Peckham (each by four respondents).

Roads

11.6.5 There were significantly fewer comments made for this theme (32 comments), than others related to public transport provision (847 comments) or cycling (150 comments). The most frequent comment, by seven respondents, was that the South Circular Road should be expanded. Other frequent suggestions were that the Thames Gateway Bridge should be built and that congested roads or overpasses should be widened, each by three respondents.

Other infrastructure

11.6.6 Fourteen respondents stated that improved river crossings should be provided in London, and nine specified that river crossings east of Tower Bridge should be improved. Ten respondents suggested that transport networks should be upgraded across London to better accommodate disabled people.

11.7 Fare policy

- 11.7.1 A final category was used to identify comments which raised concerns or suggestions regarding fares and ticketing of public transport. In total only 18 comments were coded within this theme, and of those, only two codes had a frequency greater than one. Given the relative insignificance of these frequencies, further information tabling the coding of this category has not been included in this report, but can be found in Appendix K.

11.8 Summary

- 11.8.1 In total, there were 4,464 open responses to Question 19, where respondents were asked to suggest any other public transport options or routes that should be considered to support growth and increase public transport accessibility in southeast London. These have been coded into a series of themes and comment codes, with 7,868 codes applied to the responses.
- 11.8.2 Over half of all comments (59%) refer to the Bakerloo line specifically, while 14% refer to rail (Overground, National Rail and Crossrail), 12% to other Underground provision, 11% to other public transport infrastructure (DLR, tram and buses) and 4% to other infrastructure, including roads and cycling provision.
- 11.8.3 Within the Bakerloo line theme, a significant number of respondents gave suggestions on where the Bakerloo line extension should go. Of these, there was a large interest (from 141 respondents) in building both the branches of the proposed extension, as well as providing links to Streatham (152 respondents), Orpington (129), Blackheath (115) and Hither Green (114).
- 11.8.4 Within the theme related to other Underground measures, 64% of comments suggested that the Victoria line be extended to a certain destination. The most frequently mentioned was Streatham, by 70 respondents. Other destinations suggested were Herne Hill (59 respondents), Croydon (39) and Crystal Palace (33).
- 11.8.5 Within the rail theme, 22% of comments were related to an extension of the existing London Overground network, while 15% suggested a location for a new station on the network. The key destinations proposed to be served by the Overground, were Brixton (45 respondents), Loughborough Junction (16) and Surrey Canal Road (six).
- 11.8.6 Within the other public transport infrastructure theme, 45% of comments suggested an extension or improvements to the DLR network. The most frequently mentioned destination to be served by a DLR extension was Bromley, by 40 respondents, followed by Etham (29).
- 11.8.7 Within the other infrastructure theme, 31% of comments provided suggestions for improved cycle facilities and infrastructure. A further 16% of comments suggested that the cycle hire scheme should be expanded or made more widely available.

12 Other responses from members of the public

12.1 Introduction

- 12.1.1 This chapter covers the responses received from members of the public in either postal or email form which did not directly address the questions in the online questionnaire.
- 12.1.2 Chapters 4 to 10 of this report have been structured around a pair of questions asked in the questionnaire (a closed question followed by an open question), with the open responses structured around whether the respondent supports, opposes or neither supports nor opposes the proposals. However, because this chapter is based upon free-format responses, it has not been possible to structure the responses within this chapter in the same way. Instead, the chapter is structured around the themes mentioned in the responses.
- 12.1.3 In total, 342 respondents provided a response, ranging from short one-line or single paragraph responses to multi-page detailed assessments.

12.2 Views expressed in detailed responses

- 12.2.1 This section provides a detailed discussion of the free-format responses received for the Bakerloo line extension consultation. In total, 342 free-format responses were received by a variety of mediums, including email, letter and telephone call. Comments were coded into 11 main themes and 152 comment codes. Many comments covered multiple issues and as such were assigned multiple codes; in total 1,224 codes were assigned to the free-format responses. The full list of comment codes by theme is presented in Appendix L, with the respective frequency counts.
- 12.2.2 Table 12-1 presents the 10 most frequently occurring themes in the free-format responses received from members of the public.

Table 12-1: Top 10 themes mentioned in detailed responses

Theme	Number of comments	Percentage of total comments
Route options	348	28%
Overall opinion	337	28%
Connectivity	148	12%
Congestion / crowding	120	10%
Journey impact / capacity / frequency	75	6%
Other	75	6%
Regeneration / housing / economic impact	57	5%
Project cost, construction and timescales	29	2%
Further information required	26	2%
Social impact / change in character	6	0%
Total	1,221	99%

**Percentages in this table are based on 1,224 (total codes assigned)*

- 12.2.3 Overall, the largest proportion of comments (348 comments, or 28% of the total) were comments related to the extension options, along with 337 comments (28%) responding to explicitly state their support or opposition of the extension. Issues of connectivity and congestion / crowding were frequently mentioned themes, with each representing 12% and 10% of all comments, respectively. Other themes included journey impact / capacity / frequency (6%), regeneration / housing / economic impact (4%) and project cost, construction and timescales (2%).
- 12.2.4 The following sections provide an explanation of the key comment codes assigned to each of the top 10 themes noted in Table 12-1. Percentages in these sections are based on 342 respondents (those who provided a free-format response to the consultation).

Route options

- 12.2.5 Among the free-format responses, 25% of respondents expressed a preference for extension Option 1b (via Camberwell and Peckham Rye), compared to 7% of respondents preferring Option 1a (via the Old Kent Road). Of the 32% of respondents who stated a preference of one route over the other, 78% expressed a preference for Option 1b. Furthermore, 3% of respondents stated that there is a strong case for implementing both route options.
- 12.2.6 Nineteen percent of respondents support the extension to Hayes and an additional 11% support the extension to Bromley town centre.
- 12.2.7 Respondents suggested additional or alternative destinations that they would like the extension to serve. The most frequent destination proposed was Streatham, which was suggested by 4% of all respondents.

Overall opinion

- 12.2.8 Seventy-two percent of respondents stated that they support the extension including 2% of respondents who said that it was a 'much needed extension'. Fewer respondents (4%) objected to the idea of extending the Bakerloo line. Nineteen percent of respondents did not explicitly express either support or opposition to the proposal, and suggested alternatives.
- 12.2.9 Two percent of all respondents either stated that they did not fully understand the proposals, or had a lack of awareness of the Bakerloo line extension project.

Connectivity

- 12.2.10 A fifth (20%) of respondents supported the improved connectivity between southeast and central London that the extension would bring, while 5% stated that the extension is needed specifically to improve access to King's College Hospital.
- 12.2.11 Four percent of respondents commented that the current direct connections to London Bridge and Cannon Street are convenient and are sufficient for their travel needs.
- 12.2.12 Five percent of respondents highlighted that the Bakerloo line extension would provide a much-needed alternative during times of disruption on the National Rail network, on which they are entirely dependent upon at present.

Congestion / crowding

- 12.2.13 Around a fifth (21%) of respondents stated that the current public transport network is overcrowded and needs more capacity, while 4% commented that the population in the area has increased recently.

- 12.2.14 Seven percent of respondents suggested that the current transport network in southeast London is overly reliant on buses, and emphasised the need for the extension as an alternative.

Journey impact / capacity / frequency

- 12.2.15 Respondents stated that the extension of the Bakerloo line beyond its current terminus at Elephant & Castle would benefit passengers' journeys, in a number of different ways. Four percent suggested that it would reduce journey times, while 4% stated that the extension would provide additional capacity to existing rail / public transport services. An additional 3% commented that the extension would make passengers' journeys more enjoyable.
- 12.2.16 Two percent of respondents stated concerns about the reduction of rail capacity on the network following the conversion of the Hayes Line to Bakerloo line operation, and a further two percent stated that this conversion would increase journey times.

Other

- 12.2.17 This theme was used for when comments were outside the key themes identified elsewhere in the consultation analysis.
- 12.2.18 The most frequent comments to be categorised as 'Other' were those which proposed alternative schemes to the Bakerloo line extension. Ten percent of respondents (34 comments) provided alternative proposals for transport provision in southeast London, or an alternative route. Three percent proposed alternative London Underground extensions, such as the Victoria Line. Three percent of respondents provided other alternative proposals which could be funded instead of the Bakerloo line, such as DLR, Overground or Tramlink extensions.

Regeneration / housing / economic impact

- 12.2.19 Ten percent of respondents suggested that the Bakerloo line extension would encourage regeneration in deprived areas along the proposed route.
- 12.2.20 Three percent of respondents stated that the extension would benefit existing businesses in the area due to increased transport connectivity; whilst an additional 1% noted that the extension would stimulate job creation and opportunities in the area.

Project cost, construction and timescales

- 12.2.21 A number of free-format respondents (5% of all respondents) commented that the extension should be completed sooner than its estimated completion date in the early to mid-2030s.
- 12.2.22 Two percent of respondents stated that the cost of the extension is too great and the money would be better spent elsewhere.

Further information required

- 12.2.23 A number of respondents stated that they require further information to inform their decision. The most frequent requests for additional information were: details on the cost benefit analysis for extension Options 1a and 1b (1% of respondents), plans for the proposed zone structure for the stations to be served by the extension (1%) and more information regarding the exact station locations and route alignments for extension Options 1a and 1b (1%).

- 12.2.24 One percent of respondents questioned whether there would be extensions on other London Underground lines in addition to the Bakerloo line.

Social impact / change in character

- 12.2.25 A number of free-format respondents (1%) commented that the extension would provide better connectivity to leisure activities and enhance access to a broader range of social opportunities.

12.3 Summary

- 12.3.1 The free-format responses indicate that the Bakerloo line extension is met with strong support from respondents for the connectivity (24% of respondents), capacity (4%), journey impact (7%) and regeneration benefits (15%) it would provide.
- 12.3.2 The responses repeatedly highlight that southeast London is underserved by public transport and is less well-connected to central London and the City than other boroughs, while both existing rail and road networks are overcrowded and need extra capacity.
- 12.3.3 Of the respondents who indicated a strong preference for the Option 1 route, the majority (78%) preferred Option 1b via Camberwell and Peckham Rye compared to the remainder (22%) in favour of Option 1a via the Old Kent Road.
- 12.3.4 A number of respondents stated their support for the extension to Hayes (19%) and to Bromley (10%). The remainder of respondents who support the proposals did not specify their opinion on the Hayes and Bromley extension.
- 12.3.5 Five percent of respondents highlighted the benefit of access to King's College Hospital including between the hospital and Denmark Hill, Princess Royal University Hospital and Orpington Hospital.
- 12.3.6 Many respondents chose this medium of response to express neither support nor opposition to the proposals, but voice their opinions and concerns about public transport provision in the southeast London in general. This included requests for stations in other boroughs, alternative route proposals, proposing further extensions of the Bakerloo line and other Underground lines, the DLR and Tramlink, along with alternative infrastructure investments.
- 12.3.7 Respondents supported the prospect of regeneration to their boroughs that the Bakerloo line extension would provide and the associated benefits for business, employment and leisure.
- 12.3.8 Five percent of respondents are keen to see the Bakerloo line extension completed as soon as possible.

13 Responses from stakeholders

13.1 Introduction

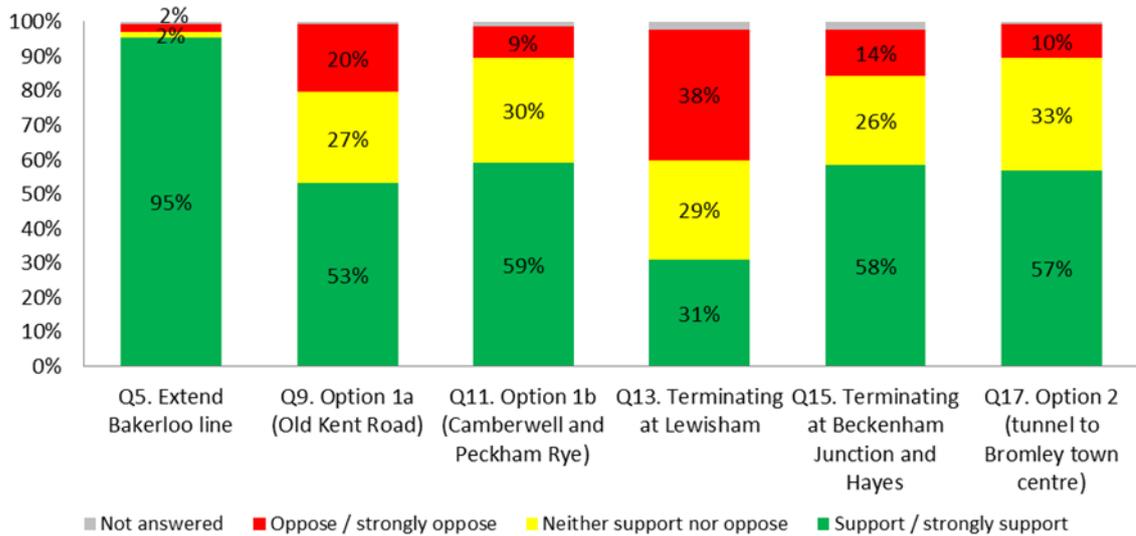
- 13.1.1 This chapter presents a summary of the responses submitted by stakeholders. As outlined in Chapter 2, stakeholders were classified by type according to their area of interest / influence. Section 13.3 identifies the different types of stakeholders represented in the questionnaire and free-format response data.
- 13.1.2 The most frequent type of stakeholders is business representatives. These account for over half of all stakeholder questionnaire responses (69 responses). A number of residents' / community groups (13%), political stakeholders (8%), transport users (8%) and health stakeholders (5%) also participated in the consultation by completing the questionnaire.
- 13.1.3 TfL received free-format responses in the form of letters and emails from 41 different stakeholders. These responses were 'free-format' in the sense that they did not directly address the questions in the online questionnaire.
- 13.1.4 A number of political stakeholders (including MPs, councillors and political parties) responded via free-format response (18), as did London boroughs (six). Four transport groups and three campaign groups are also represented in the free-format summaries.
- 13.1.5 This chapter presents the analysis of stakeholder responses to the closed questions in the online questionnaire and a summary of the free-format stakeholder responses.

13.2 Closed questionnaire responses

- 13.2.1 As shown in Figure 13-1, the majority (95%) of stakeholders expressed support or strong support for the principle of extending the Bakerloo line into southeast London from its current end point at Elephant & Castle (Question 5).
- 13.2.2 The majority (86%) of stakeholders stated that they support the extension on the basis that it would enable new development in southeast London. Eight percent of stakeholders disagree (i.e. answered 'no' to Question 7) while 5% answered 'maybe (Figure 13-2).
- 13.2.3 Just over half of all stakeholders (53%) support/strongly support the principle of extending the Bakerloo line via the Old Kent Road (Option 1a). Around a quarter (27%) stated that they neither support nor oppose this route option, while a fifth (20%) are opposed/strongly opposed (Question 9).
- 13.2.4 Stakeholders expressed a slightly higher level of support for extending the Bakerloo line via Camberwell and Peckham Rye (Option 1b). Overall, 59% of stakeholders support/strongly support this route option, while 30% neither support nor oppose it and 9% are opposed/strongly opposed to Option 1b (Question 11).
- 13.2.5 Stakeholder opinions on terminating the extension at Lewisham are polarised: while 31% support/strongly support this option, 38% are opposed/strongly opposed and 29% neither support nor oppose it (Question 13).
- 13.2.6 Stakeholders are more supportive of the extension terminating at Beckenham Junction and Hayes: 58% support/strongly support this option, while 26% neither support nor oppose it and 14% are opposed/strongly opposed (Question 15).

13.2.7 Stakeholders expressed a similar level of support for the extension going beyond Beckenham Junction to Bromley town centre in a new tunnel: 57% support this option, while 33% neither support nor oppose it and 10% are opposed/strongly opposed (Question 17).

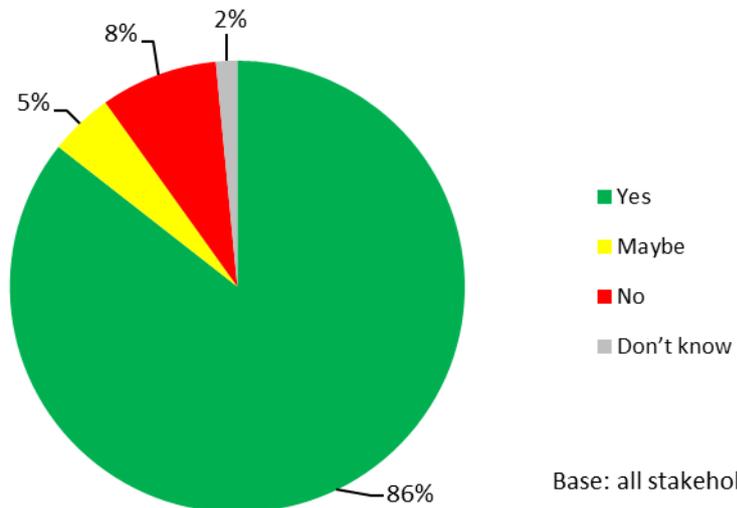
Figure 13-1: Summary of stakeholder responses to closed questions (excluding Question 7)



Base: all stakeholders (n: 132)

Figure 13-2: Stakeholder responses to Question 7

Q7. One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?



Base: all stakeholders (n:132)

13.3 Free-format responses

13.3.1 Forty-one different stakeholder organisations submitted responses to the consultation in the form of letters and emails. These responses were 'free-format' in the sense that they did not directly address the questions in the online questionnaire. The submissions have been analysed and their key points have been summarised in Section 13.4.

13.3.2 Stakeholders were classified by type according to their area of interest/influence. Table 13-1 shows the different types of stakeholder represented in the summaries presented in this chapter. The summaries capture the views of a number of political stakeholders (including MPs, councillors and political parties), London boroughs, transport stakeholders and campaign groups.

Table 13-1: Breakdown of consultation responses by stakeholder type (free format responses)

Stakeholder	Number of respondents
Political stakeholders	18
London boroughs	6
Campaign groups	3
Transport stakeholders	4
Heritage, environment and water / waste stakeholders	3
Residents / community / amenity groups	2
Health stakeholders	1
Businesses (incl. landowners)	1
Housing stakeholders	1
District councils	1
Partnership groups	1
Total	41

13.4 Stakeholder (free-format) summaries

13.4.1 The summaries of the free-format stakeholder responses are set out in the following sections, organised by stakeholder category. Please note that stakeholders that responded via the online questionnaire, including London TravelWatch, are not summarised in the following section.

13.4.2 Political stakeholders

Fiona Twycross, London wide Assembly Member (Labour), Greater London Authority

- Supports the proposals and the potential regeneration benefits and welcomes the development and delivery of both routes. States that while either route would bring considerable benefits to local communities, the two-route option would future proof and enhance the offer. Supports improved transport connectivity further south to Bromley and Hayes to ensure that the benefits of the improved Underground network are realised across the entire sub-region.
- In regards to the Camberwell and Peckham route: highlights the current congestion, reliance on buses, and the potential to maximise transport connectivity.
- In regards to the Old Kent Road route: highlights the area being a designated Opportunity Area and hence the increase in residential and employment provision will justify considerable improvements to transport connectivity.
- The reallocation of train paths (to London Bridge from Hayes) is mentioned and the response also requests the retention of existing train services to central London.

Caroline Pidgeon, Chair of the London Assembly Transport Committee

- Strongly supports the proposal to extend the Bakerloo line as it makes use of its extra capacity to connect southeast London and alleviates crowding on other routes.
- The Committee does not exert a preference over Option 1a or b and notes that, ideally, both areas would be served by an extension as both routes would provide significant benefits to local residents.
- Expressed concern that Options 1a and b are presented in the consultation documents as 'zero-sum' options which do not consider complementary transport schemes. Calls for the extension to be part of a coordinated strategy for transport improvements in southeast London, e.g. by developing the proposal to re-open Camberwell station for Thameslink services as it is strongly linked to the Bakerloo line proposals.
- States that an extension of the London Underground to Hayes and Beckenham Junction would bring many benefits along the route. Notes that it is not presented as an option in the consultation documents which suggests that TfL considers this to be a necessary part of the extension.
- States that there is an overall lack of detail and clarity in the consultation documents in order to provide an in depth response, particularly in regards to alternatives within a wider plan and cost breakdowns.
- Supportive of the extension to Hayes, however, requests TfL further researches the withdrawal of National Rail services and does not disadvantage these passengers.
- Supports Option 2 to Bromley town centre in principle, but states that further detail in the proposal is required.
- Requests TfL to continue investigating other options such as Tramlink extensions to improve connectivity for southeast London residents.

Valerie Shawcross, London Assembly Member for Lambeth and Southwark

- Supports the proposals to extend the Bakerloo line.
- Supports both Options 1a and 1b, stating that both areas would benefit from the regeneration opportunities and enhanced infrastructure.
- States that the availability of readily re-developable land may result in Option 1b being chosen.
- Requests that TfL commit to improving transport options for whichever route is not chosen for the extension, as both require capacity improvements.
- Requests that, in the short term, TfL investigates improving bus service capacity, especially during the morning peak period.
- States that regeneration opportunities and capacity relief on the National Rail network in southeast London is necessary.
- Requests that TfL ensures that any replacement of services by the Bakerloo line does not disadvantage Hays line users.
- Supports the Option 2 extension to Hayes and Bromley via Beckenham.
- States that the extension is not the last solution for public transport issues in southeast London and asks that TfL investigates further connectivity plans i.e. Tramlink and Overground.

Simon Hughes, MP for Bermondsey and Old Southwark

- Strongly supports the extension of the Bakerloo line in principle and the prospects of regeneration that it may bring to Bermondsey and Old Southwark.
- Supports both Options 1a and 1b and states that both areas are in need of connectivity, regeneration and alleviation of congestion. States that 97% of respondents to a survey he

conducted with businesses on the Old Kent Road agree. States that while building both route options would be more expensive, the economic benefits would make up for the additional costs.

- States that the area is poorly served by the Underground and the extension would connect the wider south and southeast London to central London and the City. Notes that the extension would relieve congestion if it complements the existing local bus network.
- Makes reference to the benefits associated with Crossrail and the Northern Line extension to Battersea and states that the Bakerloo line extension would have the same effect.
- Notes the 2030 delivery date and indicates that sections of the line should be opened as soon as they are completed so that benefits can be experienced as soon as possible.
- States that there should not be too many projects in the Elephant & Castle area at once due to associated diversions, delays and noise. Requests that TfL works closely together with Southwark Council, the GLA and local government on this matter.
- Notes that the extension would put added passenger demand and pressure on Elephant & Castle station and requests TfL review the interchanges and make capacity amendments to accommodate the increase in passengers at this station.

Robert Neill, MP for Bromley and Chislehurst

- Strongly supports the extension of the Bakerloo line to Bromley (Option 2) and the wider benefits it would bring to Bromley and the surrounding area, which has been highlighted as an Opportunity Area.
- Highlights that the Bakerloo line extension seems to be the most financially and operationally viable solution to an area which is dependent upon the National Rail network and the existing overcrowding, delays and time-consuming interchanges experienced at present.
- States that southeast London is overly dependent upon the National Rail network, which can be overcrowded, experience delays and included time-consuming interchanges. The extension seems to be the most financially viable and operationally convenient solution.
- States that the extension could be a solution in achieving the aspirations set out in the Mayor's Transport Strategy 2010.
- Offers to work alongside TfL, London Borough of Bromley and the GLA on the proposal.

Tessa Jowell, MP for Dulwich and West Norwood & Chuka Umunna, MP for Streatham

- States that insufficient consideration has been given to southwest extension of the Bakerloo line. Requests a feasibility study to investigate a route to serve Herne Hill and Streatham, stating that these areas are under-served by public transport. States that National Rail services are subject to delay and are over capacity, and an extension to the Bakerloo line would connect residents to central London.

Heidi Alexander, MP for Lewisham East

- Supports the proposal and the constituency benefitting from improved transport links. States that Southeastern services are congested and crowded and this is likely to get worse if not addressed soon. The extension of the Bakerloo line could relieve this situation.
- States that although Lewisham is part of the DLR, an Underground connection would increase the range of reachable central London destinations without interchanging at London termini. States the importance of the extension stopping at Lewisham to connect to DLR and the City and its economic activity.

- States that there are increasing job and housing opportunities in Southwark and Lewisham for which extra capacity on the transport network is required. States the importance and urgency of this project in addressing London's long term transport needs.

Harriet Harman, MP for Camberwell and Peckham

- Strongly supports the delivery of both Options 1a and 1b.
- States that constituents rely mainly on overcrowded buses on congested roads and that the extension is long overdue in an area in need of regeneration.
- States that the current lack of connectivity restricts employment and education opportunities as well as and social activities.
- States the extension would also improve access to specialist institutions and hospitals in the Camberwell and Peckham Rye areas.

Councillor Damian O'Brien Liberal Democrat Spokesperson for Transport, Southwark Council

- Welcomes the proposals and supports a two-branch extension (both Option 1a and 1b).
- Refers to surveys undertaken by Simon Hughes, MP, which found that 97% of respondents (businesses on the Old Kent Road) support a two-branch extension.
- States that both areas are currently underserved by rail connections, have crowded bus routes and have significant regeneration potential.
- Notes that a two-branch option would require additional funding but also states that the increased scope of stakeholders and the potential to generate further growth would make it self-funding.
- Requests that TfL commences work sooner so delivery is before the expected 2030 date.
- Requests a progressive opening of the route so that the benefits can be experienced in stages, and not only once the entire project is completed. The survey undertaken by Simon Hughes indicates that 93% of people support this.
- Suggests potential station locations along the Old Kent Road.

Councillors Malcolm Clark, Mohammed Seedat and Amelie Trepass, Labour Councillors for Streatham Wells, London Borough of Lambeth

- Expresses disappointment that Streatham, Streatham Hill and Streatham Vale were not considered as part of the proposal.
- States that Streatham has poor air quality due to pollution caused by congestion.
- States that the area is not connected to the London Underground and the bus routes to the nearest station (Brixton) are congested at rush hour, which further impacts upon air quality. The bus connections to the Northern line at Balham and Tooting Bec are infrequent and overcrowded, while the branch line National Rail service from Streatham Hill is infrequent and of limited reliability.
- States that there is a lack of accessibility (lifts or step-free routes) to Streatham or Tulse Hill stations.
- Suggests a number of alternative improvements to bus services, cycle routes, pedestrian crossings, rail services and train stations.

Councillor Simon Fawthrop, London Borough of Bromley

- Opposes the proposed Bakerloo line extension stating that the majority of passengers would have to change at New Cross for trains to Charing Cross and Cannon Street, whereas the current services are direct.

Councillor Colin Smith, Deputy Leader for London Borough of Bromley

- Opposes the extension of the Bakerloo line to Hayes and any withdrawal or reduction of direct National Rail services to London Bridge, Cannon Street or Charing Cross.

Streatham Conservatives

- Supports Option 1b as both Camberwell and Peckham Rye suffer from public transport overcrowding, which is likely to worsen as current developments are completed.
- Disappointed that Streatham is excluded from the proposals, since it is currently underserved by public transport and experiences shortfalls in capacity..
- Requests for the inclusion of Streatham in any extension of the Victoria line in a 'Herne Hill - Streatham loop' service due to the pressure on current transport links. Requests that TfL consults on the extension of the Victoria Line as soon as possible.

Darren Johnson, Green Party Member of the London Assembly

- Strongly supports, in principle, the extension of the Bakerloo line beyond Elephant & Castle as a priority project to be completed by 2020, as there is excess capacity in the central London area that could be utilised.
- States the project should be transport-led (looking at the maximum possible benefits in terms of transport improvements) rather than development-led (looking at the maximum opportunities for commercial development). Suggests that a form of land tax (such as LVT) would capture some of the windfall profits accrued by landowners along the route. This could be used to part-fund the project, instead of relying on funding through major development projects.
- Supports Option 1b (via Camberwell and Peckham Rye) rather than Option 1a (via the Old Kent Road).
- Suggests that the Old Kent Road should be served by a new tram scheme, which could form part of a revived cross-river tram project into southeast London.
- Supports the proposal for the line terminating at Lewisham and suggests transferring the Hayes line to London Overground along with other franchised routes serving Greater London, and operating a metro-style train service.
- Suggests that the Option 2 extension to Bromley requires further investigations into the various options available, such as a frequent London Overground service.
- Recommends that TfL examines extending the Victoria and London Overground lines and increasing the frequency of National Rail services.

London Green Party

- Strongly supports, in principle, the extension of the Bakerloo line beyond Elephant & Castle as a priority project to be completed by 2020, as there is excess capacity in the central London area that could be utilised.
- States the project should be transport-led (looking at the maximum possible benefits in terms of transport improvements) rather than development-led (looking at the maximum opportunities for commercial development). Suggests that a form of land tax (such as LVT) would capture some of

the windfall profits accrued by landowners along the route. This could be used to part-fund the project, instead of relying on funding through major development projects.

- Supports Option 1b (via Camberwell and Peckham Rye) rather than Option 1a (via the Old Kent Road).
- Suggests that the Old Kent Road should be served by a new tram scheme, which could form part of a revived cross-river tram project into southeast London.
- Supports the proposal for the line terminating at Lewisham and suggests transferring the Hayes line to London Overground along with other franchised routes serving Greater London, and operating a metro-style train service.
- Suggests that the Option 2 extension to Bromley requires further investigations into the various options available, such as a frequent London Overground service.
- Recommends that TfL examines extending the Victoria and London Overground lines and increasing the frequency of National Rail services.

Naomi Newstead, Conservative Parliamentary Candidate for Camberwell and Peckham

- States that Camberwell has traditionally been underserved by public transport and that the bus routes that serve Camberwell are on congested roads.
- Highlights that overcrowding on bus routes occurs up to the nearest tube stations at Elephant & Castle and Oval. Considers the transport system in Camberwell to lag behind other parts of London. States that the extension is overdue and would transform lives.

Councillors Alan Hall, Ami Ibitson and Jacqueline Paschoud, Bellingham Ward Councillors (Labour)

- Supports the plans of extending the Bakerloo line southwards, in principle, as providing more frequent services and destination choices would benefit their constituents. The extension would also improve access to associated employment and leisure opportunities.
- Supports Option 2 extension to Bromley via Beckenham.
- Suggests that there are other areas requiring development such as Lower Sydenham station. This could be incorporated into the Bakerloo line extension. Requests that the Network Rail footbridge which crosses the Hayes line is also refurbished as part of the extension.
- States support for the devolution of additional National Rail services to TfL.
- Requests further development of southeast London's public transport provision.
- Raises concerns about the withdrawal of direct rail services to London Bridge and Cannon Street on the Hayes Line, as many constituents use these services at present. Requests that TfL further investigates the effect of withdrawing these services. Also suggests that a shared rail service be retained.

London Liberal Democrats

- Strongly supports the proposal to extend the Bakerloo line stating it would bring invaluable direct rail services to central London and regeneration opportunities for many areas that are currently underserved by the Tube network.
- Expresses no particular preference over Option 1a or b and notes that ideally both branches would be served by an extension as both routes provide benefits to local residents.
- Requests TfL considers delivering both Options 1a and 1b. Although this would be more expensive, it would provide more resilience on the network in case of disruptions and provide added capacity.

- Supports Option 2 in principle but acknowledges that further detail of the proposal is required.
- States that Camberwell would benefit from a new station on the existing National Rail line, irrespective of whether Option 1b is chosen or not.
- States that although the extension would provide extra services into central London, this should not be at the expense of existing services. Requests that TfL ensures that residents receive a net increase in service frequency.
- States that TfL should make arrangements for increased passenger congestion at Elephant & Castle station.

13.4.3 London boroughs

London Borough of Bexley

- Supports the proposed Bakerloo line extension to Lewisham because of the benefits of improved accessibility for the borough by interchange at Lewisham station.
- Supports the transfer of the Hayes branch from National Rail services to the Bakerloo line and requests that released capacity is used for additional Dartford Loop Line services.

London Borough of Bromley

- Broadly supports the extension of the Bakerloo line to Lewisham only, as the preference is for a DLR extension to Bromley North and Bromley South stations – to connect Bromley directly to Canary Wharf and the East London rail corridor.
- Welcomes the investment in transport infrastructure and connectivity to southeast London and northwest Kent, particularly the upgrades and capacity increase at Lewisham as a key interchange for the residents of Bromley.
- Requests that priority should be given to extending Tramlink.
- Expresses disappointment over the extension to Hayes as it is a more expensive and less beneficial alternative than the two alternative extensions mentioned above, and opposes the withdrawal of direct services to London Bridge.
- However, would support an extension of the Bakerloo line to Beckenham Junction and then on to Bromley South should National Rail services on the Hayes branch continue and share the track.
- Requests more information about the proposed extension depots.

London Borough of Croydon

- Supports the extension of the Bakerloo line to Lewisham, particularly due to the interchanges provided between National Rail, Overground and London Underground at New Cross Gate which would enhance connections to Croydon.
- Supports the extension of the Bakerloo line to Hayes, primarily because of the proximity of Elmers End and West Wickham stations, with the Tramlink connection at Elmers End being an important factor.
- Notes that the proposals would considerably enhance transport connectivity for south London.
- Suggests that, should there not be support for the Option 2 extension to Bromley, the Croydon Opportunity Area be looked into and refers to the consultation background material indicating Croydon's predicted employment growth to be higher than Bromley's.

London Borough of Lambeth

- Notes that Lambeth was not incorporated in the proposals and that neither Herne Hill nor Streatham were included in the potential route options. Seeks assurance that the feasibility of these proposals was fully tested before proceeding with the option to extend the line through southeast London.
- Keen to work together with TfL and neighbouring boroughs on the proposals, as was the case with the Northern Line extension, and supports Option 1b via Camberwell due to the regeneration it would bring to the area.
- States that a connection to the London Underground at Camberwell would address general journey times and bus congestion in south London, along with connecting the residents of Lambeth, particularly in the Vassall and Coldharbour wards.
- Requests investigation into further rail connections in south Lambeth, as although there are a number of stations in the area, very few operate direct services to central London; most trains require interchange at Clapham Junction and this issue would not be addressed by the Bakerloo line extension or Crossrail 2 projects in isolation.
- Notes that a strong case exists to investigate the feasibility of a new rail link through the south London rail corridor to relieve congestion at Brixton, on the Brighton Main Line and provide direct rail and Underground access for emerging developments in Croydon.

London Borough of Lewisham

- Strongly supports the extension of the Bakerloo line in order to address existing pressures on the transport network and unlock capacity for the future.
- Highlights that the extension would address congestion and connectivity issues in the southeast and improve the overall resilience and reliability of the road and rail networks.
- States that remodelling Lewisham station into a strategic transport hub for the southeast should be a priority.
- Cites the benefits of regeneration, employment, housing creation and connectivity that the extension would bring.
- Requests that the extension be completed as soon as possible.
- Requests the line should be extended to its full extent, at least to Hayes, but would welcome the further extension to Bromley.
- Acknowledges that the extension is part of a wider transport strategy and supports further developments such as an extension of the London Overground alongside the extension and bus service enhancements.
- Notes that the extension would alleviate congestion on the Hayes Line, where some passengers are unable to board trains due to overcrowding, and experience uncomfortable journeys that are longer than necessary.
- Is willing to work with other boroughs to develop the proposal and discuss funding packages, which are likely to reflect those of Crossrail.

London Borough of Southwark

- Supports the proposal to extend the Bakerloo line.
- Supports both Options 1a and 1b and wishes to see both delivered.
- States that the extension would deliver long overdue improvements to public transport in the area, particularly in regards to connectivity to central London and Crossrail.
- Requests that TfL pursues a comprehensive site selection process for the Old Kent Road stations.

- Supports the Option 2 extension to Hayes and Bromley via Beckenham due the capacity relief from the release of train paths in to London Bridge, and requests that TfL re-allocate these to benefit as wide a number of passengers as possible.
- Notes that there should be no adverse impact upon local rail services that originate outside the borough and serve stations within Southwark, irrespective of the choice of southern terminus.
- States is willing to work proactively with TfL to develop a funding package, but notes that significant funding must come from a national level.
- States that there may be station capacity issues at Elephant & Castle and pressure on the Bakerloo line ticket hall due to the generation of extra passenger demand.
- Would like to see the re-opening of Camberwell Station for National Rail services.

13.4.4 Campaign groups

Tower Bridge Road Alliance CIC

- Supports plans to extend the Bakerloo line, identifying crowding relief at Elephant & Castle, London Bridge and the bus and road network, along with the connection between the City and south London as benefits to the development.
- Strongly supports Option 1a along the Old Kent Road route. States that as an Opportunity Area, better transport links are required and would add value for residents and businesses. Notes that the Bricklayers Arms roundabout already has the necessary structures in place to build a station.
- Expresses concern that the Option 1b via Camberwell would bypass the communities between Elephant & Castle, Borough, London Bridge, Tower Bridge, Bermondsey, the Old Kent Road and Walworth, all of which are areas in need of regeneration but remain unserved by London Underground.
- Suggests that the Old Kent Road route would also benefit the congested areas along New Kent Road and Tower Bridge Road, and would reduce commute distances for residents.
- Supports extension to Hayes rather than Lewisham. States that the Option 2 extension to Bromley town centre could remain a future consideration until initial costs are recouped.
- Suggests name of Tower Bridge South for the Old Kent Road station one for tourism and branding reasons.
- Requests that the extension happen sooner rather than later to coincide with developments in Elephant & Castle, Tower Bridge Road and London Bridge.

Tube for All Campaign, Rye Village Residents Association

- Provided five email responses to the consultation, along with a series of attachments directing TfL to historical references regarding plans for an Underground station in Camberwell.
- Makes no preference for any options within the consultation but supports a station at Camberwell.
- Suggests that Camberwell, Dulwich and Peckham are underserved by public transport and that previous plans for these areas have not been developed, i.e. the Cross River Tram project.
- Refers to the Mayor's 2006 London Plan to extend the London Underground further southwards and the Camberwell Community Council Transport Work Group Report (2006) which states that transport links are vital to the economic and social development of an area.
- Notes that the Old Kent Road was chosen as an Opportunity Area by the Mayor in 2013 however, it is Southwark Council Transport Policy that Camberwell Green is the priority option for a Bakerloo line extension and Underground station and this has received cross-party support.

- States that London Underground connections would act as a catalyst for social and economic regeneration and improving employment opportunities in Peckham and Camberwell Green.
- Describes a future vision for Camberwell Green, stating that the area has social infrastructure unlike many other areas in Southwark, including hospitals and continuing housing development, a growing business community, and a growing population which needs better transport links.
- States that people who travel to King's College hospitals would benefit from an Underground station.

PACTforBakerloo (Peckham and Camberwell Tube Campaign Group)

13.4.5 It is noted that the PACTforBakerloo campaign group formed to coordinate a campaign in favour of Option 1b – to Camberwell and Peckham. The group conducted its own campaign to canvas local opinion including a postcard response form. TfL received 715 signed postcards: 266 of those dated 29th November and 449 copies of post card 2 (example in Figure 13-3). The formal responses received from PACT are summarised as follows::

- Expresses strong support for Option 1b. Provided a supporting document which cites the level of response to the group's own campaign (700 responses in the form of postcards, an online petition and social media 'likes') and describes the benefits for the area and the wide political support for this option.
- States that there is congestion and overcrowding on the existing road network and associated delays and negative effects on air quality and journey time. The group also reported a need for improved access to hospitals and specialist education facilities in the area.
- Highlights concern about the wording of Question 7, which suggests that 'development' is a prerequisite condition for a new Underground station, with respondents feeling that they had to choose between supporting Option 1b and development.
- Questions whether 'development' means 'regeneration', which is needed in the Camberwell and Peckham area, or whether it means 'intensive building projects'.
- Requests to know how the adjoining geographical area in Lambeth is being considered, in terms of the benefits impact, and how the WebTAG model has been used to reflect the needs of the hospitals in the area.
- The group also expressed interest in participating in discussions involving the extension.

Figure 13-3: Example of campaign cards

FAO Sir Peter Hendy, TFL Commissioner

Dear Peter

I'm writing to urge you to opt for the extension of the Bakerloo line that would provide tube stations for Camberwell and Peckham. This area is densely populated, polluted and hard to get to/from/through. We have nationally important hospitals. We need the tube!

Re: TFL Consultation on Bakerloo Extension

FAO Sir Peter Hendy, TFL Commissioner

Dear Peter

Today I went to the rally at Camberwell Green to show my support for an extension of the Bakerloo line would provide a tube station for Camberwell and Peckham. Please ask your team to value the support that I and many others have given the Camberwell option. We know that our local area is densely populated, and today's transport options are stretched to the limit. Our young people, and unemployed need the job opportunities that would come from transport-led regeneration. And it makes sense to improve the links to our hospitals so that they can connect better to their patients, families and staff.

13.4.6 Transport stakeholders

Associated Society of Locomotive Engineers and Firemen (ASLEF)

- States that they cannot support any particular option without having more detail and knowledge of how it would affect current National Rail services, and looks forward to more detailed propositions.
- States support for any additional investment in rail but notes that any extra work or capacity must supplement current infrastructure and services, not replace them.

Network Rail

- Supportive of the Bakerloo line extension in principle and notes the potential benefits.
- Requests that the development of options described in the consultation be underwritten by more detailed appraisal of demand patterns across all modes of transport in order to establish the optimum solution for passengers. States no explicit opinion over Option 1a or 1b, and requests a more detailed comparison of each option's business case, particularly the passenger abstraction that would occur from other modes.
- Suggests potential interchange issues at Lewisham, loss of direct services from Hayes to London Bridge and Cannon Street and the loss of the Hayes Line as a diversionary route during disruption as key concerns.
- Notes that they are already working with TfL and other stakeholders on the proposals and are looking to continue working together to deliver the plans.
- Notes that this development would have a significant impact on future Southeastern franchises and they would be guided by the franchising authority on supporting this proposal in the future.

Southwest Trains

- Requests that overcrowding at Waterloo station be considered as a result of trains starting beyond Elephant & Castle, and account for the Northern Line extension to Battersea.

Southeastern (London & South Eastern Railway Limited)

- Strongly supports the Bakerloo line extension to Hayes and Beckenham Junction, subject to track segregation at Lewisham station to alleviate congestion in the area.
- States that the Option 1a route via the Old Kent Road has more potential to relieve overcrowding between Lewisham and Waterloo / Charing Cross station than the route Option 1b via Camberwell.
- States that Option 2 (an additional extension to Bromley town centre) would support the route via the Old Kent Road as it would relieve some of the overcrowding on the Catford Loop services via Peckham Rye (and Camberwell if the National Rail station is reopened).

13.4.7 Heritage, environment and water / waste stakeholders

English Heritage

- Understands the potential public benefits of the proposal but given the limited information included within the consultation, is unable to provide a detailed response.
- Provides information about the various Archaeological Priority Areas which Options 1 and 2 pass through and provides archaeological advisor contacts for TfL to consult with.
- Would welcome a more detailed map of proposed routes in order to provide more detailed advice.

Environment Agency

- Supports the proposal and would like to work with TfL to ensure the resilience of new and renewed infrastructure.
- Provides a detailed response of technical comments on the proposed options in regards to flood risk, climate change, water quality, biodiversity, groundwater, contamination, waste and pollution.
- Highlights the flood zones in Southwark, Lewisham and Bromley and states that the extension should be designed carefully so to not increase flood risk on or off site.
- Supports the use of existing lines as this reduces the environmental impact and states that any new tunnelling would need to consider flood zones and groundwater designations.
- Directs TfL to the permits, licences and consents that would need to be acquired from the Environment Agency.

Thames Water

- Supports the extension of the Bakerloo line in principle.
- States that as the plans currently stand, there is no interaction with the proposed Thames Tideway Tunnel.
- States that indicative routes between Elephant & Castle and Lewisham are in a similar vicinity to the Greenwich Connection Tunnel, which should be kept in mind when further route alignment decisions are made so to avoid possible interactions between infrastructure projects.

13.4.8 Residents' / community / amenity groups

West Wickham Residents' Association

- Opposes the proposed extension due to a number of potential adverse effects on its members.
- Raises concerns about the loss of a direct rail service to London Bridge and Cannon Street stations. Explains how interchange at Lewisham would be a major disadvantage due to platform interchanges and longer journeys incurred by additional station stops on the route. States that there would also be an increased likelihood of overcrowding.
- Expresses concerns about the reduced length of Bakerloo line trains compared to existing National Rail trains, and that the overall increase in service frequency to meet demand could result in fare increases.
- States that the ability to reach some central London stations including Marylebone and Paddington without changing is likely to be of very limited benefit.
- Strongly opposes wide-scale development as it would change the character of West Wickham, which is currently hemmed in by the green belt with little scope for new development. Notes that increasing the local population would in turn further increase overcrowding on the route and lead to no overall capacity benefit.
- Suggests that improvements to the transport infrastructure would only be possible by building completely new rail lines while retaining the existing lines and services.

Hayes Village Association

- Supports the extension terminating at Lewisham so that commuters do not lose direct National Rail services to London Bridge and can still interchange with the Bakerloo line at Lewisham if required.
- Expresses concern that the benefits associated with the frequent Bakerloo line service would not outweigh the disadvantage of losing a direct National Rail service to London Bridge.
- Notes that the consultation states that development contributions would help finance the extension but states that while this model may work well in central London for major infrastructure projects like Crossrail 2, it is not appropriate in the context of the Bakerloo line extension.

13.4.9 Health stakeholders

King's College Hospital

- Provided a series of responses from members (nine letters) who unanimously support the extension of the Bakerloo line.
- Expresses strong support for a route via Camberwell (Option 1b) and the extension to both Hayes and Bromley (Option 2) and opposes the tube terminating at Lewisham.
- States that the extension would provide better links to, from and between all King's College hospitals in southeast London (Denmark Hill, Princess Royal University and Orpington hospitals), all of which are currently underserved by public transport compared to other London hospitals.
- Highlights benefits not only for patients but also staff at the hospitals.

In an additional response from a member of the King's College Hospital NHS Foundation Trust and a patient of the hospital:

- Supports extension of the Bakerloo line to Hayes and Beckenham and to Bromley as it would enhance connectivity between King's College hospitals.

- States that Denmark Hill is not an accessible station and recommends that the stations on the extension are equipped with lifts.

13.4.10 Business groups

Canary Wharf Group

- Supports the extension of the Bakerloo line, highlighting the increase in connectivity between numerous areas in London, including the City, but also between modes such as the London Overground and DLR.
- Provides data showing that almost 3,000 passengers use the existing stations to travel to Canary Wharf for work purposes.
- States that the largest single access point for Canary Wharf employees is at Lewisham and this is not affected by the scheme.
- Anticipates that improved connectivity to Canary Wharf would result in more employees choosing to live in areas served by the extension and encouraging more people who already live along the route to consider working at Canary Wharf.
- States that a connection to Peckham Rye would offer greater connectivity to other lines.

13.4.11 Housing stakeholders

Phoenix Community Housing Association

- States that the South Lewisham area suffers from high levels of deprivation, including high unemployment, low educational attainment and low car ownership. Supports any proposal to improve employment opportunities or transport links in the area. Highlights that the local population is growing and more housing is needed. States that better transport links would help reduce unemployment by improving access to jobs and training opportunities. Explains that the area is a 'net exporter' of workers (i.e. there are few large employers in the area which means that many people travel to work in other parts of London) yet the absence of transport connections make it difficult for residents to do so.
- Would like to see the project given priority and brought forward.
- Requests for an increase in train services on the Catford Loop Line and improved bus services to stations such as Catford, Lewisham, Beckenham Junction and Grove Park.

13.4.12 District and county councils

Sevenoaks District Council

- Supports the extension of the Bakerloo line, including for its ability to improve capacity on the National Rail network in the southeast as a whole.
- Supports the extension to Hayes because it would release capacity on the Southeastern main line, thus providing congestion relief for overcrowded peak trains from Orpington and Sevenoaks.
- Supportive of a connection to Bromley as per Option 2. Cites both the Kent and the London & Southeast Route Utilisation Strategies in regard to the above and the need to ease pressure on the network.

13.4.13 Partnership groups

South London Partnership

- Supports the extension of Option 1 to Lewisham in principle but expresses no preference over Option 1a or 1b.
- Supports the Option 2 extension to Hayes on the existing national rail route and opposes terminating the line at Lewisham.
- Strongly supports any alignment which includes an interchange with the Gatwick, East Croydon, West Croydon, Crystal Palace and New Cross Gate. Considers interchanges with the DLR at Lewisham to be appropriate.
- Supports the extension to Beckenham as it would improve connections between Tramlink, National Rail and London Underground but is undecided about the extension to Bromley as further investigation is required.
- States concerns about the funding package being dependent on significant third party contributions. States that the model developed for major infrastructure projects such as Crossrail and the Northern Line Extension may not be appropriate for this scheme.
- Suggests that a key issue is achieving a balance of more frequent services on the Hayes line against a possible interchange penalty for existing passengers wishing to access the City via London Bridge and Cannon Street.
- Requests further information about the journey time benefits of the new connections to Waterloo and West End destinations.

13.5 Summary

- 13.5.1 This chapter provides a summary of the 132 stakeholder responses to the closed questions within the online questionnaire and summarises the free-format responses submitted by 41 different organisations. The stakeholders represented include political stakeholders, London boroughs, campaign groups, transport and heritage, environment, water and waste stakeholders.
- 13.5.2 Of the stakeholders that completed the online questionnaire, 95% supported / strongly supported the principle of extending the Bakerloo line into southeast London. The majority (86%) also supported / strongly supported the extension on the basis that it would enable new development. They expressed a slightly greater level of support (59%) for Option 1b via Camberwell and Peckham Rye (59% supported / strongly supported) than Option 1a along the Old Kent Road (53% supported / strongly supported). Less than a third (31%) supported / strongly supported terminating at Lewisham (38% of stakeholders are opposed / strongly opposed) while 58% supported / strongly supported terminating at Beckenham Junction and Hayes. Similarly, 57% supported / strongly supported extending to Bromley town centre (Option 2).
- 13.5.3 Based on the email and letter free-format responses, the majority of stakeholders (30 of the 41 respondents) supported the proposed extension of the Bakerloo line from its current terminus at Elephant & Castle, though they had contrasting views on the route the extension should take. Nearly two-thirds of stakeholders (26 / 41 respondents) expressed no preference over the Option 1 route choices. Only one respondent expressed strong support for Option 1a (via the Old Kent Road) while five respondents stated strong support for Option 1b (via Camberwell and Peckham Rye). Nine stakeholders (one-fifth) support both Options 1a and 1b.
- 13.5.4 Where stakeholders are opposed to the extension of the Bakerloo line beyond Lewisham (three stakeholders), the main reasons given relate to the loss of direct rail services on existing National Rail lines, increased journey times and capacity / crowding issues.

14 Summary & conclusions

14.1 Introduction

14.1.1 This final chapter draws out the key points from the analysis of the consultation responses and explains how the consultation findings will be used, including the next steps that will be undertaken by TfL.

14.2 Summary of key points

14.2.1 This section summarises:

- The overall response to the consultation
- The key points identified in the previous chapters in response to each of the closed and open consultation questions 5 to 19
- In addition to the findings of the free-format responses from members of the public and
- The findings of the free-format responses from stakeholders

14.2.2 Overall response

14.2.3 A total of 15,346 consultation responses were received, via questionnaire responses, emails and letters and 'campaign cards', during the consultation period of 30 September 2014 to 7 December 2014. Completed questionnaires account for the largest proportion of responses (93%), with campaign cards comprising the second highest return (5%). Free-format letters and emails from both stakeholders and members of the public account for 3% of all responses.

14.2.4 The majority of responses to the questionnaire (99%) were received from members of the public. The remaining 1% of responses were received from stakeholders.

14.2.5 A range of stakeholders contributed to the consultation, including businesses, political stakeholders, London boroughs, resident / community groups, transport stakeholders, campaign groups, the health sector and several heritage, environment, water and waste stakeholders.

14.2.6 A total of 10,068 valid postcodes were given (out of 15,346 total consultation responses). 96% of respondents are based within the Greater London area. The postcode data was further broken down to establish the proportion of questionnaire respondents by London borough. This shows that the boroughs with the greatest proportion of respondents are Southwark (28%), Lewisham (27%) and Bromley (20%), together accounting for three-quarters (75%) of all questionnaire responses. Lambeth (8%) and Greenwich (4%) are also represented.

14.2.7 Questionnaire responses

14.2.8 Questionnaire responses account for 93% (or 14,248) of all consultation responses. The following sections detail the key findings of the analysis.

14.2.9 A summary of responses to the closed questions (with the exception of Question 7 which has a different response scale) is provided in Figure 14-1. Figure 14-2 presents the findings of Question 7.

Figure 14-1: Summary of responses to closed questions (excluding Question 7)

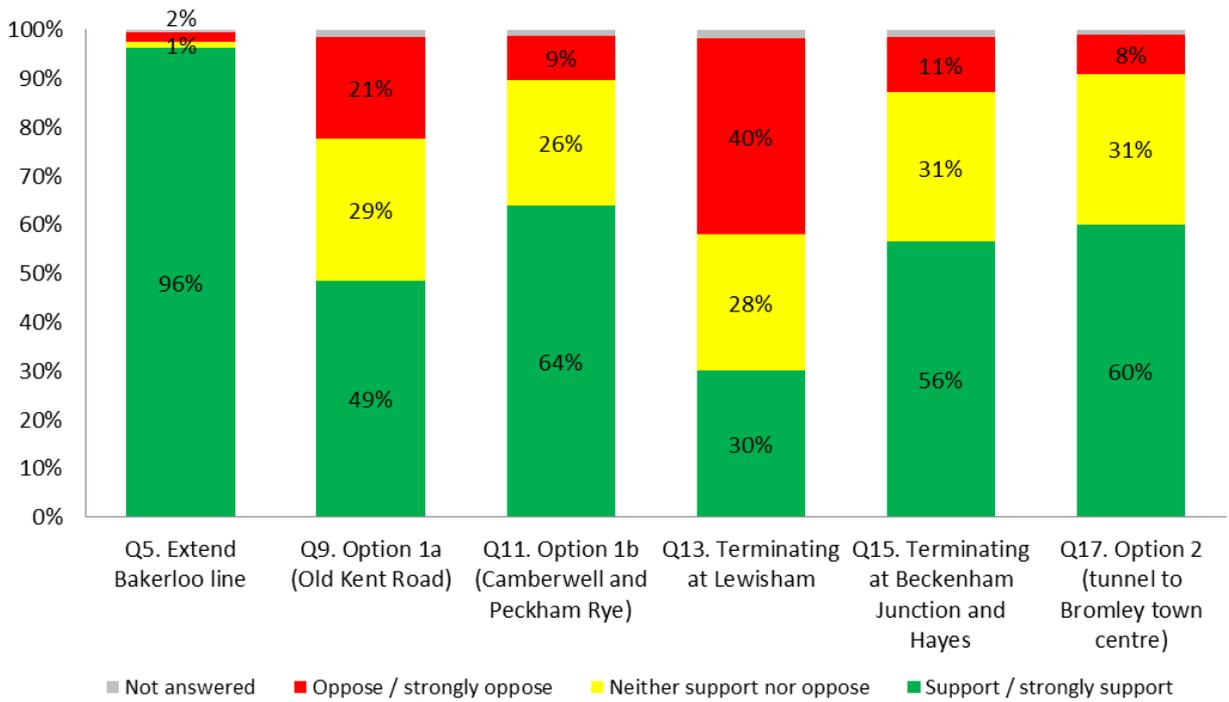
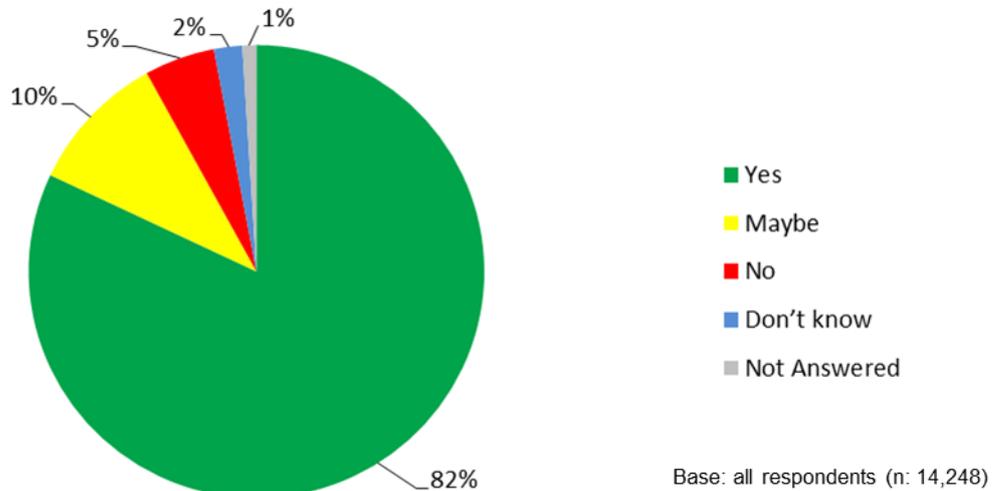


Figure 14-2: Response to Question 7: One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?



14.2.10 For each question, with the exception of Question 13 (Do you support the proposed extension terminating at Lewisham?), the majority of respondents are in support of the option posed. The topic of terminating at Lewisham had 40% opposing the proposals and 30% in support (28% neither support nor oppose).

- 14.2.11 The majority of respondents are in support of the proposals in principle (Question 5: 96% of all respondents either strongly support or support). The same is true of stakeholders (95% support/strongly support). This majority dips when considering the proposals in relation to enabling new development (Question 7: 82% of all respondents and 86% of stakeholders answered 'yes').
- 14.2.12 For each closed question, geographic distribution figures were generated to show the location of respondents (using valid postcodes provided) who support, oppose or neither support nor oppose the proposals within each question. A general theme noted from these figures is that larger clusters of support (a concentration of respondents within a certain area) are seen in close proximity to the section / element of the proposals being questioned. For example, for Option 1a the largest cluster of supportive respondents is seen in close proximity to the proposed route along the Old Kent Road, and for Option 1b the largest cluster is seen in proximity to the Camberwell route.

Question 5: Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle? (closed question)

- 14.2.13 The majority of respondents (96%) stated that they either strongly support (91%) or support (5%) the extension in principle, with 1% neither supporting nor opposing the proposals. Of all respondents, 2% either oppose or strongly oppose the proposals.
- 14.2.14 The postcode distribution for strongly support or support responses, as shown in Figure 5-2, shows a wide geographical spread of support across the Greater London area for the principle of extending the Bakerloo line. Denser concentrations of support noted in the boroughs of Southwark, Lewisham and Bromley in proximity to the proposed extension.

Question 6: Please use this space for any further views / comments on the above question (open question)

- 14.2.15 With regard to Question 6, 7,901 respondents provided a valid response, which represents just over half of all respondents (55%). These open response comments have been coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 5.
- 14.2.16 The largest proportion of strongly support or support responses (5,332 responses) focused on issues related to connectivity, 16% commented on issues regarding crowding and congestion. Around 10% of comments gave positive feedback about route preference, with 9% of respondents stating that they prefer extension Option 1b (via Camberwell and Peckham Rye), compared to 2% of respondents who expressed their preference for Option 1a (via the Old Kent Road). One percent of respondents recommended that both extension routes should be implemented.
- 14.2.17 Other frequently mentioned themes included regeneration and development (8% of all comments), project cost, construction and timescale (5%) and the economic impact of the extension (5%). A number of comments (5%) came from respondents suggesting additional or alternative destinations which could be served by the extension.

Question 7: One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis? (closed question)

- 14.2.18 The results show that 82% of respondents support the extension on this basis, with a further 10% stating 'maybe' and with 5% stating that they do not support the extension on this basis.

Question 8: Please use this space for any further views / comments on the above question (open question)

- 14.2.19 With regard to Question 8, 4,178 respondents provided a valid response (29% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 7. Nearly two-thirds (66%) of responses were given by those who support the extension on the basis of new development, 10% relate to those who oppose, and 24% to those who neither support nor oppose the extension on this basis.
- 14.2.20 Overall, the largest proportion of comments from those in support of the extension on the basis of enabling development referred to the particular location and type of development (~40%). A fifth of all supportive comments expressed general support for new development. The question also generated a number of comments (16%) on the economy and regeneration.

Question 9: One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (Option 1a). Do you support a route along the Old Kent Road? (closed question)

- 14.2.21 Almost half of respondents (49%) either support or strongly support extension Option 1a, while a fifth (21%) oppose or strongly oppose this option. A further 29% expressed that they neither support nor oppose.

Question 10: Do you have any further views / comments on the above option? (open question)

- 14.2.22 With regard to Question 10, 3,732 respondents provided a valid response (26% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 9. The largest proportion of comments to Question 10 were from those respondents who indicated that they either Option 1a.
- 14.2.23 Overall, the largest proportion of supportive comments (22% of the total) focused on issues related to public transport provision while 19% commented on issues regarding the need for investment and development locally. Around 13% of comments provided general comments on route preferences. Other frequently mentioned themes included congestion (13%) and connectivity (8%). A number (4%) of comments came from respondents commenting on potential route or destination alternatives, and making suggestions as to the most appropriate interchange points. Many commented on the potential benefits of the line extension to those who live, work and socialise along the proposed Underground route (3%).
- 14.2.24 With regard to the opposing comments, 29% related to public transport, 18% to connectivity issues and 15% were more general sentiments on route preference. A further 13% of comments were comparisons with / reasons for preferring Option 1b.

Question 11: Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (Option 1b). Do you support a route via Camberwell and Peckham Rye? (closed question)

- 14.2.25 Nearly two-thirds (64%) either support or strongly support extension Option 1b, while just 9% oppose or strongly oppose this option. A further 26% expressed that they neither support nor oppose.
- 14.2.26 There is a higher level of support for Option 1b than 1a (64% support compared to 49%).

Question 12: Do you have any further views / comments on the above option? (open question)

- 14.2.27 With regard to Question 12, 4,757 respondents provided a valid response (33% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 11.
- 14.2.28 Of those who provided a response, the majority (71%) either strongly support or support Option 1b. The key recurring theme in these comments was connectivity (37% of the total). Concerns about congestion accounted for 16% of all comments, while a similar number took the opportunity to confirm the route option they prefer (16%). Other frequently mentioned themes included demand (10% of all comments), investment / development (8%) and other route suggestions (6%).
- 14.2.29 With regard to the comments given by those who do not support Option 1b, 49% of the total focused on issues related to connectivity. Other frequently mentioned themes included route suggestions (17% of all comments) and investment / development (12%).

Question 13: We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham? (closed question)

- 14.2.30 Overall, 30% of respondents either support or strongly support terminating at Lewisham, while 40% of respondents either oppose or strongly oppose this option. A further 28% expressed that they neither support nor oppose.

Question 14: Do you have any further views / comments on the above option? (open question)

- 14.2.31 With regard to Question 14, 4,690 respondents provided a valid response (33% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 13.
- 14.2.32 The majority of those who provided comment at Question 14 are opposed to the Bakerloo line extension terminating at Lewisham. Overall, 22% of those who provided a comment support the termination of the extension at Lewisham, while 62% are opposed.
- 14.2.33 With regard to the comments given by those who expressed support for the Lewisham terminus, the largest proportion of comments (500 comments, or 27% of the total) were supportive, but with recommendations or concerns. Seventeen percent of respondents suggested that it could go on to serve other areas. Respondents concerns included the loss of the Hayes National Rail service (6%) and the loss of connections to London rail termini (3%). Fifteen percent of the comments expressed general support for the proposal, while 13% recommended an alternative destination to be served by the extension.
- 14.2.34 The comments given by those who oppose the extension terminating at Lewisham included suggestions of alternative destinations (21% of all comments), as well as general opposing comments (19%). Other themes included questioning the need to go to Lewisham (13%), and support for the core extension proposal (i.e. going beyond Lewisham to Hayes and Beckenham Junction) - 8%.

Question 15: Do you support the proposed extension terminating at Beckenham Junction and Hayes? (closed question)

- 14.2.35 Over half of all respondents (56%) either support or strongly support the extension to Hayes and Beckenham Junction, while 11% of respondents either oppose or strongly oppose the extension. Nearly a third (31%) expressed that they neither support nor oppose.

- 14.2.36 When compared to the level of support for the extension terminating at Lewisham (30%), a greater proportion of respondents are supportive of the extension terminating at Beckenham Junction and Hayes (56%).

Question 16: Do you have any further views / comments on the above option? (open question)

- 14.2.37 With regard to Question 16, 3,453 respondents provided a valid response (24% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 15.
- 14.2.38 Over 60% of the comments were given by those in support of the proposal to terminate the Bakerloo line extension at Hayes and Beckenham Junction, while 21% were opposed, and 16% neither support nor oppose.
- 14.2.39 Nearly 30% of all coded comments expressed support for the extension to Beckenham Junction and Hayes, while a similar proportion commented on connectivity benefits (28%). Other themes included responses regarding congestion and crowding (9%), the route itself (7%), economy and regeneration (7%) and project costs and timescales (6%).
- 14.2.40 Nearly half of all comments given by those who are opposed at Question 15, were reasons for opposing the extension terminating at Beckenham Junction and Hayes (44%). Other recurring themes included connectivity issues (9%), project costs and timescales (8%), and suggestions of other destinations that could be served by the extension (8%).

Question 17: There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre? (closed question)

- 14.2.41 The analysis shows that 61% of respondents either support or strongly support extending to Bromley town centre, with 8% of respondents either opposed or strongly opposed to this option. A further 31% expressed that they neither support nor oppose.

Question 18: Do you have any further views / comments on the above option? (open question)

- 14.2.42 With regard to Question 18, 3,359 respondents provided a valid response (24% of all respondents). Comments were coded into a series of themes and comment codes according to whether the respondent indicated a positive response, negative response or neither supported nor opposed at Question 17. The majority of comments (70%) were given by those who support the Bromley town centre option.
- 14.2.43 The most frequent theme in the supportive responses is the economic / benefits / regeneration (33%) which would occur if the Bakerloo line is extended to Bromley. Other themes included connectivity (27%) and stated preference (12%), where 15% of respondents in support of the proposals expressed the belief that the extension is a good idea / beneficial to the respondent.
- 14.2.44 Of those who were in opposition at Question 17, the largest proportion of responses (28%) focused on issues related to connectivity. Other common themes included the reason for not supporting the extension (14%), stating preference (negative – 13%) and scheme cost (13%).

Question 19: Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London? (open question)

- 14.2.45 In total, some 4,464 respondents provided a valid response at Question 19. Comments ranged from specific route and location suggestions for the Bakerloo line to wider discussion of other routes and

public transport infrastructure across London. Twenty-seven themes were identified for comments to be coded to.

- 14.2.46 Over half of all comments (59%) refer to the Bakerloo line specifically, while 14% refer to rail (Overground, National Rail and Crossrail), 12% to other Underground provision, 11% to other transit systems (DLR, tram and buses) and 4% to other infrastructure, including roads and cycling provision.
- 14.2.47 Within the Bakerloo line theme, a significant number of respondents gave suggestions on where the Bakerloo line extension should go (82% of comments coded within this theme). Of these, 141 respondents suggested building both Options 1a and 1b, as well as providing links to Streatham (152), Orpington (129), Blackheath (115) and Hither Green (114).

Closed question responses from stakeholders

- 14.2.48 The vast majority (95%) of stakeholders expressed support or strong support for the principle of extending the Bakerloo line into southeast London from its current end point at Elephant & Castle (Question 5). The majority (86%) of stakeholders stated that they support the extension on the basis that it would enable new development in southeast London (i.e. answered 'yes' to Question 7).
- 14.2.49 Just over half of all stakeholders (53%) support / strongly support the principle of extending the Bakerloo line via Option 1a, the Old Kent Road (Question 9). Stakeholders expressed a slightly higher level of support (59%) for extending the Bakerloo line via Option 1b, Camberwell and Peckham Rye (Question 11).
- 14.2.50 Stakeholder opinions on terminating the extension at Lewisham are polarised with 38% opposed/strongly opposed (Question 13). Stakeholders are more supportive of the extension terminating at Beckenham Junction and Hayes: 58% support/strongly support this option (Question 15).
- 14.2.51 Stakeholders expressed a similar level of support for the extension going beyond Beckenham Junction to Bromley town centre in a new tunnel with 57% supporting this option (Question 17).

Free-format responses from members of the public

- 14.2.52 In total, 342 free-format responses from members of the public were received by a variety of mediums, including email, letter and telephone call. Responses ranged from short one-line or single paragraph responses to multi-page detailed assessments. Comments were coded into 11 main themes and 152 comment codes. Many comments covered multiple issues and as such were assigned multiple codes; in total 1,224 codes were assigned to the free-format responses.
- 14.2.53 Overall, the largest proportion of comments (348 comments, or 28% of the total) were comments related to the extension options. Three hundred and thirty-seven comments (28%) state their support or opposition of the extension. Issues of connectivity and congestion / crowding represented 12% and 10% of all comments, respectively. Other themes mentioned included journey impact / capacity / frequency (6%), regeneration / housing / economic impact (5%) and project cost, construction and timescales (2%).

Free-format responses from stakeholders

- 14.2.54 Detailed responses were submitted by 41 different stakeholders, including political stakeholders, London boroughs, campaign groups, residents' groups, transport and heritage, environment, water and waste stakeholders, the health sector and business representatives.
- 14.2.55 Stakeholders support the opportunity to improve public transport infrastructure in southeast London. The majority of stakeholders support the proposed extension of the Bakerloo line from its current

terminus at Elephant & Castle, though their views on the route the extension should take vary. Several stakeholders support building both Options 1a (via the Old Kent Road) and 1b (via Camberwell / Peckham Rye), and extending beyond Lewisham to Beckenham Junction and Hayes (the core extension proposal) as well as Option 2 (an additional extension to Bromley town centre).

- 14.2.56 Where stakeholders are opposed to the extension of the Bakerloo line beyond Lewisham, the main reasons given relate to the loss of direct rail services on existing National Rail lines, increased journey times and capacity / crowding issues.
- 14.2.57 Disappointment is also expressed that Streatham does not feature in the proposed route options.

14.3 The next steps

- 14.3.1 TfL is currently conducting detailed assessment of the consultation results in order to understand all the issues that have been raised by respondents. This includes addressing the key issues raised regarding the proposed extension and its associated options.
- 14.3.2 A 'Responses to issues raised' document will be published later in 2015 which will address these issues.
- 14.3.3 Also as part of TfL's next phase of work, TfL will be working with the London boroughs, through which a proposed extension may run, to identify possible funding options. As the consultation materials stated, any funding package is likely to include contributions from new residential and commercial developments along the proposed extension. It is unlikely the extension can happen without this new development.
- 14.3.4 The outcome of further investigations (including the consultation analysis) and development work will enable TfL to produce a revised list of route options. Further public consultation, including more detailed proposals, is expected to occur in 2016.
- 14.3.5 Regarding current timelines, completion of the proposed scheme is estimated to be early to mid 2030s. This is subject to a number of factors, however, including future public consultation on revised route options and acquiring planning consent and funding confirmation.

Appendices

Appendix A: List of stakeholders

Questionnaire responses

Total

Businesses

69

3MK Ltd
Acorn Estate Agents
Ali Baba Juice
AS Ltd
Ascenda Kent Ltd
Asonic
asos.com
Berkeley Homes South East London Ltd
Blendcross Limited
Camberwell Studios LTD
Clarksons Consulting
Cloud Sherpas
Creative Nunhead
Dartford Legal Services Limited
Draught Associates
Electric Minds
Elisa Mac
Endava
Eos Dance
Ethical Group of companies
Fieldside Care Ltd
Gekko Design Studio
Gesynto Consulting
GO Contaminated Land Solutions Ltd
Hassan & Co.
Hunters Estate Agents
Inventory Studio
james glancy design limited
Jannuzzi Smith Limited
Kieren Gallear
Kingswood Construction
Ladywell Tavern
Manak Solicitors LLP
Martin Steele Partnership Architects
Matthew Hart Ltd
Maxwood
MdaStructures Ltd
Ministry of Sound
Mood Media
NR Blaney
Open City Docs Ltd
OSEL architects
Painting in Spain
Palms Resourcing
Planarama
Pre-Construct Archaeology Limited
Project Sidekick
Prologis Development Ltd
Property World
PSI
Purpose Powder Coatings Ltd

Relta Ltd
Saviola Limited
Southwark Cathedral Enterprises Ltd
Splash Damage Ltd
Star Eclipse Events
Steve Newton Architect
Studio SE5
The Beaufort Group
The Currency Cloud
The Flying Dutchman pub
The Hut Group
Tradewinds London
Valiantys Limited
Velocity Partners
vINF Consulting Ltd.
Wooster & Stock
Yogrise Peckham

Residents / community / amenity groups

17

Blackheath Society
Brunswick Park Tenants and Residents Association
Catford Society
Changify.org
Grove park Neighbourhood Froum
Hither Green Community Association
London Forum of Civic & Amenity Societies
Penge Tourist Board
Ravensbourne Valley Preservation Society
SE5 Forum for Camberwell
Sweyn Place Limited
The Beckenham Society
The Camberwell Society
Thorpes Residents Association
West Beckenham Residents' Association (WBRA)
West Wickham Residents Association
Working London

Political stakeholders

11

All People's Party
Ashburton Ward Councillors
Conservative Parliamentary Candidate for Camberwell and Peckham
Green Party
Greenwich Conservatives Council Group
Lambeth Green Party
Lewisham Labour
Liberal Democrat PPC for Lewisham East
London Borough of Bromley
Southwark Labour Councillor
Streatham Green Party

Transport users

10

Campaign for Better Transport London group
Forest Hill Society, Transport Ctte
London TravelWatch

Potters Bar and St.Albans transport user group
 Railfuture (Head of Infrastructure & Networks Group)
 Southwark Living Streets
 Streatham Action transport sub-group
 Tonbridge Line Commuters
 Transport for All Londoners
 Tube For ALL 2006 Campaign Group & Rye Village Resident's Association

Health stakeholders 7

Dr Durston and partners
 Governor, Kings College hospital
 King's College Hospital NHS Foundation Trust (two responses)
 NHS (two responses)
 South London and Maudsley NHS Foundation Trust

Campaign groups 4

ElephantandCastleRoundabout.org
 PACT (three separate responses)

Education stakeholders 4

christ the king sixth form college
 Goldsmiths, University of London
 Maudsley Learning CIC
 UMSA

Faith groups 4

All SOuls Church
 Bishop of Willesden
 Christ Church Peckham (Church of England)
 RC Archdiocese of Southwark

Charities 2

Call 4 Help
 Stockwell Partnership

Business groups 1

London Chamber of Commerce and Industry

Aviation stakeholders 1

Gatwick Airport Limited

London boroughs 1

London Borough of Tower Hamlets (officer response)

Housing stakeholders 1

London & Quadrant Housing Trust

Free-format responses

London boroughs 6

London Borough of Bexley 1
 London Borough of Bromley 1
 London Borough of Croydon 1
 London Borough of Lambeth 1
 London Borough of Lewisham 1

London Borough of Southwark	1
District Councils	1
Sevenoaks District Council	1
Political stakeholders	18
Fiona Twycross, London wide Assembly Member (Labour), Greater London Authority	1
Caroline Pidgeon, Chair of the London Assembly Transport Committee (2 responses)	1
Valerie Shawcross, London Assembly Member for Lambeth and Southwark	1
Simon Hughes, MP for Bermondsey and Old Southwark	1
Robert Neill, MP for Bromley and Chislehurst	1
Tessa Jowell, MP for Dulwich and West Norwood & Chuka Umunna, MP for Streatham	1
Heidi Alexander, MP for Lewisham East	1
Harriet Harman, MP for Camberwell and Peckham	1
Councillor Damian O'Brien Liberal Democrat Spokesperson for Transport, Southwark Council	1
Councillors Malcolm Clark, Mohammed Seedat and Amelie Treppass, Labour Councillors for Streatham Wells, London Borough of Lambeth	1
Councillor Simon Fawthrop, London Borough of Bromley	1
Councillor Colin Smith, Deputy Leader for London Borough of Bromley	1
Streatham Conservatives	1
Darren Johnson, Green Party Member of the London Assembly (2 responses)	1
London Green Party	1
Naomi Newstead, Conservative Parliamentary Candidate for Camberwell and Peckham	1
Councillors Alan Hall, Ami Ibitson and Jacqueline Paschoud, Bellingham Ward Councillors (Labour)	1
London Liberal Democrats	1
Campaign groups	3
Tower Bridge Road Alliance CIC	1
Tube for All Campaign, Rye Village Residents Association (five responses)	1
PACTforBakerloo (Peckham and Camberwell Tube Campaign Group) (two responses)	1
Transport stakeholders	4
Associated Society of Locomotive Engineers and Firemen (ASLEF)	1
Network Rail	1
Southwest Trains	1
Southeastern (London & South Eastern Railway Limited)	1
Heritage, environment and water / waste stakeholders	3
English Heritage	1
Environment Agency	1
Thames Water	1
Residents'/ community/ amenity groups	2
West Wickham Residents' Association	1
Hayes Village Association	1

Health stakeholders	1
King's College Hospital	1
Business groups	1
Canary Wharf Group	1
Housing stakeholders	1
Phoenix Community Housing Association	1
Partnership groups	1
South London Partnership	1

Appendix B: Online and print advertising, poster and leaflet

Have your say

on extending the Bakerloo line

We're considering options to extend the Bakerloo line south from Elephant & Castle station towards Lewisham, Bromley and Hayes.

To find out more and provide us with your views, please visit tfl.gov.uk/bakerloo-extension or call 0343 222 1234*

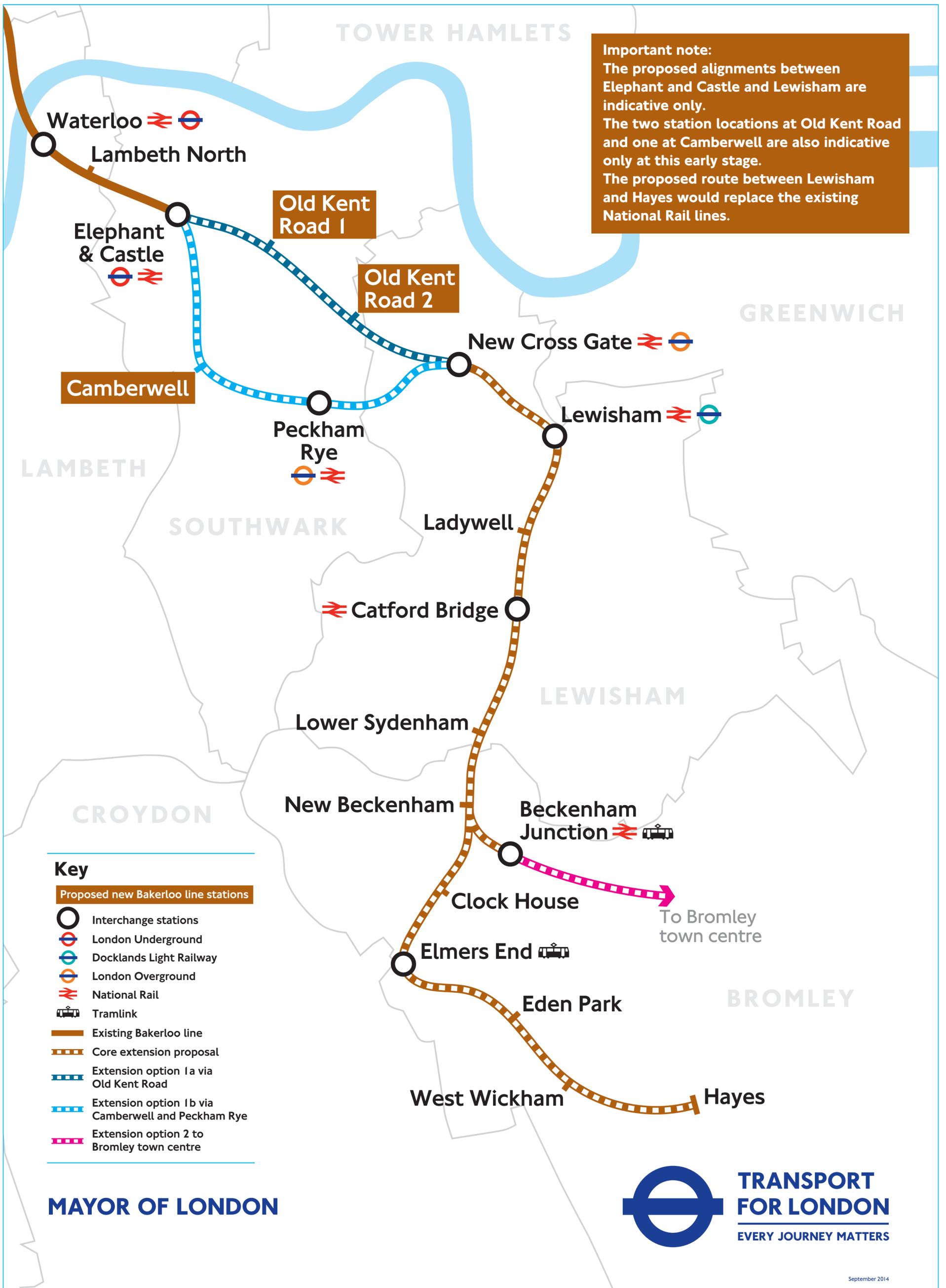
The consultation ends 7 December 2014

*Service and network charges may apply.



Appendix C: Consultation material

Proposed Bakerloo line extension



Bakerloo line extension: Background to consultation

September 2014

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1. Introduction

- 1.1. Transport for London (TfL) is consulting on extending the Bakerloo line beyond its current southern terminus at Elephant & Castle through Southwark towards Lewisham, Bromley and Hayes. The proposed extension is referred to in this document as the Bakerloo Line Extension (BLE). This document explains the identified need for new transport infrastructure in southeast London, the main options that have been considered by TfL and the proposals currently being consulted upon. Responses to the consultation will help shape future work on the development of the BLE proposals.

2. Background

- 2.1. Since its construction in 1906, the Bakerloo line has seen many proposals to extend it further into south London. Indeed, as far back as 1931 an extension to Camberwell was approved by the Government. However, WWII and the subsequent post-war austerity resulted in its eventual abandonment.
- 2.2. An extension of the Bakerloo line has strong policy support. It is identified as a proposal which merits further study in the Mayors Transport Strategy (2010), the London Plan (2011), the South London Sub-regional Plan (2014), and the London 2050 Infrastructure Plan (2014) currently issued for consultation. It is also supported in the Core Strategies of both the London Borough of Southwark and London Borough of Lewisham.
- 2.3. The Bakerloo line is unusual in offering an opportunity for an extension as it does not experience high levels of crowding along its route. Also, it has sufficient capacity to incorporate the additional demand that an extension would generate. Other lines in the area either do not have any available capacity (such as the Victoria line), or there are already committed plans to extend them (such as the Charing Cross branch of the Northern line).
- 2.4. The Bakerloo line is also unusual in that it does not extend beyond Zone 1 at its southern end, and has some spare capacity on the central section.
- 2.5. Furthermore, the layout of the Bakerloo line station at Elephant & Castle includes 'over-run' tunnels which extend beyond the platforms. This means any new southbound tunnelling works could occur without any significant closures on the current line.
- 2.6. No funding has been identified for the proposed extension of the Bakerloo line within TfL's Business Plan. As has been the case for other recent major infrastructure

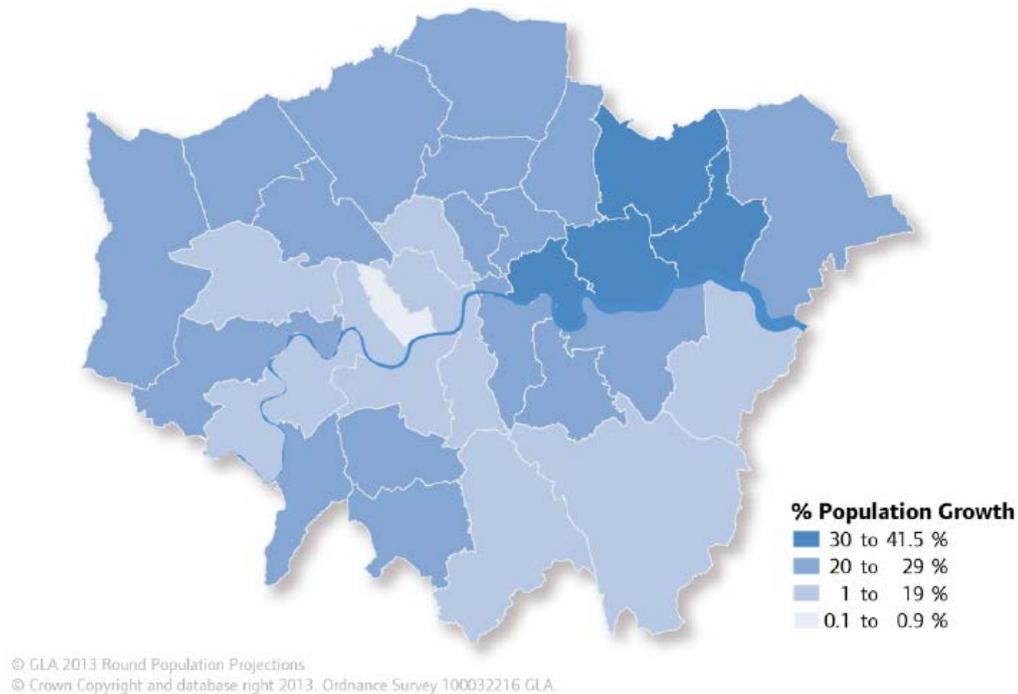
projects (such as Crossrail and the Northern line extension), any funding package is likely to include contributions from developers of new residential and commercial developments along the route of the proposed extension. Such developments could be enabled by the additional capacity that the extended line would provide. This also means that it is unlikely the scheme could happen without this new development. As part of the next phase of work, TfL will work with the affected London boroughs and the Greater London Authority (GLA) to identify possible options for funding the extension.

3. The need for transport investment in southeast London

3.1. Growth context

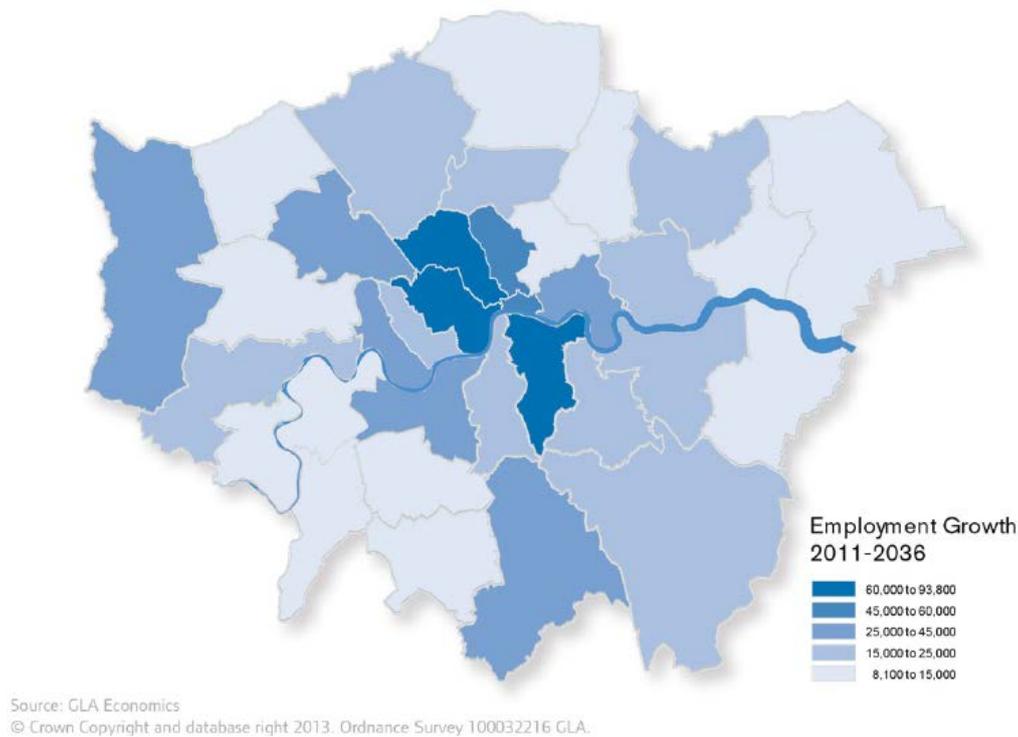
- 3.1.1. In 2011, the population of London was 8.2 million and it is now close to the previous peak of 8.6 million, which was reached in 1939. By 2036, London's population is projected to have grown to 10.1 million, and it is expected to reach 11.3 million by 2050. Over the next 20 years, the number of jobs in London is projected to grow by 700,000 to 6.3 million. The scale of this projected growth sets a considerable challenge for the provision of housing, facilities and infrastructure. Transport infrastructure, in particular, can increase accessibility between housing and jobs, opening up opportunities for new housing and facilitating increased employment opportunities.
- 3.1.2. This rapid growth reinforces the priority of providing the necessary infrastructure to support economic growth and to help unlock the regeneration potential across London. Figure 1 shows the GLA forecast for the spread of projected population growth across London. It shows there will be growth across the city with a concentration of growth in inner east and inner southeast London. This is where additional housing will be most needed in order to accommodate population growth.

Figure 1: Distribution of population growth across London, 2011-2036 (% growth)



- 3.1.3. The London Plan 2011, the overall strategic plan for London, sets out the integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. It recognises that transport infrastructure plays a vital part in supporting the capital’s success. It sets out spatial planning policy relating to transport schemes, including a possible extension of the Bakerloo line extension in Chapter 6: London’s Transport.
- 3.1.4. Employment forecasts indicate that the number of jobs within London will increase to over six million by the 2030s. However, as shown in Figure 2, the location of new employment opportunities is not uniformly spread across the city but instead is predicted to be concentrated in the central area, the Central Activities Zone (CAZ). For London to continue to grow as a world city, it is important that areas of population and housing growth have access to the valuable employment opportunities in the CAZ.

Figure 2: Distribution of employment growth across London, 2011-2036 (% growth)



3.1.5. The London Plan stipulates that in order to help meet the challenges of economic and population growth, in a sustainable manner, new development should be focused in a series of Opportunity Areas (OAs) across London. These OAs represent London's largest development opportunities and are expected to accommodate much of the capital's growth, with capacity for approximately 500,000 jobs and 250,000 additional homes. To ensure this development is sustainable, TfL is required to work collaboratively with the GLA and local boroughs to identify OAs that require transport investment to reach their full potential.

3.1.6. In southeast London, the London Plan 2011 designated three new OAs at:

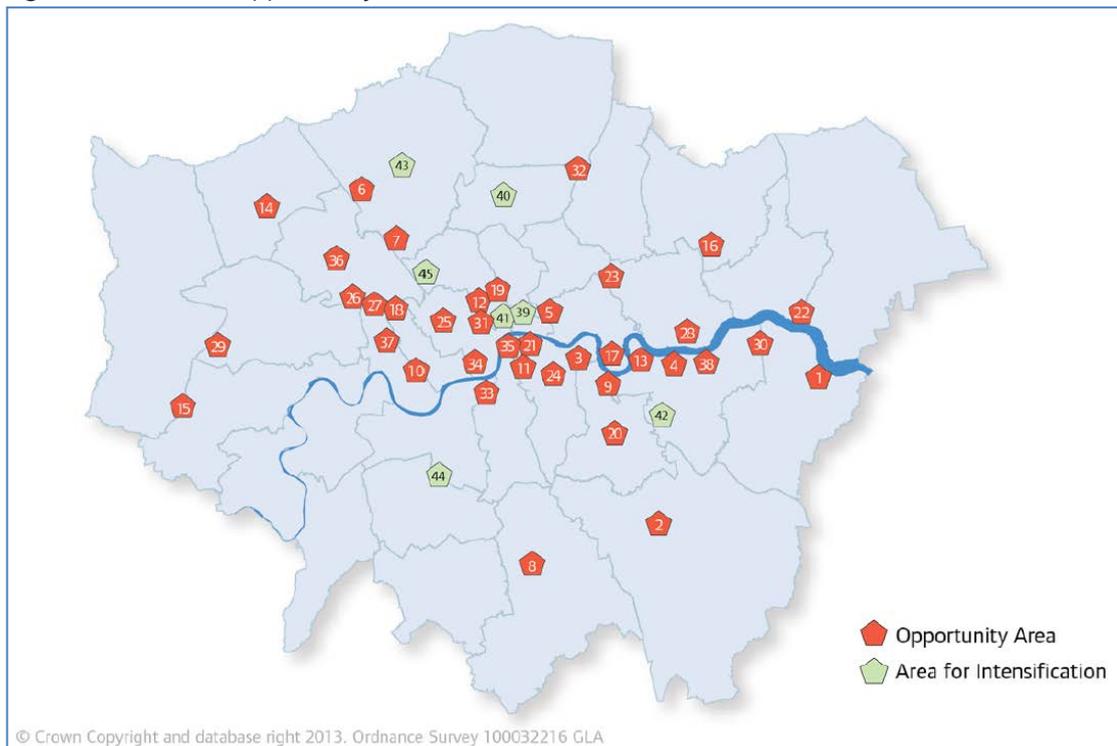
- Elephant & Castle
- Deptford Creek/Greenwich Riverside
- Lewisham, Catford and New Cross

3.1.7. In 2014 updated strategic planning policy, in the form of Further Alterations to the London Plan (FALP), was published. In response to the rapid increase in population and employment growth identified in the 2011 Census, the FALP proposed the adoption of three additional OAs in southeast London as follows:

- Old Kent Road
- Canada Water
- Bromley Town Centre

3.1.8. These designated and newly proposed OAs, subject to separate ongoing consultation, are mapped in Figure 3. They will continue to focus growth in southeast London, accommodating even greater levels of housing and employment. Accordingly, it is essential to ensure this growth is supported by the provision of appropriate transport infrastructure.

Figure 3: London's Opportunity Areas



3.2. Transport context

3.2.1. Adequate transport infrastructure is essential to London's ability to successfully support major population and employment growth, and to attract global talent and investment.

3.2.2. Southeast London is heavily dependent on the National Rail network; with Underground services limited to the northern part of the area (see Figure 4). The creation of the Overground network has transformed parts of the National Rail network and created new journey opportunities. The DLR terminus at Lewisham provides direct connections north of the river to Canary Wharf. However, given the growth pressures across the region, there is a need for further rail capacity improvements to help meet future demand.

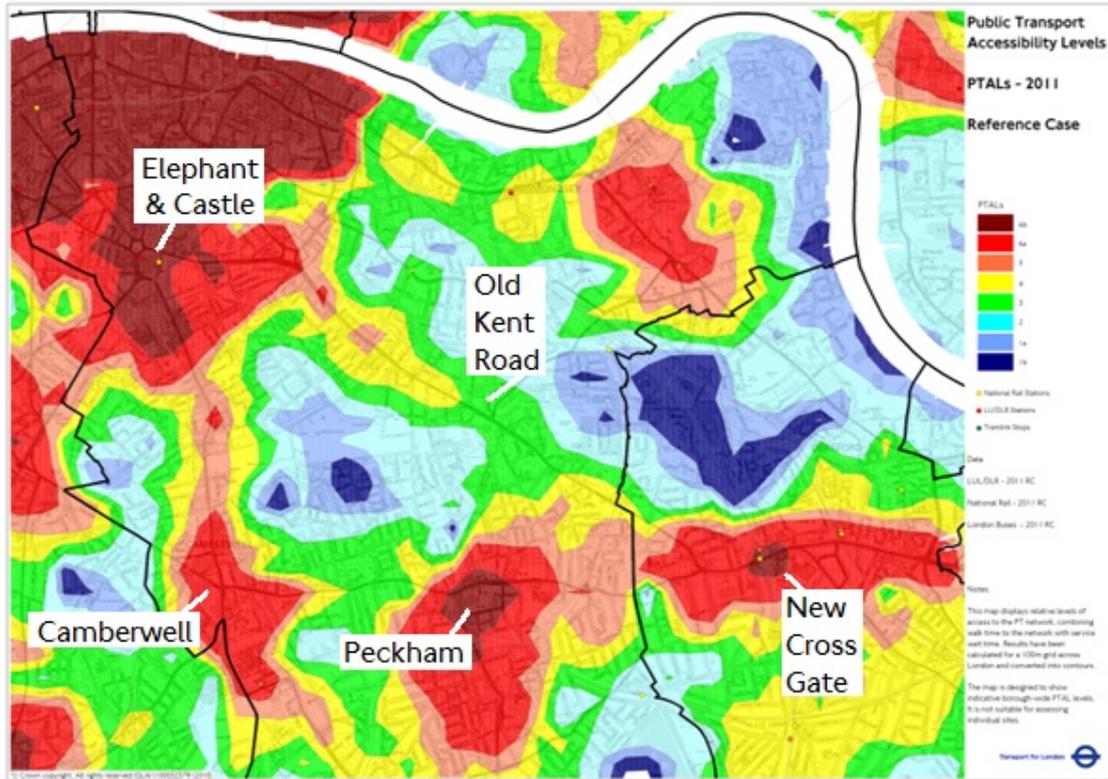
Figure 4: Excerpt from London rail map showing current rail services through inner southeast London, 2014



Source: TfL

3.2.3. Figure 5 shows the Public Transport Accessibility Levels (PTAL) for the inner part of southeast London. Areas shown in blue have the lowest level of accessibility. It is considered that these areas are unable to support large volumes of new development without a significant intervention to increase transport accessibility.

Figure 5: PTAL scores for inner southeast London, 2011



Source: TfL

- 3.2.4. Given the limited rail network in the area, the impact of the forecast increase in population and employment will be felt most by passengers using the Southeastern rail corridor into central London. National Rail services through London Bridge and on to Charing Cross and Cannon Street are expected to become particularly crowded.
- 3.2.5. Network Rail has already identified capacity issues on the route into London Bridge station. The 2010 Route Utilisation Study (RUS) for Kent and the 2011 RUS for London and the South East, both state that releasing paths into London Bridge station would increase capacity and reduce congestion on the Southeastern rail corridor. Network Rail proposes that an increase in services on the busier Orpington and Dartford lines could be achieved if the Hayes line services were amended so that they no longer passed through London Bridge, possibly through conversion to another mode of operation.
- 3.2.6. In order to meet the challenges of accommodating growth in London, the development of transport infrastructure in London is supported by policies set out in the Mayor's Transport Strategy (MTS) 2010. This identifies six goals and their respective challenges. In order to assess a scheme that appropriately meets these goals and challenges, a set of aspirations has been developed. These are mapped from the MTS goals in Table 1. The *Aspirations for southeast London transport* are

key aims with which a scheme can be evaluated to ensure it meets the needs of supporting growth and development in this region.

Table 1: Mapping the 2014 aspirations for new transport schemes in southeast London

MTS Goals	MTS Challenges	Aspirations for southeast London transport
Supporting economic development and population growth	Supporting sustainable population and employment growth	Support the growth of the OAs
		Increase capacity on the transport network and reduce crowding
	Improving transport connectivity	Improve connectivity within southeast London and to metropolitan town centres
		Make more efficient use of transport infrastructure and upgrade investment
		Provide value for money
Enhancing the quality of life for all Londoners	Improving the journey experience	Provide journey time savings and reduce the need to interchange
		Enhance journey ambience
	Improving air quality	Increase reliability on the transport network
		Support quality urban realm and sustainable urban development around transport hubs
Improving safety and security for all Londoners	Reducing crime, fear of crime and antisocial behaviour	Creation of secure transport hubs with measures to increase user safety
		Provision of state of the art, secure by design, transport infrastructure to improve safety of passengers/users
Improving transport opportunity for all Londoners	Improving transport accessibility	Improve access to employment and increase transport provision to areas of deprivation
	Supporting regeneration and tackling deprivation	Increase access to the public transport network for all residents in southeast London
Reducing transport's contribution to climate change	Reducing CO ₂ emissions	Provide a positive environmental impact and reduced CO ₂ through mode shift to more sustainable forms of transport
		Enable more efficient bus journeys by reducing road congestion

4. Options considered for southeast London

4.1. Options considered

- 4.1.1. As explained earlier in this paper, aspirations for an extension of the Bakerloo line date back to the pre-war era. In more recent years, TfL has considered the potential benefits of extending the Bakerloo line as well as many other options for improving transport in southeast London.
- 4.1.2. Work undertaken to date suggests that an extension of the Bakerloo line, including the conversion of the existing Hayes Line from National Rail to London Underground operation, offers the best solution in terms of meeting growth and transport challenges in southeast London and the goals of the Mayor's Transport Strategy. Such an extension would support sustainable population and employment growth, and increase transport accessibility and connectivity. Importantly, it would also bring additional benefits to the wider southeast London rail network through enabling capacity on that network to be reallocated to other, busier, rail routes serving London Bridge station.
- 4.1.3. TfL has considered the possibility of extending the DLR beyond Lewisham, looking at various combinations of surface running and tunnelled sections of new railway to destinations in Bromley and Catford. Whilst these solutions would have improved connectivity between Bromley and Catford, Lewisham and Docklands, initial feasibility studies have concluded that extending the DLR to Bromley or Catford would not be cost effective. The costs of extending the DLR are estimated to be in the region of £1bn but in contrast to an extension of the Bakerloo line, such an extension would offer limited ability to support growth and improve accessibility in inner southeast London. This is because it would not increase capacity on the National Rail network, nor would it improve connections into central London and to the southeast London OAs.
- 4.1.4. National Rail alternatives have also been considered. Although not offering a realistic alternative to the BLE, it is recognised that other possible changes to the National Rail network do provide value in a more localised context and would benefit from further consideration. For example, the reopening of Camberwell station on the Thameslink route is being pursued by the London Borough of Southwark, with support from TfL.
- 4.1.5. A possible extension of the London Overground from New Cross is also under consideration. TfL is currently working to understand the costs, engineering and timetabling feasibility of this proposal.

4.1.6. Although offering local benefits, extensions to the Tramlink are considered to offer only limited benefits to the wider southeast London area. Such extensions would not provide capacity relief to existing rail services, and would not provide the increased connectivity to central London or assist in developing the many OAs further north, and therefore would not meet the objectives that would be met by the introduction of the Bakerloo line extension. Whilst not being progressed as an alternative to the Bakerloo line extension, TfL continue to assess the local benefits of Tramlink extensions as a separate exercise.

4.2. **Possible destinations for the Bakerloo line extension to serve**

4.2.1. To best meet the needs and challenges of southeast London, several options for an extension of the Bakerloo line have been considered. These options have included serving destinations such as Old Kent Road, Camberwell, New Cross, Lewisham, Beckenham Junction, Hayes, Bromley North, Catford as well as destinations in south London such as Tulse Hill and Streatham. However, the benefit of releasing National Rail paths into London Bridge thereby releasing capacity on other routes is considered important and can only be achieved by securing a route which takes over operations along the Hayes line.

4.2.2. TfL also considers that the core of the proposed extension should serve both New Cross Gate and Lewisham stations. Providing a service to these locations is important as they are existing transport hubs where Bakerloo line passengers would be able to interchange to access National Rail services and the wider southeast London area, thereby maximising journey options.

4.2.3. Beyond Lewisham, a significant amount of growth is expected in Catford (part of the Lewisham, Catford and New Cross OA), therefore continuing the line through this area supports forecasted growth. National Rail services between Lewisham and Hayes would cease and services would be reallocated to other routes in the area.

4.2.4. There is merit in a scheme which would run to Bromley North, via Hither Green, as it would support connectivity to the newly proposed OA at Bromley town centre. However, in order to combine the benefits of both releasing paths currently used by National Rail services on the Hayes line and serving Bromley town centre, TfL is also considering the possibility of extending the Beckenham Junction branch of the BLE to Bromley town centre.

4.2.5. The Bakerloo line extension proposal now under consideration is therefore an extension from Elephant & Castle to New Cross Gate and Lewisham and on to Hayes and Bromley, via Beckenham Junction.

4.2.6. TfL is now undertaking a public consultation to seek the views of local residents and businesses on its proposals to extend the Bakerloo line from Elephant & Castle to New Cross, Lewisham, Bromley and Hayes. A comparison of current and proposed train frequencies from stations along the possible route are set out in Table 2 to demonstrate the change in accessibility the BLE would provide.

Table 2: Comparison of current and future train frequencies at selected stations

Origin station	Rail transport available currently (2014)	Current frequency from station to central London – AM peak hour (tph)	Rail transport available in future year (2031)	Future frequency from station to central London – AM peak hour (tph)**	Percentage increase
Hayes	National Rail	6	Bakerloo line	15	250%
Elmers End	National Rail Tramlink	6 8 [#]	Bakerloo line Tramlink	15 8 [#]	165%
Beckenham Junction	National Rail Tramlink	6 6 [#]	Bakerloo Line National Rail Tramlink	6 6 6 [#]	150%
Catford Bridge/ Catford	National Rail	12	Bakerloo line National Rail	27 4	260%
Lewisham	National Rail DLR	18 20	Bakerloo line National Rail DLR	27 21 22	185%
New Cross Gate	National Rail Overground	9 8	Bakerloo line National Rail Overground	27 6 8	240%
Peckham Rye	National Rail Overground	10 4	Bakerloo line* National Rail Overground	27 16 4	335%

[#]Tramlink services to Croydon town centre

*Assumes the extension serves Peckham Rye and Camberwell

**Includes future National Rail frequencies as set out in the Kent and London and the South East RUS and unrelated to the proposed BLE

4.2.7. In addition to the core elements of the proposals, TfL is seeking views on possible options for the extension, including:

- two possible routes between Elephant & Castle and New Cross Gate;
- terminating at Lewisham or continuing along the Hayes line; and
- a possible branch to Bromley town centre via Beckenham Junction.

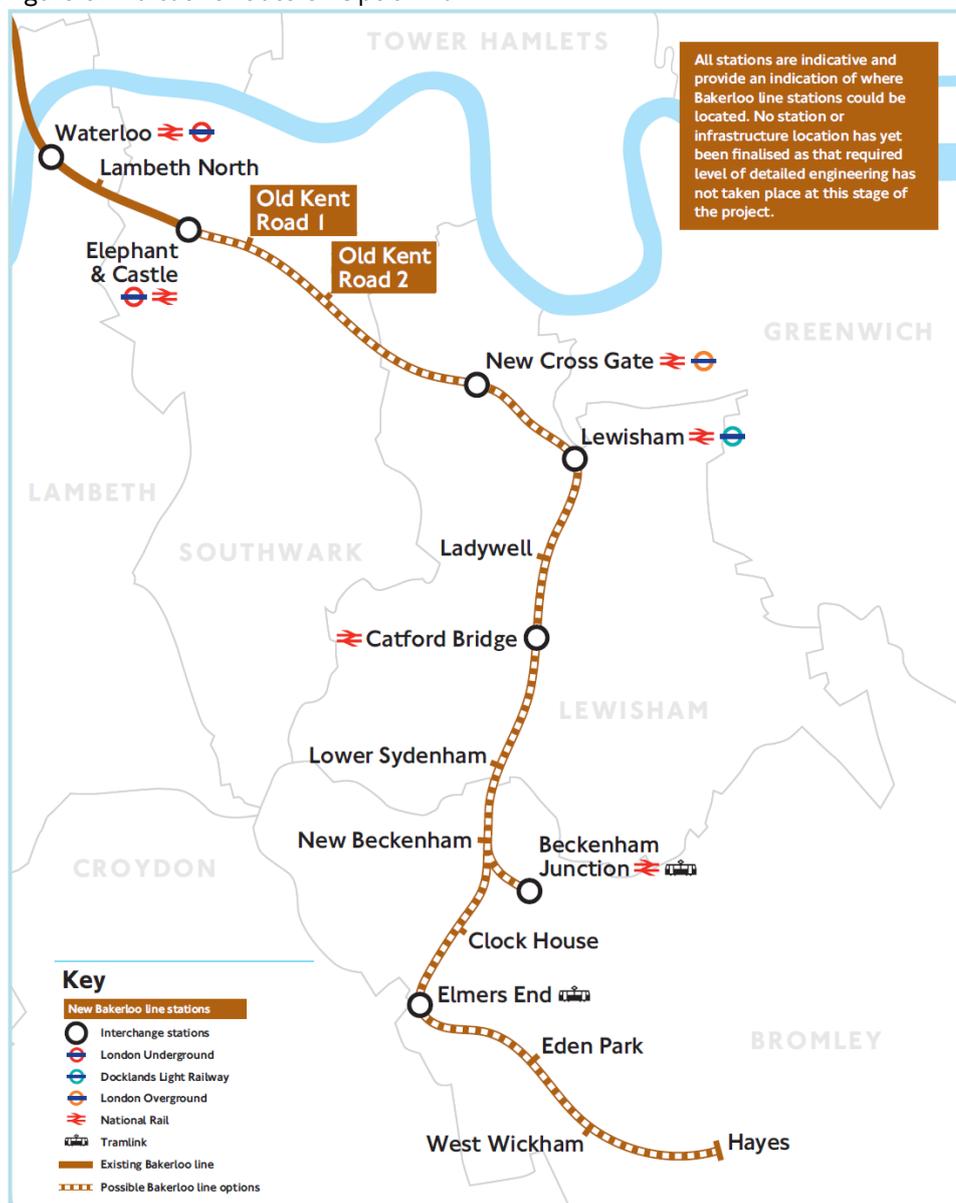
4.2.8. These options are explained further below as are the core elements of the BLE proposals.

5. Consultation options for BLE public consultation

5.1. BLE from Elephant & Castle to Hayes and Beckenham Junction, via Old Kent Road, New Cross Gate and Lewisham (Option 1a)

5.1.1. Option 1a, shown in Figure 6, would follow a route from Elephant & Castle along the Old Kent Road, where up to two new stations could be provided, before continuing to New Cross Gate and Lewisham. South of Lewisham, the extension would run on the existing National Rail line to Hayes and Beckenham Junction. This would involve replacing the existing six trains per hour National Rail services to London Bridge (and Cannon Street) with more frequent Bakerloo line services of up to 15 trains per hour.

Figure 6: Indicative route of Option 1a



Source: TfL

5.1.2. Routing the new line along the Old Kent Road would support the development of the proposed Old Kent Road Opportunity Area (OA). At this early stage, prior to proposals for the OA being completed, and prior to public consultation, it is not yet known how many stations would be provided between Elephant & Castle and New Cross, although it is currently anticipated that two stations (Old Kent Road 1 and 2) could be feasible.

5.1.3. Future journey times, for this option from Hayes to popular destinations, across London have been calculated and compared to current journeys. These are shown in Table 3.

Table 3: Estimated improved journey time changes for Option 1a, assumed journey commencing at 08:00 (minutes)

Destination	Cannon Street	Charing Cross	Canary Wharf	Waterloo	London Bridge	South Kensington	Old Street	Oxford Circus	Paddington
Current journey from Lewisham	21	22	21	16	12	31	22	30	38
Journey time saving from Lewisham with BLE	No change	5.4	No change	1.9	No change	1.9	No change	8.9	7.9
Current journey from Hayes	48	44	50	38	41	55	46	51	58
Journey time saving from Hayes with BLE	10.9	9.4	10.9	5.9	5.9	7.9	3.4	12.4	10.4

Source: TfL

5.1.4. This option is estimated to cost approximately £3bn in 2014 prices, benchmarked to costs identified from the Northern line extension project in 2013 and including 44% optimism bias.

5.1.5. The key benefits of this relatively direct line between Elephant and Castle and New Cross Gate option are:

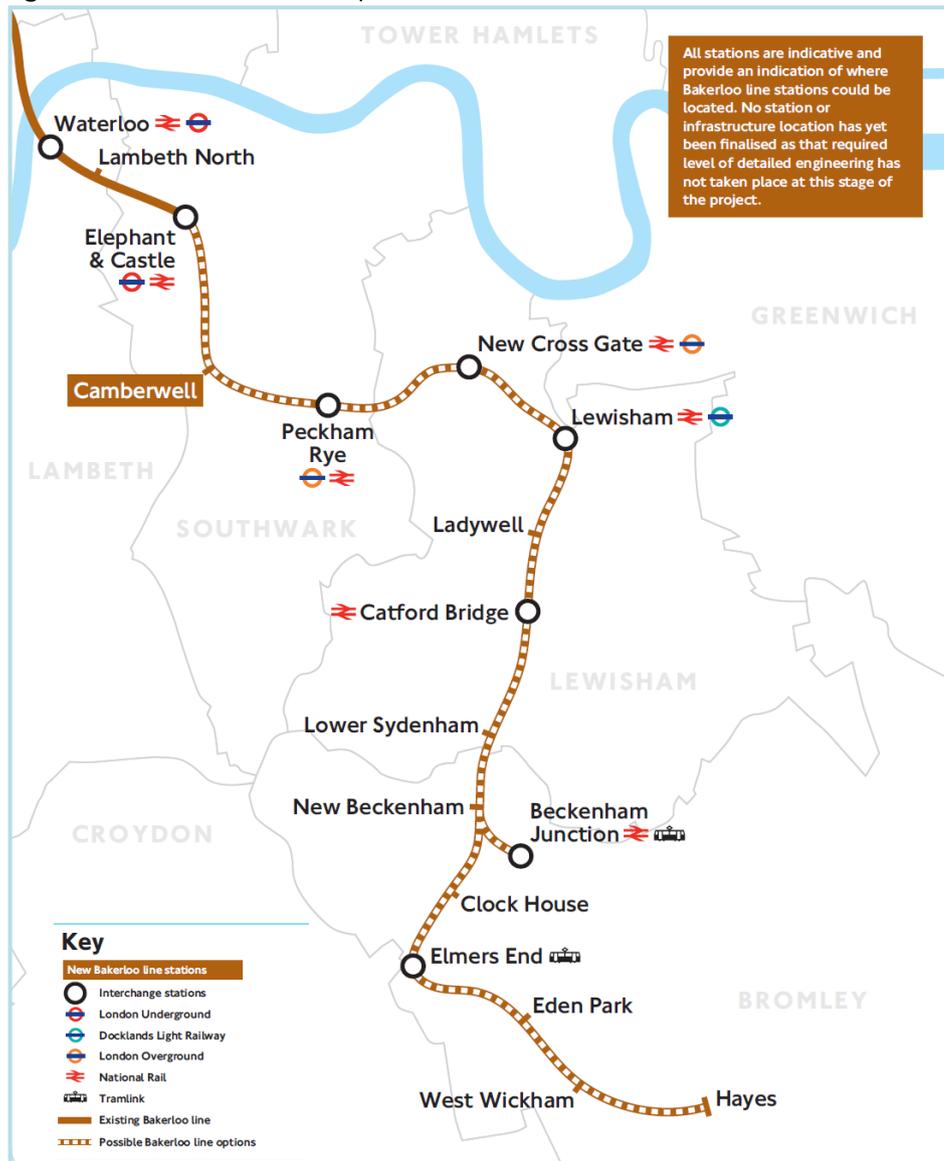
- The provision of up to two stations on the Old Kent Road.
- The provision of Underground services to the Old Kent Road OA.
- The provision of transport access to provide capacity to support significant development at the Old Kent Road OA.

- The provision of a faster alternative to bus journeys between New Cross Gate and Elephant & Castle, as well as providing relief to the very busy bus corridor along the Old Kent Road.
- Improved access to the DLR from areas along the route, reducing journey times to Canary Wharf and Stratford.
- Increased capacity and the provision of much higher frequency Underground service along the Hayes line.
- The provision of direct routes from stations in Southwark, Lewisham, and Bromley to Waterloo, the West End and northwest London.

5.2. BLE from Elephant & Castle to Hayes and Beckenham Junction, via Camberwell, Peckham, New Cross Gate and Lewisham (Option 1b)

- 5.2.1. Option 1b, shown in Figure 7, would follow a route from Elephant & Castle to the Camberwell area. From a station at Camberwell it would travel to Peckham Rye station before continuing to New Cross Gate and Lewisham. As with Option 1a, the extension would then run on the existing National Rail line to Hayes and Beckenham Junction. This would involve replacing the existing six trains per hour National Rail services to London Bridge (and Cannon Street) with more frequent Bakerloo line services of up to 15 trains per hour.
- 5.2.2. The provision of a new station in the Camberwell area would improve transport links to and from the local area and provide an alternative transport option for those passengers who currently use the bus to reach the Underground at Elephant & Castle. This route would also provide an interchange at Peckham Rye and a new link between Peckham and New Cross Gate.

Figure 7: Indicative route of Option 1b



Source: TfL

5.2.3. Future journey times, for this option from Hayes to popular destinations, across London have been calculated and compared to current journeys. These are shown in Table 4.

Table 4: Estimated improved journey time changes for Option 1b, assumed journey commencing at 08:00 (minutes)

Destination	Cannon Street	Charing Cross	Canary Wharf	Waterloo	London Bridge	South Kensington	Old Street	Oxford Circus	Paddington
Current journey from Lewisham	21	22	21	16	12	31	22	30	38
Journey time saving from Lewisham with BLE	No change	3.7	No change	0.2	No change	0.2	No change	7.2	6.2
Current journey from Hayes	48	44	50	38	41	55	46	51	58
Journey time saving from Hayes with BLE	9.1	7.6	10.9	4.1	4.1	6.1	1.6	10.6	8.6

Source: TfL

5.2.4. A comparison between Table 2 and Table 3 shows that some journey time savings are the same for Option 1a and Option 1b. This is because those destinations which would involve interchange at Lewisham to other routes (either DLR or National Rail), are not affected by the choice of route between Lewisham and Elephant & Castle.

5.2.5. This option is estimated to cost slightly more than the £3bn estimated for Option 1a, due to its longer route.

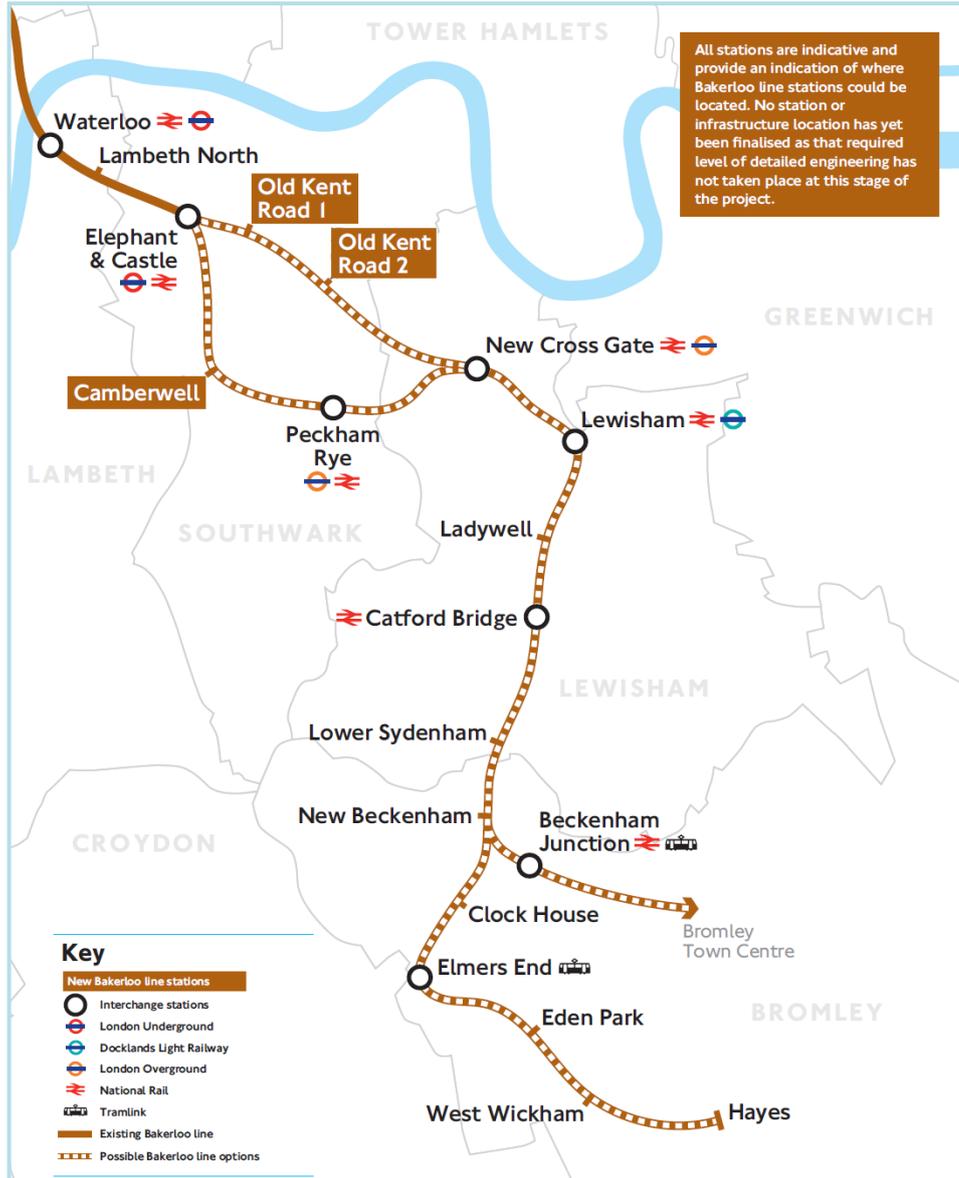
5.2.6. The key benefits of this options are:

- The provision of new Underground stations at Peckham and Camberwell.
- The provision of Underground services connecting Lewisham, Peckham and Camberwell town centres.
- The provision of an alternative to bus services between Camberwell and Elephant & Castle, providing relief to the very busy routes along Walworth Road.
- The provision of new Underground access to Lewisham town centre from Camberwell.
- Improved access to DLR from areas along the route, reducing journey times to Canary Wharf.
- Increased capacity and the provision of much higher frequency Underground services along the Hayes line.
- The provision of direct routes from stations in Southwark, Lewisham, and Bromley to Waterloo, the West End and northwest London.

5.3. BLE from Elephant & Castle to Hayes and Bromley town centre (Option 2)

- 5.3.1. Option 2, shown in Figure 8, refers specifically to the possibility of taking the extension beyond Beckenham Junction to Bromley town centre. If the line were extended beyond Lewisham, this option could be progressed regardless of the selected route alignment between Elephant & Castle and New Cross Gate. At this early stage, the route of any extension between Beckenham Junction and Bromley town centre is not yet known and it is also unknown whether it would include the provision of new stations. A new tunnelled section of underground railway is considered to be required for this option.
- 5.3.2. The intended purpose of this option is to serve the existing town centre of Bromley and to support its potential growth as an OA. It would therefore be likely that a new terminus station would be sited in a location which would best support this growth. TfL is seeking views as part of the current consultation on the principle of extending the Bakerloo line to Bromley town centre. Further work would be necessary to ascertain the feasibility of such an extension and any future proposals would be subject to further consultation.
- 5.3.3. Future journey times for this option, from Bromley town centre to popular destinations across London, have been calculated and compared to current journey times from either Bromley North or Bromley South station. In each instance the quickest journey time has been provided. Where the route uses the proposed Bakerloo line extension, this is assumed to use the shorter route, Option 1a, via Old Kent Road. These are shown in Table 5.
- 5.3.4. The indicative cost of this option is estimated at £4bn in 2014 prices, including 44% optimism bias.
- 5.3.5. Whilst initial modelling has been undertaken for this option, an initial engineering feasibility study is required to identify a suitable alignment for the section of route between Beckenham Junction and Bromley town centre. This will enable a clearer indication of the true cost of this option, which will require a new tunnelled section between Beckenham Junction and Bromley town centre.

Figure 8: Indicative route for Option 2



Source: TfL

Table 5: Estimated improved journey time changes for Option 2, assumed journey commencing at 08:00 (minutes)

Destination	Cannon Street	Charing Cross	Canary Wharf	Waterloo	London Bridge	South Kensington	Old Street	Oxford Circus	Paddington
Current journey time	34	38	41	32	26	36	43	34	44
Journey time saving from Bromley town centre with BLE	0.7	7.2	6.2	3.7	No change	No change	4.7	No change	No change

Source: TfL

5.3.6. Key benefits of this option are:

- The provision of Underground services and a new station in Bromley town centre.
- The provision of a high frequency Underground service between Bromley town centre and Beckenham, improving access to Crystal Palace and the Tramlink network.
- The provision of a new Underground connection between Bromley, Catford and Lewisham town centres.
- Improved access to the DLR from Bromley, reducing journey times to Canary Wharf and Stratford.
- The provision of direct routes from Bromley to Waterloo, the West End and northwest London.

5.3.7. The benefit cost ratios referred to above do not take into account the possible impact of future OA development and the subsequent increase in passengers originating from those areas. It is expected that the benefits of each scheme would increase as greater levels of development and growth are incorporated into the business case. Productivity benefits resulting from the wider economic impacts of the scheme have also not yet been included in these calculations. These would also likely increase the benefits of the BLE.

6. Conclusion

6.1.1. In the coming years, London will face many challenges to accommodate growth. In order to manage this growth and ensure that southeast London secures the benefit of economic development, equal to other parts of London, additional transport provision is required. A number of possible options to deliver the required additional capacity and accessibility have been assessed. Through this process, it has been identified that an extension of the Bakerloo line is the best option to:

- support development and regeneration in southeast London;
- improve access to public transport and employment opportunities for local residents;
- improve journey times and network capacity;
- provide better connections between southeast London and central London and Docklands via DLR at Lewisham; and
- improve capacity and relieve crowding on National Rail by enabling train paths to be reallocated to other routes.

6.1.2. Funding for the extension however, is dependent upon securing funding from growth and development. As has been the case for other major infrastructure projects (such as Crossrail and the Northern Line Extension) any funding package is likely to include

contributions from new residential and commercial developments along the proposed extension.

6.1.3. To inform the further development of the scheme, TfL is now undertaking a consultation to seek views on the BLE and to gauge:

- support for the proposal based on the likelihood that new development is required for the project to progress;
- which route between Elephant & Caste and New Cross Gate is preferred (Option 1a, via Old Kent Road or Option 1b, via Camberwell and Peckham Rye);
- levels of support for the extension terminating at Lewisham or going on to Beckenham Junction and Hayes; and
- support for an additional extension to Bromley town centre.

Bakerloo Line Extension – Frequently Asked Questions

1. Why are you carrying out this consultation?

At this early stage of the project, we want to understand the level of public support for a proposed extension of the Bakerloo line from Elephant & Castle towards Lewisham, Bromley and Hayes.

We also want to gauge:

- Support for the proposal based on the likelihood that new development is required for the project to progress
- Which proposed route between Elephant & Castle and New Cross Gate is preferred
- Levels of support for the extension terminating at Lewisham or going onto Beckenham Junction and Hayes
- Support for an additional extension to Bromley town centre

Public feedback will be used to inform the project's next stages and further detailed studies.

2. Who can give their views?

This consultation is open to everyone who wishes to provide us with their views.

3. How can I participate?

Please complete our Bakerloo line extension online consultation survey at www.tfl.gov.uk/bakerloo-extension

Paper copies of the questionnaire are also available by writing to Freepost TfL Consultations or by calling 0343 222 1234 (please note, service and network charges may apply).

4. When can I give you my opinion?

The project's public consultation opens Tuesday 30 September and closes Sunday 7 December (2014).

5. Why is the proposed Bakerloo line extension the best way to improve transport between central and southeast London?

A high frequency, high capacity Tube service on this corridor will significantly increase the area's public transport capacity allowing more people to travel between and within central and southeast London.

It would also support development and regeneration in southeast London and improve peoples' access to employment opportunities region-wide.

An extension as far as Beckenham Junction and Hayes may also reduce crowding on surrounding National Rail services into central London.

A new direct link between central London and Bromley would support the area's economy and housing growth. It would also provide a new link between central London and Bromley, as well as connections to Canary Wharf via Lewisham.

For further detailed analysis, please see the project's Background report at www.tfl.gov.uk/bakerloo-extension

6. Where will new stations be located?

The exact locations of the new stations on the proposed tunnelled section (between Elephant & Castle and New Cross Gate) are as yet undefined.

However, as outlined in the consultation material, there could be two new stations along the Old Kent Road (option 1a) or new stations at Camberwell and Peckham Rye (option 1b).

Where a station may be located at Bromley is also unknown at this early stage of the proposal. Further studies and the outcome of the public consultation are required to determine where best to locate the station.

If the extension went as far as Hayes, it is anticipated that the current National Rail stations between Lewisham and Hayes would be converted from National Rail stations to Underground stations.

7. If the extended line went as far as Hayes, would National Rail services continue to operate between central London and Hayes?

No. The existing National Rail services would be replaced by new Bakerloo line services along the existing route. National Rail services would continue to run between Beckenham Junction and central London.

8. How much will the extension cost?

Prior to further studies and route confirmation, the current indicative cost for an extension, as far as Hayes, is between £2 and £3 billion.

9. How will the project be funded?

As part of our next phase of work, we will work with the London boroughs through which the proposed extension would run, to identify possible funding options.

Any funding package is likely to include contributions from new residential and commercial developments along the proposed extension. This means that in order for the Bakerloo line extension to be progressed, further development along the proposed route is required. It is unlikely the extension can happen without this new development.

10. When will the project begin and be completed?

At this early stage, prior to public consultation and without any funding in place, we can only provide an estimated construction start date of early to mid 2020s. Completion is estimated by the early to mid 2030s if funding is secured.

11. Will there be further public consultations for this project?

As the project progresses, and more details become available, there will be more opportunities for people to give us their views.

Appendix D: Question 6 code frame

APPENDIX D

Question 5: Do you support, in principle, the extension of the Bakerloo line into southeast London from its current end point at Elephant & Castle?

Question 6: Please use this space for any further views / comments on the above question

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Connectivity	Positive comments	
	The extension will provide improved / alternative travel options / greater flexibility.	416
	The extension will improve connectivity / valuable transport links to Central London.	349
	The extension will provide an improved / faster / more frequent / more reliable / more convenient service than existing transport options.	257
	Will benefit people travelling to King's College Hospital / other NHS sites.	213
	The extension will improve connectivity across London / Greater London.	186
	The extension will provide a more direct / faster / more frequent / more reliable / more convenient / local route into Central London / Central London rail termini.	173
	The extension will open southeast London to other areas / make the area easier to access / improve the areas connectivity.	159
	The extension would make the area feel less isolated / become more integrated / linked to the network / London.	96
	The extension will improve the current under provision of transport in southeast London.	88
	The extension will improve transport links / connectivity within southeast / south London.	79
	The extension will reduce the number of changes people need to make for certain journeys.	51
	The extension will bring more transport / infrastructure equality to London.	47
	The extension will make travelling off-peak (evenings / weekends) easier.	45
	The extension will encourage people to use public transport.	37
	Will improve northwest / southeast (and north / south) connectivity.	31
	The extension will help to connect two major hospitals – Kings College (Denmark Hill) and Princess Royal (Bromley).	17
	The extension will encourage residents in southeast London to go into Central London for purposes other than work / to go to Central London more frequently	12
	New Cross Gate is a good location for an interchange – Overground / National Rail / buses / Underground.	9
	The extension would encourage more people to work in / travel to central London / central areas they don't usually visit.	9
The new transport infrastructure will allow the spreading of demand / population across a wider area.	9	
Improved connections to Heathrow / Gatwick for residents and international visitors.	8	
Easier to access Docklands / London City Airport.	7	
Will enable an easier connection with the Tramlink at Elmers End / Beckenham Junction.	6	
The extension would allow people to live further away from the centre due to easier access.	6	

The route should be made part of the 24 hour Underground network.	6
Lewisham will become a major interchange for National Rail / DLR / Underground.	5
An Underground connection will make the area more attractive / better connected.	4
Will provide connections to larger commercial areas for shopping.	4
A proper interchange should be built at Elephant & Castle between Northern, Bakerloo and Thameslink to accommodate passengers travelling to London Bridge / Cannon Street.	4
Lewisham is a good location for an interchange.	3
The new Underground service should be faster than existing services.	2
Only support if journeys to core London areas (e.g. London Bridge / Charing Cross) are quicker.	2
Will open up DLR connectivity.	2
The current time to reach central London should not increase.	1
Stations should be located close to commercial areas.	1
Major stations / interchanges on the line should be made wheelchair accessible from train to street, to enable wheelchair users / less mobile passengers to access the network.	1
The extension will complement Crossrail.	1
Should be essential to provide step-free access.	1
The extension will complement the existing transport services.	1
The Old Kent Road is a key arterial route into central London.	1
Negative comments	
Transport connections / regeneration in the southeast are poor in comparison to the rest of London / southeast London is poorly connected to the rest of London / The area is neglected by TfL.	1021
There is an under-provision of / inadequate transport in southeast London – Underground / National Rail / Bus / Overground.	995
southeast London needs the Underground / more transport infrastructure.	535
The existing National Rail services are poor / limited / inadequate / unreliable.	335
Links to central London / West End / north London are poor..	62
Travelling locally is currently very difficult without going via central London.	9
People currently have to travel a great distance to reach Underground stations.	4
Access to the station at Elephant & Castle is poor.	4
Lewisham station should be upgraded / expanded.	3
Current interchange facilities between National Rail and the Underground are poor. These should be improved as part of the extension.	2
The area relies on the private car.	2
South London is difficult to access from the City / Docklands by car / rail.	2
There is currently not a service connecting southeast London with south / New Cross Gate London.	2
Only support if the number / regularity of services is an improvement on the current National Rail service.	1
There is little scope to expand DLR or Overground operations in the area / via Lewisham station.	1
DLR services do not provide easy access to Central London.	1
Off-peak trains are infrequent.	1
It takes a long time to connect from the Jubilee line to the Bakerloo line at Waterloo.	1
The new Overground removed a major train link with Victoria and London	1

	Bridge.	
	The southeast needs investment of the same level of Crossrail / Crossrail 2 in other areas.	1
	TOTAL	5332
Congestion / crowding	Positive comments	
	The extension will help to support the current development / population increase in southeast London / London.	369
	The extension will help to relieve congestion on the road network / parking.	334
	The extension will help to relieve saturated bus / train / Overground / Underground services in southeast London.	218
	Will free up capacity on National Rail services / lines.	208
	The extension will reduce overcrowding.	198
	Will help to relieve traffic congestion at Camberwell / Walworth Road.	100
	Increased transport capacity is needed / the extension will provide increased capacity.	94
	The Bakerloo line is currently underused / insufficiently long / has spare capacity.	47
	Will reduce traffic and congestion along Old Kent Road / at New Cross.	29
	Will help to relieve congestion / overcrowding at interchanges with the Underground - Canada Water / Charing Cross / Embankment / Victoria / Blackfriars / London Bridge.	24
	Will help to relieve congestion / overcrowding at London rail terminals – London Bridge / Waterloo / Cannon Street / Charing Cross / Victoria.	24
	Will help to relieve a pressure point / congestion at Elephant & Castle.	23
	The provision of another route to Central and West London will help to reduce the overcrowding on existing rail services.	7
	Will help to relieve congestion at Lewisham.	4
	Good idea as long as commuter volumes are appropriately catered for in terms of train frequency / station passenger movement design.	2
	The extension should be complemented by measures to restrict private car use.	1
	Extension is needed as Thameslink won't solve the problem of overcrowding.	1
	Improvements should be made to bus frequency to cope with the additional number of people wanting to access stations from the surrounding areas.	1
	Support as long as Elephant & Castle can cope with the increase in passenger numbers.	1
	Negative comments	
	Underground / bus / Overground / National Rail services in southeast London are currently saturated / under pressure / overcrowded / congested.	605
	The road network is congested / road congestion slows down bus services.	354
	New developments / increasing population are reducing capacity / increasing demand on the overcrowded network.	191
	The area is very densely populated / overcrowded.	57
	Elephant & Castle is congested / is not suitable to be an Underground terminus location.	19
The replacement of existing rail services could result in further overcrowding on neighbouring rail services / at points of interchange.	12	
As time goes by, travelling is getting worse.	8	
The use of public transport, instead of the private car, is essential for a major city to function.	3	
The road congestion is dangerous for cyclists.	3	
The extension will not be sufficient to meet the demand.	2	

	The parking is not adequate at the station at Bromley South / Bromley / Hayes.	2
	The extension will not reduce congestion.	1
	The extension will increase congestion.	1
	DLR capacity at Lewisham will need to be increased to cope with the additional demand generated by the extension.	1
	It is difficult for people to access central London for work.	1
	The bus terminus at Elephant & Castle is putting pressure on Old Kent Road.	1
	South London has narrower roads which cause congestion.	1
	TOTAL	2947
Route option (positive comments)	Prefer extension option 1b (via Camberwell and Peckham Rye).	646
	Support extension to Bromley town centre / Bromley.	412
	Support the extension to Hayes.	233
	Prefer extension option 1a (via Old Kent Road).	188
	Should be extended to Lewisham	150
	Suggest that both extension options (1a and 1b) are implemented.	64
	Support extension to Beckenham Junction.	49
	Limiting the extension to Lewisham will greatly reduce the benefits of the project / line should be extended beyond Lewisham.	40
	The extension to Lewisham / more central areas should be prioritised above any further extension south.	9
	Support any extension route.	9
	Peckham / Peckham Rye station area is currently undergoing regeneration / extension / significant population growth therefore it is logical to use this existing transport hub.	8
	Should be extended via New Cross Gate.	8
	The extension will use existing rail infrastructure.	8
	Either extension option (1a or 1b).	6
	Should extend using Option 1a (via Old Kent Road) as Camberwell / Peckham area is served by the Overground / National Rail / buses.	5
	The line should open in stages.	4
	Option 1b (Camberwell / Peckham) makes more sense as it would relieve a currently more arduous journey than Option 1a (Old Kent Road).	4
	Old Kent Road suffers from congestion / needs regeneration more than Peckham / Camberwell.	4
	Support Route 1b (via Peckham / Camberwell) as it will reinforce the connections with the Overground.	4
	Add more destinations between Catford Bridge and Lower Sydenham.	2
	Lewisham is accessible from most places in southeast London, therefore it is a good location for an Underground station.	2
	The population in Camberwell / Peckham would benefit more than the Old Kent Road as the area is badly served by public transport.	2
	Route 1b (via Peckham / Camberwell) will serve a wider area than route 1a (via Old Kent Road).	2
	Prefer Option 1b (Peckham / Camberwell) as it serves two separate centres.	2
	The cost savings made by using the Old Kent Road route could be used to enhance other transport services through Camberwell.	1
	The route will by-pass London Bridge.	1
Extension to Peckham Rye (Option 1b) would relieve pressure on Brixton station.	1	
The extension will use new tunnels and utilise existing National Rail	1	

	infrastructure.	
	All stations along the route should be improved.	1
	Should only be extended to New Cross Gate.	1
	As long as the National Rail service between Peckham Rye and London Victoria remains in operation.	1
	Bromley should be included as it is a much larger commercial centre than Hayes / Beckenham.	1
	All stations on Lewisham to Hayes line should be retained.	1
	The extension should go beyond Lewisham to reduce the congestion associated with a major transport hub / terminus.	1
	As many stops as possible along the route should be included.	1
	Support as long as the line is long enough not to intrude on existing residential areas.	1
	TOTAL	1873
Reason for response	Support the extension / good idea.	1178
	This is a much needed extension.	395
	The long-term benefits of the extension outweigh the disbenefits / cost.	19
	Support is conditional on certain matters.	15
	Don't let NIMBYs stifle the proposal.	3
	Support in principle, but need more information.	2
	Extending the Underground network should be a priority.	1
	TOTAL	1613
Regeneration / development	Positive comments	
	The extension will lead to / accelerate / benefit the development / regeneration of the area.	391
	The extension will transform / benefit / modernise / revitalise the area / the areas served.	288
	The recent provision of the Overground is successful / has benefited the area / shows there is the demand for a high frequency service.	157
	Will improve the reputation / change perception / raise the profile of areas / put them on the map.	74
	The extension will open up areas for new development / regeneration.	66
	An Underground connection will make the area a more desirable / attractive place for people to live / for people buying homes / moving to the area.	45
	Will help the regeneration of Old Kent Road / help its designation as an Opportunity Area.	26
	The extension is required to support housing / development projects.	15
	The Jubilee line extension / DLR has benefited the area.	11
	There is a significant amount of brownfield / unused land / surface car parks that could be used for housing / new developments.	8
	The extension will contribute to the regeneration of Elephant & Castle.	2
	New development should be focussed around the stations on the route.	2
	Any new development should include a high % of affordable housing.	2
	Enabling development to support the extension would help to balance the associated increase in house prices.	1
	Any new development should be well managed.	1
	Will help to balance regeneration / development in London.	1
	Negative comments	
The area is undergoing increased development / regeneration / is experiencing a population increase.	173	

	The area is in need of regeneration / development / investment.	93
	Old Kent Road will not change significantly due to the extension.	3
	Gentrification isn't a good thing.	3
	Need to invest in existing gaps in the transport network before investing in regeneration.	1
	The extension should be for the benefit of existing residents not to generate new development.	1
	The benefits of increased connectivity should be weighed up against the risks of increased development along the route.	1
	There is not any room for new development in Bromley.	1
	The proposed development will be aimed at higher salary individuals, to the detriment of local people.	1
	TOTAL	1,367
Project cost, construction and timescale	Positive comments	
	The extension is cost-effective / most of the infrastructure is already in place.	12
	Modern tunnelling methods now make the extension possible.	12
	The regeneration and development of southeast London will quickly pay for the extension.	4
	Costs / feasibility should be considered carefully.	4
	The scheme will not require tax payer money,	3
	Uses existing track is beneficial as will reduce need for construction.	3
	Fraction of a cost of Crossrail / HS2.	2
	Can recycle the Crossrail boring machines.	1
	Should decide sooner rather than later to capitalise on planned development.	1
	Seek funding from property developers currently developing the area.	1
	Need to weigh the costs of the scheme against the benefits.	1
	Existing stations should remain functional during the works.	1
	Use the imminent demolition of the shopping centre at Elephant & Castle as an opportunity to begin tunnelling for the extension in that area, while the area is already disrupted.	1
	The opportunity should be taken when redeveloping Lewisham station to begin works / improve passenger access.	1
	Negative comments	
	The extension is overdue / about time.	674
	The extension should come sooner than the proposed completion date.	238
	The scheme is expensive / concerned about cost.	6
	Scheme should not be funded by increasing the cost of travel.	4
	London is expanding rapidly, the proposal will be inadequate by the time it is built.	4
	Concern about using development money due to potential over-development of the area.	2
	Cost is high considering most of the infrastructure is already in place.	2
	Oppose the condition of the extension on new development.	1
It's a shame that existing / recent developers aren't contributing to the cost of the extension.	1	
If the extension runs alongside National Rail / Overground then it will not require costly tunnelling under Southwark.	1	
The timescale is too long considering the route follows an existing line.	1	
The completion date is too far away therefore the extension will never happen.	1	

	TOTAL	982
Route option (other suggested destinations)	Serve Catford / Catford Bridge	96
	Serve Streatham	72
	Serve Lewisham	45
	Serve Eltham / Eltham High Street	32
	Serve Dulwich / West Dulwich / East Dulwich	30
	Serve Beckenham	24
	Serve Denmark Hill	24
	Serve Hither Green	24
	Serve Bromley South	23
	Serve Croydon / Croydon (West)	22
	Serve Crystal Palace.	22
	Serve Greenwich	21
	Serve Bromley North	20
	Serve Camberwell / Camberwell Green	20
	Serve Orpington	20
	Serve Bromley	19
	Serve Herne Hill	19
	Serve Blackheath	18
	Serve Grove Park	18
	Serve Brockley	17
	Serve Peckham / Peckham Rye	17
	Serve Sidcup	16
	Serve West Norwood / South Norwood / Norwood	16
	Serve Nunhead	15
	Serve Sydenham / Sydenham Hill	15
	Serve Lee	14
	Serve Beckenham Junction	13
	Serve Kidbrooke	13
	Serve Lower Sydenham.	13
	Serve Bexleyheath	12
	Serve Forest Hill	12
	Serve Burgess Park / Albany Road	10
	Serve Bexley	9
	Serve Walworth Road / Walworth	9
Serve Tulse Hill	8	
Serve Woolwich / Woolwich Arsenal	8	
Serve Clock House	7	
Serve Queens Road Peckham	7	
Serve Bellingham	5	
Serve Elmers End	5	
Serve Honor Oak	5	
Serve Ladywell	5	
Serve Loughborough Junction	5	

Serve New Cross	5
Serve Sutton	5
Serve Charlton	4
Serve Crofton Park	4
Serve Deptford	4
Serve Falconwood	4
Serve New Eltham	4
Serve Penge	4
Serve Petts Wood	4
Serve Welling	4
Serve Brixton.	3
Serve Canada Water	3
Serve Croydon (East)	3
Serve Dartford	3
Serve Gipsy's Hill	3
Serve Lambeth	3
Serve Locksbottom	3
Serve Mitcham Junction	3
Serve Mottingham	3
Serve New Beckenham	3
Serve St Johns	3
Serve Thamesmead	3
Serve Barking / Barking Riverside	2
Serve Biggin Hill.	2
Serve Chislehurst	2
Serve Downham	2
Serve London Bridge	2
Serve Lordship Lane	2
Serve Norbury	2
Serve North Greenwich	2
Serve Old Kent Road	2
Serve Old Kent Road at Bricklayers Arms	2
Serve Oval	2
Serve Shortlands	2
Serve Sundridge	2
Serve Thornton Heath	2
Serve Wimbledon	2
Serve Abbey Wood	1
Serve Bank	1
Serve Beckenham Hill	1
Serve Beulah Hill	1
Serve Birbeck	1
Serve Bluewater	1
Serve Brixton East	1

	Serve Bromley Common	1
	Serve City Hall	1
	Serve Clapham Junction.	1
	Serve Coulsdon	1
	Serve Crayford	1
	Serve Crown Wood	1
	Serve Croydon (North)	1
	Serve Dulwich Library	1
	Serve East Kennington	1
	Serve Eden Park	1
	Serve Farnborough	1
	Serve Holborn	1
	Serve Horniman Museum	1
	Serve Kings College Hospital.	1
	Serve Lambeth South	1
	Serve Moorgate	1
	Serve Old Kent Road at Tesco	1
	Serve Plumbstead	1
	Serve Princess Royal University Hospital	1
	Serve Queen Elizabeth Hospital, Woolwich	1
	Serve Rotherhithe	1
	Serve St Helier	1
	Serve St Mary Cray	1
	Serve Streatham Hill	1
	Serve Surrey Quays	1
	Serve Swanley	1
	Serve Telegraph Hill	1
	Serve Upper Sydenham	1
	Serve Vauxhall	1
	Between Elephant & Castle, and Camberwell Green	1
	TOTAL	970
Economic impact	Positive comments	
	The extension will benefit the economy / increase inward investment.	223
	The extension will increase employment opportunities in the area / improve access to employment.	120
	The extension will provide access to more affordable houses.	91
	Existing businesses will benefit / be encouraged to stay in southeast London.	80
	Essential for the future prosperity / growth of the area.	63
	New businesses will be encouraged to move to southeast London due to increased connectivity to the rest of London.	45
	The extension will provide significant growth prospects for the area.	35
	The extension will reduce the housing pressure on other areas / other parts of London.	35
	The extension will bring investment to / benefit one of the more deprived areas of southeast London.	30
The area will benefit from increased numbers of tourists / visitors.	19	

	The extension will improve the housing market in the area.	19
	The extension will increase property values in the area (positive).	18
	The extension will bring more economic equality to London.	14
	The connection of all parts of the city will allow London to function as efficiently as possible.	9
	There will be considerable economic benefits for the local population.	8
	Will help the area grow independently of Central London.	7
	Need infrastructure investment to retain position as top world city.	7
	Underground links would help to drive more business to the growing leisure / night time economy in the area.	6
	Will allow the spread of wealth across the city / region.	6
	There is a huge demand for housing in the area.	4
	Will boost local high street economies.	3
	Will improve employee / worker productivity.	2
	The South East is gaining in cultural significance as the East London becomes increasingly over developed.	1
	Will encourage students to stay in the area after University.	1
	Negative comments	
	southeast London has suffered economically / culturally for not being on the Underground network.	66
	The extension will increase property values in the area (negative).	9
	Restrictions should be placed on housing prices so that they do not force local people to move from the area.	2
	As long as businesses aren't displaced.	1
	TOTAL	924
Journey impact	Positive comments	
	The extension will improve passenger / commuter journey ease / comfort.	319
	Passengers will experience journey time savings.	260
	Will reduce the cost of travel.	28
	Will improve the safety of travel.	18
	A better / more frequent weekend service will be provided than today.	16
	There will be an increase in service frequency.	16
	A better service will be provided in the evenings, than is provided by existing public transport.	7
	Negative comments	
	The Underground is slower than National Rail / there will be an increase in travel times.	12
	There will be a reduction in passenger comfort.	4
	Will increase in the cost of travel.	3
	TOTAL	683
Social impact	Positive comments	
	The extension will help and support the community / existing residents.	278
	Will improve residents' quality of life.	71
	The extension will provide fair access to all Londoners / improve social mobility.	37
	The extension will open up opportunities for the local population.	22
	Residents of southeast London will have more options for leisure travel.	21
	The extension will help to reduce poverty in southeast London / provide access to poorer areas.	16

	The extension / step free access will improve the accessibility of Central London for the less mobile / wheelchair users / people with young children.	15
	It makes sense to extend the line to reach more people.	12
	The extension will bring more social equality to London.	11
	The ability of young professionals to easily access the centre will encourage further growth and development in the local community.	7
	Shorter travel times will enhance commuters leisure time.	6
	South-east London has a vibrant / dynamic culture / community.	5
	Will open southeast London culture to rest of London.	3
	Will attract a different demographic of resident to the area – more educated / affluent / younger.	2
	The extension will benefit older members of the community.	1
	Will have a positive impact on children's education due to a more diverse intake of children in schools.	1
	Increased access to NHS sites will relieve pressure on stretched local sites.	1
	The extension would make it easier to arrange childcare.	1
	Negative comments	
	The extension is not suitable for the character of the existing community.	4
	Will negatively impact southeast London community / culture.	4
	An increase in property prices will lead to residents being displaced.	4
	Will displace existing residents.	3
	Disruption to property along the route.	3
	Increase in crime.	2
	A good idea as long as people's homes aren't impacted negatively in the long run.	2
	There will be disruption to existing homeowners through domestic property compulsory purchase.	2
	Will put financial pressure on existing residents.	1
	People in low paid jobs will not be able to afford the increased rail fares.	1
	Without the extension, the areas' residents are unfairly disadvantaged.	1
	TfL should ensure that the current community are provided for and are not negatively affected.	1
	TOTAL	571
Route option (negative comments)	Support the principle of an extension, but not in place of direct National Rail services.	39
	The proposed extension route / plan would mean the loss of direct National Rail services.	35
	Other London Boroughs / areas would benefit more from London Underground provision than the proposed route / areas on the proposed route already have adequate transport connections.	30
	Do not support extension beyond Lewisham / don't want to lose direct National Rail services (to Charing Cross / Cannon Street / London Bridge) if line extended beyond Lewisham.	26
	The extension should be in addition to existing National Rail services.	26
	Support the principle of the extension, but not the proposed route.	23
	The route should cover more of southeast London / should be extended as far as possible.	17
	Other areas of London should be on the route.	8
	The Old Kent Road area already has an abundance of buses / public transport.	5
	Oppose extension to Bromley / Hayes as it will reduce capacity for more northern stations / increase journey time.	5

	The area needs east-west links as well as additional routes into central London.	3
	Should have more than one branch line to serve southeast London.	3
	The route would not serve London Bridge, a key social destination for existing residents.	2
	Unsure of the journey time benefits for existing National Rail passengers if line extended to Hayes.	2
	Lewisham is not large enough to be an Underground terminus / major transport interchange.	2
	Beckenham is already served by the Tramlink.	2
	Extending down an existing route does not add much value.	2
	Lewisham is already well served by the DLR.	2
	Uncertain if extension south of Lewisham is cost effective.	1
	Congestion in Camberwell is worse than on the Old Kent Road.	1
	Option 1a (Old Kent Road) would not reduce journey times dramatically, as it is not close to all the potential demand.	1
	The route has a lack of cross connections with other lines.	1
	There are already adequate transport links in Peckham.	1
	Should not be a case of either / or for route option 1a and 1b.	1
	The use of National Rail lines will put a strain on the existing narrow platform infrastructure.	1
	There should be more stops on the Peckham / Camberwell route.	1
	The proposed routes do not solve the problem of a lack of connectivity between southeast and New Cross Gate London.	1
	The Old Kent Road is already served by Underground links at Lewisham and New Cross.	1
	Other areas of South London also need improved transport infrastructure.	1
	Oppose extension to Hayes as it is too far out of London.	1
	Camberwell doesn't need an Underground station as it is already served by buses.	1
	The focus of the extension should not be on existing stations, but instead in areas currently only covered by buses.	1
	Both Old Kent Road and Peckham Rye are already well connected / central.	1
	Onward connection from Lewisham would still need improvements.	1
	There is a good service on southeast trains, so it would be a waste of money to exchange it.	1
	Oppose the extension to Bromley town centre as it will further increase the price of already unaffordable housing.	1
	Underground trains are not suitable for long journeys.	1
	Catford is already served by two stations.	1
	The proposed scheme seems very Lewisham-centric rather than benefitting a wider population.	1
	Oppose extension to Hayes as it will remove direct trains to the City / Central London from the Hayes Line.	1
	Need additional stops to those already on the Hayes line, otherwise the proposal has little value.	1
	Route doesn't go far enough east.	1
	There should be an additional stop between Lewisham and New Cross Gate due to high population density.	1
	The consultation should have included a potential extension to New Cross Gate London, in addition to southeast London.	1
	TOTAL	258
Environmental impact	Positive comments	

	Will lead to a reduction in air pollution / number of car trips.	61
	Will benefit the environment.	26
	Will make the roads safer / leave more room for cyclists.	14
	Ensure that nature / green space / residential conservation areas are protected.	3
	Improved health of the local population.	1
	Need to ensure that there is not an increase in noise.	1
	Support as long as it doesn't change the feel / environment of Hayes / West Wickham.	1
	Reduce road accidents.	1
	Negative comments	
	Negative impact to woodland / green space / oppose construction on green space.	4
	Will increase noise.	3
	Disruption from construction.	3
	Only support if noise does not increase due to increased frequency of trains.	1
	TOTAL	119
Other	No Comment.	26
	More lines should be extended across the Underground network.	15
	The Victoria line should be extended south / to Herne Hill / Tulse Hill / Streatham / Crystal Palace / Norbury / Croydon.	14
	The extension should be prioritised by TfL above / is more necessary than projects such as Crossrail / Crossrail 2 / London Bridge.	10
	The extension will generate an increase in cycle trips / make cycling easier.	4
	Unhappy with TfL's attitude to overcrowding and the associated risks.	4
	There aren't any Cycle Hire bikes along the route.	4
	Bikes should be allowed on the extended route.	3
	This extension should have been prioritised above / is more beneficial than the Northern line extension to Nine Elms / Battersea.	3
	The conversion of rail from private to public sector / TfL is positive.	2
	Prefer Crossrail proposals / Crossrail 2 should be prioritised.	2
	The extension should have platform edge doors similar to the Jubilee line.	2
	Do not see the point in the consultation as no funding has been secured / no routes have been safeguarded / the scheme is not due to be completed for a long time.	2
	The extension should be prioritised over a Garden Bridge.	2
	Extend the Jubilee line from North Greenwich.	2
	This area is much more deserving of infrastructure investment than the areas served by Crossrail.	1
	There should be more publicity about the options.	1
	Disagree with TfL's zoning system.	1
	It will stretch the boundary of London to Hayes.	1
	No new infrastructure would be necessary.	1
	Existing Underground lines should be upgraded to a good standard before any extensions are built.	1
	Current infrastructure projects such as Crossrail will have little impact on existing poor transport links.	1
	The area will not be served by CrossRail.	1
	Appreciate that TfL listen to residents and their concerns.	1

	The extension of the Victoria line to Brixton improved transport in the area.	1
	Plans should also include an apprentice scheme for young people to meet new job opportunities arising from the extension.	1
	The line should go underground at New Cross.	1
	The extension would encourage surface transport / rail providers to improve their service.	1
	This project should be safeguarded to limit political interference.	1
	Crossrail should have been continued to southeast London.	1
	The extension's shared line proposal is flawed if Network Rail are left in charge of the engineering programme.	1
	Would reduce the amount of maintenance required on roads.	1
	The Bakerloo line extension is only one of a wide range of schemes needed to improve transport.	1
	Old Oak Common / Crossrail 2 / Northern line extension are more important developments than the Bakerloo line extension.	1
	The disentanglement of the Bakerloo line from London Overground is necessary to allow a higher frequency of trains to run on the line, and for the extension to be worthwhile.	1
	The Metropolitan line should be extended to Tower Gateway / Bermondsey.	1
	All trains within M25 should be under the control of TfL.	1
	More suburban rail lines should be converted to TfL ownership.	1
	The Victoria line should be extended and an interchange made with the Bakerloo line at Herne Hill, to alleviate congestion at Oxford Circus.	1
	TOTAL	119
Route option (alternatives to proposed extension)	Extend the DLR.	16
	Extend the Overground / extend the Overground from New Cross.	12
	Extend the Victoria line.	8
	The extension should complement, not replace, existing transport services.	5
	Invest more in cycle infrastructure.	5
	Reopen the old Camberwell Station.	4
	Should link the route up to the Tramlink / extend Tramlink.	4
	Re-extend the Bakerloo line north to Watford Junction.	3
	Extend the Northern line.	3
	Camberwell / Spa Road Bermondsey stations should be reopened to relieve pressure on other lines / benefit the local population.	3
	It would be a good idea to interchange with Crossrail.	2
	There should be two separate entrances (at New Cross and New Cross Gate) to allow easier interchange.	2
	Extend the Northern line south / via Elephant & Castle and Peckham Rye / link with this line.	2
	Extend the Metropolitan line.	2
	Would be quicker / cheaper to deliver an overground light railway.	2
	More National Rail through routes which provide interchange opportunities should be provided.	2
	Trains between Peckham and Victoria should go via Brixton.	2
	A new / additional Underground station should be built at Elephant & Castle.	2
	Additional trains should be introduced between on National Rail lines as an interim measure.	2
	The extension should intersect with the Overground at various points to provide faster connection to Central London.	2

	The extension should have a Dulwich to Holborn link.	1
	Reopen direct link from Bromley North to central London.	1
	Invest more in the road network.	1
	Build one new station to replace the two existing Catford stations on land to the south.	1
	The extension should connect to New Cross rather than New Cross Gate – a connection at New Cross would better serve the Opportunity Areas of New Cross and Deptford.	1
	Build a ramp and take over the existing rail line that goes via Denmark Hill to Lewisham – will save money and time.	1
	It would be quicker to segregate two of the tracks on the Nunhead line.	1
	The route should follow the A20 south of Catford to Bromley.	1
	The Hayes Line should be made part of the Overground network.	1
	In addition to the southern extension, the Bakerloo line should be shortened in the north to Willesden Junction / Queens Park. The northern section should be replaced by an Overground service.	1
	Make a Thameslink stop on the corner of Camberwell New Road and Camberwell Station Road.	1
	Should be building a larger line with longer and bigger trains so that there is spare capacity in the future.	1
	Build a branch link to London Bridge / Cannon Street to enable direct journeys.	1
	Serving East Croydon would benefit more people / create more interchange opportunities.	1
	Serving Crystal Palace would eliminate the need for the proposed Tramlink extension.	1
	The Old Kent Road should have a Tramlink connection / segregated bus way.	1
	One of the Old Kent Road stations should be built with passive provision for Crossrail interchange.	1
	The route should go directly from Lewisham to Bromley, to avoid the tunnelling required around Beckenham.	1
	The route should go to Catford via Old Kent Road and then North Peckham.	1
	Should run some 'fast' / more direct services from southern stations on the route.	1
	A bus route through Camberwell to Brixton and Balham.	1
	Should continue to run Southeastern trains in peak hours.	1
	TfL Cycle Hire scheme should also complement the extension.	1
	Reinstate the through service from Bromley North to London Bridge as an interim measure.	1
	The station at Ladywell should have multiple entrances, to allow for access from Ladywell Park.	1
	Should also provide faster mainline trains.	1
	Start the tunnel at Euston, to allow the Overground to access the extension.	1
	Incorporation of Grove Park shuttle into something more meaningful / formal.	1
	Smaller version of the circuit in Croydon.	1
	Increase frequency of Overground through Clapham.	1
	TOTAL	113
Further information required	Level of disruption in construction phase – amount / how long.	12
	Will journey times be quicker / what are the proposed journey times?	11
	Need more information on station location.	8
	How long would it take to complete / when is it likely to be completed?	7

Can Lewisham cope with / information about improvements to Lewisham station to cope with the increase in passengers.	4
Details about integration with existing transport network.	4
Will there be a northern extension to Watford Junction too / Is the northern extension still planned to go ahead?	3
Need more detail about tunnelling – tunnel locations / effect on properties / structural stability.	3
What are the sources of funding?	3
Change in cost of travel.	3
Will the surrounding road network be improved?	2
Will stations become fully accessible to less mobile?	2
Is the extension a sufficient replacement for direct National Rail services?	2
Information about the impact on National Rail services to London Bridge is not provided.	2
Impact on journeys / journey times to Waterloo / Charing Cross / London Bridge / Cannon Street.	2
Why Hayes as a terminus?	2
When construction work will begin.	2
Level of noise pollution.	2
Opportunities for further discussion before final decision.	2
The impact of results produced by TfL consultations.	2
Train timetabling.	2
Space required for train depot / stabling.	2
Will more buses be provided to connect the lines?	1
Where will the trains be kept when not in service?	1
Impact to Elephant & Castle station.	1
Whether the extension will be under or above ground.	1
How will it connect from New Cross Gate to Hayes Line at New Cross?	1
Will Peckham Rye station be adjacent to the existing rail / Overground station?	1
Increase in trains on the Grove Park and Mottingham lines as a result of the reduced National Rail service on Hayes line.	1
Location of stations on Old Kent Road.	1
Information about safety on the network.	1
Location / type of development proposed?	1
Impact on property values.	1
What form will the line take between New Cross Gate and Lewisham?	1
Would it make sense to consider an extension of the DLR towards Bromley at the same time?	1
Can further branch lines be made to serve a wider area?	1
Will the new trains be quieter than the current mainline trains?	1
Homeowner concerned about the land required for the development.	1
What criteria will TfL use to make the decision?	1
Future DLR and Overground extension plans.	1
Impact on DLR.	1
Environmental implications.	1
Has sufficient Cost Benefit Analysis been undertaken to determine which of the proposed routes would be best?	1
How do people get into the city from Hayes?	1

	How TfL will minimise delays.	1
	Future plans for St Johns station following the conversion of the Hayes Line.	1
	Will TfL contribute towards the cost of double glazing / compensate residents for increased noise?	1
	How will the extension be achieved?	1
	How will the extension impact southeast London?	1
	TOTAL	109
Existing Bakerloo line	The existing Bakerloo line should be upgraded / is insufficient in its current form.	23
	It is a waste / not logical / unbalanced to have the Bakerloo line terminating at Elephant & Castle in Zone 1.	17
	The existing line needs new trains.	11
	The extension will modernise / improve service quality / efficiency on the Bakerloo line.	5
	The existing line will become overloaded through central areas / at stations.	4
	The line would benefit having a truly NE / New Cross Gate alignment / being extended.	3
	The extension is not sustainable given the existing levels of overcrowding.	3
	Support provided the existing Bakerloo line is not negatively impacted.	3
	The frequency on the existing Bakerloo line should be increased.	2
	The line needs to be extended as it connects to Oxford Circus, the busiest Underground station.	2
	Will make the operation of the Bakerloo line easier.	1
	The Bakerloo line has restricted terminus facilities at Elephant & Castle.	1
	Stations along the line will need to be improved to support increased usage.	1
	Bakerloo line should be extended north of Queens Park.	1
	The Bakerloo line shouldn't be extended too far, otherwise it will reduce the reliability of the rest of the line.	1
	The number of trains running on the extension needs to match the existing Bakerloo line frequency.	1
TOTAL	79	
Issues for further consideration - (not applicable to the question)	There is a shortage of river crossings east of Blackwall.	3
	With the Croyley link opening, the Metropolitan line services to Amersham / Chesham should be taken over by Chiltern Railways to boost frequency within London.	1
	South London should have its own "central line" that has a southeast to New Cross Gate alignment.	1
	TOTAL	5

'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	18,064
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
Route options (negative comments)	Don't want to lose direct National Rail route to Cannon Street / Charing Cross / London Bridge.	16
	Proposed route is already served by sufficient public transport (Overground / DLR / National Rail).	11
	Other key areas in southeast London have been ignored.	8
	Agree that Bakerloo line needs to be extended, but disagree with the proposals to replace National Rail services.	7

	Oppose extension to Hayes.	6
	Support the principle of an extension, but not the route.	1
	Other locations in southeast London need Underground lines before the proposed areas.	1
	Route bypasses areas south of Camberwell that are in need of development.	1
	Impact on stations south of Lewisham is too great, in terms of stopping direct services to central London.	1
	Hayes is too far out of London, there are more central destinations that need Underground access first.	1
	There should be another stop between E&C and Camberwell.	1
	The route should have more frequent stops.	1
	TOTAL	55
Connectivity	Positive comments	
	The extension will be beneficial for access to southeast London.	2
	The extension will provide a greater frequency than existing services.	2
	The extension will make the journey to central London easier / faster / improved.	1
	The extension will allow people to commute from further away.	1
	The extension will be beneficial for access to northwest London.	1
	The extension will provide alternative / additional travel options.	1
	The extension will make travelling off-peak (evenings / weekends) easier.	1
	Negative comments	
	The area is poorly served by public transport.	13
	Public transport links in southeast London need to be improved.	11
	Replacing the Hayes National Rail line with Underground trains would restrict access for alternative routes in and out of London / a wide variety of destinations.	3
	The proposed station locations will not provide greater accessibility.	2
	The proposal provides worse connectivity for people used to direct access to London Bridge.	1
	There are not many alternative travel options / routes currently.	1
The transport coverage in southeast London is worse than the rest of the city.	1	
TOTAL	41	
Route options (other suggested destinations)	Serve Streatham	14
	Serve Lambeth	3
	Serve Bromley	1
	Serve Bromley South	1
	Serve Camberwell	1
	Serve Catford	1
	Serve Croydon	1
	Serve Denmark Hill	1
	Serve Dulwich	1
	Serve Eltham	1
	Serve Forest Hill	1
	Serve Grove Park	1
	Serve Gypsy Hill	1
	Serve Kidbrooke	1

	Serve North Dulwich	1
	Serve North Greenwich	1
	Serve Orpington	1
	Serve Sydenham Hill	1
	Serve West Dulwich	1
	Serve West Norwood	1
	Serve Woolwich	1
	TOTAL	36
Reason for response	Support extension.	8
	Not enough information has been provided to have an opinion for or against.	5
	Would support if this was in addition to National Rail services rather than instead of.	4
	Don't know if would benefit enough for this to be a problem.	2
	Oppose the replacement of direct National Rail services.	2
	Don't know enough to comment.	1
	Do not currently use the Bakerloo line.	1
	Support a continuation of the existing services.	1
	The existing Bakerloo line is of low quality.	1
	The proposed extension will make little difference.	1
	Do not support extension.	1
	TOTAL	27
Further information required	Clearer understanding of travel times.	4
	About the impact to travel costs.	2
	About station locations / proposals.	2
	The level of noise disruption to residents.	2
	No mention about impact on line from Lewisham to London Bridge (via St Johns and New Cross).	1
	Whether there is sufficient capacity on Hayes line to run the frequency of trains proposed.	1
	About the environmental impact on the surrounding area.	1
	About the length of disruption to journeys to central London along Hayes line during construction.	1
	Not enough information provided about the Camberwell - Peckham Rye connection.	1
	Proposals don't mention depth of tunnels.	1
	The opportunity costs.	1
	The robustness of the numbers presented.	1
	The SWOT.	1
	The accountability / affordability.	1
	The length of the extension.	1
	The proposed operational matters.	1
	How people will travel during the construction period.	1
	Will existing buildings be torn down to make way for new development?	1
	Where will the depot be located?	1
What is the plan for reducing the impact of increased car parking on local residents?	1	
	TOTAL	26

Crowding / congestion	Positive comments	
	The area's population is increasing and needs additional infrastructure to support it.	2
	London's population is growing.	1
	The population in New Cross Gate London is growing and needs more transport infrastructure.	1
	The extension will help to ease the congestion in southeast London / south of Elephant & Castle.	1
	The extension will relieve congestion at Elephant & Castle.	1
	The extension will relieve congestion at Charing Cross / London Bridge.	1
	The extension will help to relieve overcrowding on existing public transport.	1
	Negative comments	
	The extension will result in increased congestion on the route.	3
	Public transport in southeast London is saturated / overcrowded.	3
	The road network is congested.	3
	There will be displacement of people onto other rail services that are already busy.	2
	An increase in public transport capacity is needed.	2
	Not sure that this would relieve overcrowding on trains.	1
	The extension will provide less rail capacity than is currently available.	1
	TOTAL	23
Route options (positive comments)	Support extension to Lewisham.	9
	Support Extension Option 1b.	5
	Support Extension Option 1a.	3
	Support extension to Bromley town centre.	3
	Support extension to New Cross Gate.	1
	Support extension to Catford.	1
	TOTAL	22
Journey impact	Positive comments	
	The extension will reduce travel times into central London.	2
	The extension will reduce travel costs.	1
	Negative comments	
	Conversion of direct National Rail line to indirect Underground will add delay to travel time / cause inconvenience.	6
	Bakerloo trains have less capacity than South Eastern trains.	3
	Converting the National Rail service to Underground will cause a poorer quality of service at the expense of frequency.	2
	The extension will decrease the level of comfort.	2
	The extension will increase passenger travel times.	1
	TOTAL	17
Route options (alternatives to proposed extension)	The money should be invested in improving the existing rail network.	3
	Extend DLR instead.	2
	There should be Underground line extensions in New Cross Gate London rather than southeast London.	2
	Extend the Overground to the area.	2
	Victoria line extension to Streatham.	1
	Investment in cycling.	1

	The line should be extended to Lewisham, and the rest of the money should be used to improve connections to other places.	1
	Would be more beneficial to extend the Jubilee line to East Croydon	1
	Extend Tramlink to the area.	1
	TOTAL	14
Social impact	Positive comments	
	The extension will benefit residents.	2
	The extension will improve residents' quality of life.	1
	The extension will create more unity among communities.	1
	Negative comments	
	Existing residents will be displaced.	2
	The extension will encourage gentrification (negative).	2
	New transport infrastructure will change the character of the area.	1
	Like living in an area that doesn't have Underground access.	1
	South London's culture is based on a lack of Underground access.	1
	The primary motivation of the extension is the generation of profit rather than servicing the community.	1
	The extension should benefit the people in London rather than the people in Hayes.	1
	TOTAL	13
Economic impact	Positive comments	
	The extension will boost the economy.	1
	The extension will provide an economic link to central London.	1
	Negative comments	
	Regeneration / development will increase rental values and costs in a currently affordable area.	4
	The extension will increase house prices (negative).	1
	The extension will increase rental prices.	1
TOTAL	8	
Project cost, construction and timescales	Negative comments	
	Extension is long overdue.	2
	The project does not appear to be a priority for TfL, in light of the timescale / uncertainty of funding.	2
	Disruption to commuting caused by conversion of the line to an Underground service.	1
	2030 is a long way away and the technology will be out of date.	1
	The country will not be in a financial position to afford work by 2030.	1
	The cost of the scheme is too large.	1
	TOTAL	8
Regeneration / development	Positive comments	
	The extension will bring regeneration and development to the area.	2
	The extension will benefit the area.	2
	Negative comments	
	The extension will cause excessive development and urban sprawl.	1
	There is currently a lot of development going on, which needs infrastructure to support it.	1
TOTAL	6	
Existing Bakerloo line	The existing Bakerloo line needs investment before an extension should be	2

	considered.	
	Capacity at Central London stations needs to be resolved to accommodate the extension.	2
	The Bakerloo line is currently underused.	1
	The extension will turn the Bakerloo line into a world-class Underground line.	1
	TOTAL	6
Other	This consultation is irrelevant as most of the respondents will have moved away from the area by the time the extension opens in 2030.	1
	No comment.	1
	The journey time information provided in the consultation document is incorrect.	1
	TOTAL	3

'NEITHER SUPPORT NOR OPPOSE' TOTAL	303
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Route options (negative comments)	Oppose the removal of direct National Rail links to London Bridge / Charing Cross / Cannon Street from the Hayes Line.	39
	Route already passes through areas with good transport links / access to Overground / DLR / National Rail / bus.	26
	There are other areas which have been ignored.	11
	Oppose extension to Hayes.	8
	The area does not need the Underground.	8
	The area already has good National Rail / bus services.	6
	Other areas would benefit more from the extension.	5
	Oppose the extension to Bromley.	3
	Proposed route would impact plans for Brighton Main Line 2.	2
	The route extends too far out of London.	2
	The route does not go where it is most needed.	2
	New Cross Gate needs transport investment more than southeast.	1
	The Hayes line struggles in adverse weather conditions, an increase in trains will increase susceptibility further.	1
	There are too many rail connections along the proposed extension route.	1
	Other National Rail lines would benefit more from being becoming part of the London Underground network.	1
	Oppose extension to Beckenham Junction and beyond.	1
	The proposed extension is too central and should include areas further out.	1
	Oppose extension beyond Lewisham.	1
	There is not adequate infrastructure to support the extension in Camberwell.	1
	Camberwell is adequately served by Peckham Rye and Denmark Hill.	1
It is highly unlikely that every Bakerloo line service will go to Hayes, therefore you will need to change trains.	1	
The primary focus of the proposal appears to be reducing commuter pressure at London Bridge.	1	
The extension will weaken Catford's train connections.	1	

	Few people will use the route.	1
	southeast London has already benefitted from transport investment.	1
	Concern about the impact on the Hayes Line – frequency / reliability / speed.	1
	The proposals remove a perfectly good line.	1
	There are no benefits south of Lewisham.	1
	TOTAL	129
Connectivity	Positive comments	
	The extension will improve connectivity to Kings College Hospital / other NHS sites.	2
	The extension will improve connectivity to Central London / West End.	1
	Negative comments	
	Conversion to Underground will mean that residents no longer have direct access to key stations such as London Bridge / Cannon Street / Charing Cross.	36
	The area is currently poorly served by public transport.	9
	The direct link to The City / London Bridge / Charing Cross / Cannon Street was why bought house in area.	9
	The area needs more transport infrastructure / the Underground.	3
	Lewisham would need to be upgraded to cope as a major interchange station.	2
	Most passengers use the end stations of either London Bridge, Cannon Street or Charing Cross.	2
	Access to the Underground is not equal across London.	2
	Provision of the Underground will reduce the number of bus services.	2
	The proposals do not improve the network in southeast London.	1
	Supposed benefits of increased access to central London are over-stated.	1
	Do not think that people will shift from using their car to using the Underground.	1
	The extension will not be used much, outside of the peak periods.	1
	Elephant & Castle is a poor location for an interchange.	1
	Additional Underground links will damage existing modes' efficiency.	1
	The proposed extension limits people to a single entry point to Central London.	1
	Will lose fast peak trains to London Bridge.	1
	A direct service to London Bridge is essential.	1
	National Rail services are poor.	1
	Fast train services will be removed.	1
	Will mean that you cannot take bikes on trains on the route anymore.	1
The extension will reduce connectivity to the City.	1	
Having an interchange at Lewisham is unimportant.	1	
TOTAL	82	
Route options (other suggested destinations)	Serve Streatham	30
	Serve Streatham Hill	6
	Serve Tulse Hill	5
	Serve Croydon	4
	Serve Herne Hill	3
	Serve Lambeth	3
	Serve Bromley North.	2

	Serve Crystal Palace	2
	Serve Kingston	2
	Serve West Norwood	2
	Serve Brighton	1
	Serve Brixton	1
	Serve Bromley	1
	Serve Denmark Hill	1
	Serve Knights Hill	1
	Serve Lower Sydenham	1
	Serve Norbury	1
	Serve Norwood	1
	Serve Shirley	1
	Serve Streatham Vale	1
	Serve Sutton	1
	Serve Thornton Heath	1
	TOTAL	71
Crowding / Congestion	Positive comments	
	There aren't capacity problems in the existing line.	2
	The extension will relieve capacity on National Rail routes.	1
	The extension will reduce traffic / congestion.	1
	Negative comments	
	Infrastructure / trains at Lewisham are already over capacity and cannot cope with additional passengers changing there.	13
	Existing public transport services are saturated / overcrowded.	8
	Roads in the area are currently congested.	5
	Increase in congestion / overcrowding.	5
	Removal of direct access to London Bridge / Charing Cross / Cannon Street will mean that passengers have to change onto already over-crowded trains.	5
	Lewisham station is already overcrowded.	5
	Interchanging will increase congestion at stations.	4
	Will put additional pressure on Lewisham which is already struggling.	4
	The area is already too crowded / densely populated.	3
	It will make the local area crowded / busy / overpopulated.	3
	Need additional transport infrastructure to support growing population.	2
	The extension will encourage more people to move to an already overcrowded area.	2
	The extension will generate an increase in traffic congestion.	1
	The extension will make overcrowding / congestion worse / not relieve the problem..	1
	Will cause overcrowding on other Underground lines.	1
	The Hayes Line needs capacity improvements but not at the cost of direct train services to London Bridge / Cannon Street / Charing Cross.	1
	Congestion on the roads makes cycling more dangerous.	1
A piecemeal approach will not solve capacity problems.	1	
TOTAL	69	
Route options (alternatives to proposed	Invest more money in National Rail services / increase number of National Rail trains on routes / increase capacity on National Rail lines.	18

extension)	Convert to London Overground Line instead.	5
	Need to consider a New Cross Gate London option instead.	5
	Improve / relieve congestion on existing links rather than spending money on an extension.	4
	Extend DLR.	3
	Retain the existing National Rail services.	3
	Upgrade the existing Bakerloo line / Underground lines.	3
	Would rather a northern extension of the Bakerloo line.	2
	Improve cycle infrastructure instead / encourage cycling.	2
	Extend the Victoria line.	2
	Route should include stations in areas with no access to National Rail or Overground / poor transport links.	1
	A completely new Underground line is needed.	1
	Line share like the Overground does through West Croydon.	1
	Money should be spent on building additional links to central London from Hayes.	1
	Route should follow the A23 to relieve congestion on the road, rather than an existing rail route.	1
	Tackle over-population instead.	1
	Invest in electric buses instead.	1
	Provide a fast service from Hayes.	1
	The money should be spent improving London's existing public transport.	1
	Improve Victoria Underground station.	1
	Provide night trains on Friday and Saturday nights.	1
	Use the money to reduce fares.	1
	Increase the number of National Rail trains in the peak.	1
	Provide a line from Lewisham with a tunnel from Bromley North.	1
	Provide more links in South Central.	1
	A new branch line to Central London on the Bakerloo line is needed, not an extension.	1
	Reopen Camberwell station and include it on the Thameslink route.	1
	Invest in Crossrail 3 – northwest London to southeast London, via the Old Kent Road.	1
	Provide Thameslink 3 with a direct link to Canary Wharf.	1
	Increase the capacity on buses / Tramlink.	1
	Extend Tramlink.	1
The extension is not a priority in the modernisation of the Underground network, old lines should be modernised first.	1	
TOTAL	69	
Journey impact	Negative comments	
	There will be an increase in travel times due to need to interchange / stop at more stations.	21
	The extension will increase the cost of travel.	14
	There will be an increase in journey time.	8
	There will be a decline in journey comfort.	6
	The quality of the journey will deteriorate / will not improve.	3
	There would not be an increase in capacity as Underground rolling stock is smaller / has fewer seats than South Eastern trains.	3
The proposed frequency is unrealistic.	1	

	The excessive length of the line will make journeys significantly longer than the existing service.	1
	Converting National Rail services to Underground will cause poorer quality of service at the expense of frequency.	1
	The additional stops / longer journey will make the journey more intimidating for a lone traveller.	1
	The extension will increase journey inconvenience.	1
	TOTAL	60
Social impact	Negative comments	
	The extension will change the character of southeast London.	8
	There will be an increase in antisocial behaviour / crime.	6
	The extension will bring gentrification.	4
	The extension will displace residents from the area.	4
	The extension will ruin the family / village atmosphere / community feel.	4
	It will change the demographics of the area.	4
	Improvements in services / infrastructure provision are needed to keep pace with population growth.	4
	There will be a decline in quality of life / it will not improve residents' lives.	3
	The extension will serve the suburban feel of the area.	3
	Chose to live in the area to be away from the Centre of London.	2
	Increased accessibility to central London is a negative.	1
	The extension areas are rural / on the border of Kent, which have a different character to London.	1
	Increase in cultural diversity.	1
	The extension will only benefit people in Central London.	1
	Compulsory purchase orders will negatively affect residents.	1
	TOTAL	47
Reason for response	Do not support the extension.	21
	Support infrastructure investment, but do not support the proposals.	3
	Do not want to have to change trains to access Cannon Street, London Bridge or Charing Cross.	2
	Do not have enough information to know if I support or oppose.	1
	Supported until realised it would replace National Rail line.	1
	The assumption that the Underground brings benefits is misguided.	1
	The costs outweigh the benefits.	1
		TOTAL
Existing Bakerloo line	Existing Bakerloo line needs to be upgraded before extending.	7
	Bakerloo line already experiences congestion.	5
	New trains are required.	3
	The extension will increase delays / unreliability for trains on the Northern section of the line.	3
	The Bakerloo line infrastructure is old / inadequate.	2
	Northern section of the line needs investment.	1
	Existing Bakerloo line stations are old and ill-equipped to cope with additional passengers.	1
	Do not extend the lines until the central stations can cope with the demand.	1
	The Bakerloo line is already a very long line.	1
	Need more frequent trains that serve the whole existing line.	1
	The current frequency of service is poor.	1

	Need to improve capacity on the central section of the line.	1
	As none of the Bakerloo line will operate 24 hours a day, the areas will not experience the same increase in house prices.	1
	TOTAL	28
Project cost, construction and timescales	Negative comments	
	The extension is a waste of money / resources.	9
	Increased disruption for passengers during extensive construction period.	4
	The money would be better spent elsewhere.	4
	The extension will cost too much.	2
	Concern that this will end up using tax payer money as it is unlikely to stick to budget.	1
	Construction will increase the road congestion in southeast London.	1
	Raise money for the extension from a moderate tax on banks / insurance companies.	1
	The timeframe for the extension is too long.	1
	By the time the extension opens, there will no longer be spare capacity on the Bakerloo line, therefore it will need additional upgrades.	1
	TOTAL	24
Route options (positive comments)	Should terminate at Lewisham.	13
	Support Extension Option 1b.	6
	Support extension to Bromley town centre.	2
	Support Extension Option 1a.	1
	TOTAL	22
Regeneration / development	Positive comments	
	The extension will benefit the area.	3
	Negative comments	
	Concern about further development up the line to pay for the extension.	3
	Will cause unwanted development.	3
	There isn't room for a large increase in development in the area.	2
	The extension is just an opportunity for developers to make money.	2
	New development will make the area look more built up.	2
	Will encroach on land that should be left alone.	1
	South London should not be developed any further.	1
	Oppose the new development and the associated population increase.	1
	Increased development will spoil the area.	1
	Development should occur in towns along HS1 / HS2 routes.	1
The extension will lead to the opening of chain stores / big businesses / Tesco.	1	
TOTAL	21	
Further information required	Will journey times increase / are there any journey time savings?	3
	Plans to upgrade Lewisham Station.	2
	Will the link to Beckenham Junction impact existing services from that station?	1
	Will there be any public meetings as part of the consultation to enable Q & A?	1
	About proposed hours of operation of the extension.	1
	Will there be fast trains anymore?	1
	What support to development / regeneration will you give in this area?	1

	How will this improve access and employment for local residents?	1
	What new public transport options would reduce pollution?	1
	Journey time changes to central rail termini.	1
	What alternative transport measures will be put in place during the construction period?	1
	Impact upon existing residences / stations on routes.	1
	About opportunity costs.	1
	TOTAL	16
Economic impact	Positive comments	
	A large / modern Underground system is essential for the economic growth of a large city.	1
	Negative comments	
	Increase in house prices (negative).	6
	Increase in house prices / costs in deprived area of London will create additional hardship for residents.	4
	It will increase the cost of parking for residents in the area.	1
	Will have a negative impact on businesses.	1
	The extension will reduce the appeal of homes due to a lack of direct train.	1
	TOTAL	14
Environmental impact	Negative comments	
	There will be an increase in noise.	4
	Damage to the local environment / house structures from tunnelling.	2
	The extension will increase air pollution.	2
	The increased frequency of trains will be disruptive to residents.	2
	The extension will make the area lose its natural beauty.	1
	The extension will have a detrimental effect on the environment.	1
	TOTAL	12
Other	This is just a rebranding of existing train lines.	2
	People in Hayes / Beckenham / Bromley chose to live somewhere without the Underground, therefore they are not disadvantaged without it.	2
	Concerned about Underground strikes, so would rather it stayed National Rail.	1
	The proposals broadly mirrors the improved services promised by the Thameslink upgrade.	1
	TOTAL	6

'STRONGLY OPPOSE' / 'OPPOSE' TOTAL	701
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QUESTION 6 TOTAL	19,068
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Appendix E: Question 8 code frame

APPENDIX E

Question 7: One of the key purposes of the proposed extension is to enable new development in southeast London. It is unlikely the scheme can happen without this new development. Do you support the proposed extension on this basis?

Question 8: Please use this space for any further views / comments on the above question

IN SUPPORT (Yes)

Theme code	Comment description	Number of comments
Location of development	General comments on locations of development	
	There is already lots of development in southeast London / The area is already densely populated.	208
	Support development as long as it is on brownfield sites.	71
	Oppose development on green space / flood plain / areas of natural beauty.	61
	There is lots of suitable land for development.	51
	Green spaces should be protected.	12
	As long as it is not taking green belt	11
	There is a need to better utilise the space in southeast London.	10
	New development is welcome to replace old housing stock.	10
	Hard to see how many buildings can be fitted into the area	8
	New development should be on brownfield sites around stations.	5
	Develop alongside stations to improve access to stations	5
	The area would make an excellent commuter hub due to its proximity to Canary Wharf / the City / Stratford.	4
	There is abandoned land / shops that will attract investment.	3
	Should space development out physically, and over time.	2
	Old Kent Road needs transport investment for development to become viable.	2
	I do not want to see compulsory purchase of houses / property	2
	Not enough brownfield land available	1
	I support development elsewhere in London.	1
	Locations stated as possible development areas	
	Old Kent Road	122
	Lewisham	104
	Catford	84
	Camberwell	58
	Peckham High Street	34
	Bromley	29
	New Cross	23
Walworth / Walworth Road	19	
Lower Sydenham	15	
Beckenham	11	
Peckham Rye	10	
Hayes	7	
Southwark	6	

	Ladywell	6
	Elephant & Castle	5
	Deptford	5
	Streatham	4
	Bermondsey	4
	Eltham	4
	Bellingham	2
	Dulwich	2
	Peckham	2
	Bell Green	1
	Pool & Beck	1
	Rivers Ravensbourne	1
	West Wickham	1
	Brockley	1
	South East	1
	Forest Hill	1
	Clock House	1
	Downham	1
	Surrey Quays	1
	St John's	1
	Bexley	1
	South of Southampton Way	1
	Orpington	1
	Blackheath / Charlton	1
	Old Oak	1
	Norwood	1
	Albany Road	1
	Norbury	1
	Sutton	1
	Purley	1
	TOTAL	1044
General comments	Support the development	
	Support new development.	242
	Development is inevitable.	62
	Only support new development if the extension goes ahead.	32
	Development required to match growing population	9
	There needs to be investment in transport in addition to the extension to support extensive new development.	6
	Support development if road and walkways are improved	1
	Support the extension	
	Transport investment is necessary for new development.	192
	The extension is needed regardless of new development / there is already the demand for the extension.	99
	The extension will improve access to central London.	59
	Do the extension as soon as possible / Support the extension	55

	The extension will improve accessibility to the rest of London.	53
	The extension shouldn't be based on new development; the extension will drive new development anyway.	47
	Transport improvements should not lag behind new development.	47
	The extension will encourage more people to live in southeast London.	36
	The extension will encourage new development.	7
	Support replacement of National Rail with Underground	2
	To provide adequate access to new development, more stations are required along the route than are currently proposed.	1
	TOTAL	950
Type of development	General comments on type of development	
	Need well designed developments.	88
	There needs to be investment in other infrastructure (e.g.. Schools, healthcare) to support the new development.	60
	New development should include culture / open spaces / local shops / markets / cafes / restaurants	54
	Development should be mindful of the surrounding areas.	40
	New development should be sympathetic to surroundings in terms of scale, style and content.	36
	Oppose high rise development.	29
	Development should provide local facilities for existing residents.	25
	New development should be high density.	23
	Developments should be mixed use to minimise travel by residents.	20
	Need updated housing to attract more young professionals.	16
	Development should not be blanket approved.	8
	Impose high environmental building standards and local energy / generation	6
	Development should provide infrastructure / schools / healthcare.	4
	New developments are more sustainable / environmentally friendly	3
	Build what is in the interest of local people	3
	There should be town centre regeneration along the route.	2
	There is a need for more development, but only if it is owner-occupied.	2
	Beautiful old buildings are falling into ruin and need to be taken care of	2
	There needs to be a better balance between apartments and houses.	1
	As long as the developments are built in a manner so as to not to preclude more capacity	1
	New towns need to be created	1
	New development must be built to be sustainable.	1
	Housing	
	Large proportion of affordable / social housing is required.	163
	New development is necessary given the pressure on the housing stock and the increasing property prices in London.	108
	New development must meet local needs for social housing.	47
New development should take into account the income level of the people living there.	46	
House prices in southeast London are increasing rapidly.	30	
Provision of housing for people already living in the area.	18	
Provision should be made for first time buyers.	15	
Property should be made available to residents before overseas investors.	12	

	Support development but new house prices should be capped.	2
	As long as the new housing is focused on areas with existing infrastructure	2
	If “new development” means more council estates then I disapprove of this	2
	It must include family homes	2
	Should be lower council tax bands for dwellings with not off street parking	1
	The area needs more housing / housing developments.	1
	TOTAL	874
Economy and regeneration	Development is needed to regenerate southeast London.	269
	Regeneration in southeast London is overdue / needed	197
	New development will create new jobs and bring much needed investment.	95
	The extension will open up further opportunities to expand existing commercial operations.	50
	Current lack of access chokes the growth prospects of the region.	39
	The area needs development and regeneration.	27
	New development needs to support existing local businesses.	20
	New development will encourage businesses to move to the area / benefit existing businesses.	15
	New development should support existing local businesses	11
	Camberwell needs regeneration / overdue	6
	TOTAL	729
Public transport and congestion	Current issues	
	Underground provision is needed to reduce congestion for all modes.	65
	southeast London doesn't feel connected to the rest of London.	22
	Extension is needed to relieve congestion on existing public transport.	22
	southeast London suffers from a lack of investment in transport.	19
	southeast train network / service is inadequate	15
	Extension would reduce traffic.	6
	Buses are very crowded.	6
	The southeast is poorly served by existing public transport.	5
	Concerned about the reduction in capacity by the replacement of the Hayes line with Underground.	5
	Need to make streets safer	4
	The current road network would certainly not support any significant development in the area	3
	Lack of river crossings East of Tower Bridge	2
	The existing public transport system is oversaturated.	2
	Current trains don't run late enough	1
	Other transport improvements	
	There should be extensive redevelopment of other transport infrastructure (roads / rail / footpaths / buses) in addition to the extension.	16
	Road infrastructure will need to follow suit	7
	Need more trains in the meantime	3
	The South Circular road should be improved.	3
Existing public transport needs more capacity	2	
DLR to Catford	2	
The Bromley extension would offer the most benefits in terms of relieving congestion.	2	

	Support for the extension of Boris Bikes.	2
	Housing should have secure cycle parking	2
	Need safe cycle lanes	2
	More trains are needed on the Bakerloo line.	1
	There is a need for a bus route from southeast Bermondsey to London Bridge	1
	Increase the amount of ticket barriers	1
	Extend the Northern line.	1
	TOTAL	222
Route	Stations mentioned for route	
	Camberwell	22
	Peckham Rye	14
	Bromley town centre	13
	Old Kent Road	10
	Greenwich	8
	Lewisham	8
	Hayes	6
	Hither Green	5
	Catford	5
	Streatham	5
	Croydon	4
	Denmark Hill	4
	East Dulwich	3
	Woolwich	3
	Forest Hill	2
	Chislehurst	2
	Beckelham Junction	2
	Elmstead Woods	2
	Orpington	2
	New Cross	2
	Bexley Heath / Dartford	2
	Beckenham	2
	Interchange at New Cross Gate	1
	South Quay	1
	Bricklayers Arms Roundabout	1
	Dunton Road for Burgess Park	1
	Surrey Quays	1
	Sydenham	1
	Brockley	1
	Loughborough Junction	1
	Thamesmead	1
	Herne Hill	1
	Norwood Junction	1
	Crystal Palace	1
	Ebsfleet International	1

	St Johns	1
	City Hall (or Butlers Wharf)	1
	Nunhead	1
	Suggestions for the Bakerloo extension	
	Route up to Lewisham only	4
	Route should go beyond Lewisham	3
	Support both routes to be built together	3
	Other routes should be targeted for the extension.	2
	Prefer light railway	2
	Support for option 1a	2
	Should join up to Victoria line at Brixton	2
	Smaller stations along the route please	2
	Connection should be made to New Cross Gate London.	2
	Needs to go further into Kent	2
	Support for extension option 1b.	1
	Only support the extension if it goes through Greenwich.	1
	Extension to Lewisham should be completed before the rest of the extension.	1
	Extension is necessary for Beckenham Junction.	1
	Should use old link into Bromley North	1
	Operate into Cannon Street	1
	Mainline from Bromley North needs to go direct	1
	Camberwell part of the line to go via Queens Road Peckham	1
	Direct south, we should start from closer to the direct south before going to the east.	1
	SW16 is also in the process of regeneration. It would also benefit from a 21st century transport system.	1
	Consider a link to Streatham via the Victoria line from Brixton	1
	TOTAL	177
Financing the extension	It makes sense to seek private funding for public transport developments.	111
	New development capital is vital in southeast London.	19
	Private funding strengthens the argument for the project.	11
	Understandable that this has to be funded by new development.	6
	Need to look at broader mechanisms for recovering proceeds of growth	6
	The development should be funded by a land value tax	4
	Couldn't the mayoral CIL also be used in part to fund the extension in the same way as Crossrail?	3
	Value capture from property development along the route should help fund the extension.	1
	Development should also be considered in context of funding other improvements in South East London	1
	TOTAL	162
Impact on existing residents	Development should benefit existing residents.	59
	New development should respect the existing community.	39
	There should be consultation with existing residents about new development.	38
	New development / regeneration will be good for local people and the community.	20
	Will improve southeast London for existing residents.	3

	Living in a nicer area is beneficial for mental health.	2
	Many more trains will mean more noise	1
	TOTAL	162
Further information required	More information is required about the development.	92
	More information is required about the location of new development.	12
	Are there new trains coming for the Bakerloo line?	2
	Would road infrastructure be introduced to cope with the new developments to the area?	1
	Will these new developments already built before the tube extension agreement also be asked to contribute?	1
	TOTAL	108
Other	Do not want route dictated by private developers.	10
	Disruption should be kept to a minimum	4
	Concerned about disruption during construction	4
	This will be more accessible than the train for disabled people	2
	Thorough stakeholder evaluation required	2
	Would like to see the reopening of Peckham Rye lido as a planning condition.	1
	Adequate parking should be provided for the new development.	1
	Camberwell green / Camberwell Road and Walworth road shops all need modernisation and should be maintained by owners	1
	It would bolster those considering moving to Kent	1
	Development in line with Southwark development plans	1
	TOTAL	27

'YES' TOTAL	4,455
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NEUTRAL (Maybe)

Theme code	Comment description	Number of comments
General comments	Comments about the development	
	The development is needed / support the development in general	49
	Support for the development depends on type / location of development	29
	Support for the development depends on environmental impact / sustainability	17
	Development is to be expected as a result of the extension	12
	Development is already ongoing in southeast London	9
	New development should only happen with full consultation and support of the local community	8
	Support for the development if suitable for middle to low income	6
	Support for the development only if necessary	5
	Support development to encourage new jobs and business	5
	Opposed to the development in principle	3
	Support development in southeast London in order to modernise / regenerate the area.	2
	Support development within reason	2
Support the development if appropriately sized	2	

	Support for the development depends on impact on the economy	2
	Support Development regardless of extension	1
	Support depends on what the development looks like	1
	Development should benefit the existing deprived residents of South East London rather than enterprise	1
	Support on the basis councils commit to releasing land and granting planning permission	1
	Development should be in areas of poor connectivity	1
	Comments about the extension	
	Support the extension / infrastructure is needed in the area	84
	The extension should proceed regardless of new development / better transport infrastructure is needed regardless of new development	63
	The extension is required to allow the development / will bring development / growth / regeneration	21
	The extension / solving transport issues should be prioritised ahead of development	5
	No point in improving transport if the development uses increased capacity	2
	TOTAL	331
Location of development	Areas opposed for development	
	Green space / green belt / open spaces should not be used for development / only brownfield is acceptable	53
	Bromley	5
	Hayes is a conservative area	5
	Further out / established / prosperous residential areas do not need to be regenerated or have new development.	2
	Old Kent Road	2
	Forest Hill / Sydenham / Camberwell / Peckham / Beckenham / West Wickham / Catford / Bellingham	2
	Peckham Rye	1
	General Comments	
	Southeast London is already very developed / Housing density along Hayes line is already quite high / There isn't room for more development	46
	There is significant demand for new development	6
	Do not build in Lewisham	6
	Lewisham has already been developed	5
	It is a deprived area that has potential for growth / development	2
	The area traditionally has a high proportion of affordable and social housing.	1
	Build along the route	1
	Demand for residential development for KCH / Institute of Psychiatry staff	1
	Locations stated as possible development areas	
	Camberwell	61
	Peckham Rye	26
	Peckham	22
	Old Kent Road	9
Lewisham	7	
Catford	3	
Streatham	3	
Walworth	3	

	Rye Lane	3
	Hayes	2
	West Wickham	2
	Beckenham	2
	Bromley	2
	Development should be located close to the new stations.	1
	There is only room for development beyond Lewisham.	1
	Develop the run down areas	1
	New Cross	1
	Dulwich	1
	Denmark Hill	1
	Ladywell	1
	Support development outside of London	1
	TOTAL	291
Type of development	New development must prioritise social / affordable housing	66
	Development should be well designed / carefully planned / responsible / not an eyesore / in line with existing architecture / sensitive	28
	Oppose high rise development	27
	Developments should not just be accessible to higher incomes / oppose construction of high end properties	15
	Regeneration of derelict buildings and neglected high streets / empty commercial spaces	14
	New development must respect the existing urban fabric and be appropriate for the setting.	14
	New development must provide new schools / healthcare.	13
	Development should be extending or enhancing existing developments / Future development in this area should focus on refurbishing existing assets	11
	Support new development for existing communities, not high end developments.	11
	Support building of leisure facilities	7
	More small family houses should be built instead of flats / oppose small flats	7
	Support building public services / facilities	7
	New development should be primarily residential / Preference for housing rather than commercial development	6
	Would like shops to be built / restaurants	6
	Do not support private developments built for profit	6
	Support high quality development	6
	Support low density housing building built	4
	Support offices being built / Employment development	4
	Development should be sustainable	2
	Oppose offices being built	2
	Oppose new-build homes	1
	Do not just want to cater for 'affordable housing' market. Want southeast London to be a destination for all types of people.	1
	Any development would need to be carefully considered	1
	Less buy to let and more buy to live	1
	Designed around pedestrians, cyclists and public transport, not car use.	1
	Developments should be accessible to the tube	1

	Businesses will not move to the area	1
	Oppose construction of new supermarkets	1
	Support high rise development	1
	Malls and shops should be integrated around the station	1
	TOTAL	266
Further information required	Need more information about the type / location of new development	162
	Where will the development be?	15
	The implications of what such development will mean is not clear / impact on the train network	11
	Unsure of what the question means	10
	It will depend on how many?	8
	Depends on how it effects other facilities i.e. leisure space	2
	Need to understand the extent of disruption	2
	Will the new development involve pushing out the existing community?	2
	Where will the tunnelling be?	1
	I thought the Thameslink project when finished in 2018 would provide extra capacity at London Bridge etc	1
	Need to understand the environmental impact.	1
	Need to understand the impact on the economy.	1
	Consideration given to noise levels from train frequency increase.	1
	What happens if developers negotiate out of paying for the extension?	1
	Does this new development include developments that are in progress?	1
	Who will pay for capital expenditure?	1
	Can funds not be obtained from elsewhere, e.g. by scrapping the "New Bus for London", or from Network Rail?	1
TOTAL	221	
Impact on existing residents	Support as long as development benefits all existing residents / local community / Improve quality of life	39
	Existing residents should not be displaced.	29
	Concern over increasing house / rent prices	22
	Current residents should be prioritised over future ones / existing communities justify the extension / local needs justify the extension	20
	Concern about increased development putting pressure on other aspects of the infrastructure e.g. Sewerage, schools, hospitals, GPS etc.	14
	Concerns over losing character of the neighbourhood / gentrification	12
	Should maintain the historic fabric of the local communities	11
	Increase the levels of accessibility into London	11
	Decrease pollution.	2
	Improve facilities for existing residents	2
	Concerns about criminals travelling to the area	1
	New development should not increase overcrowding.	1
	Existing communities in southeast London that are suffering with poor transport links should be given consideration first.	1
TOTAL	165	
Public transport and congestion	Current issues	
	Peak transport in southeast London is already at capacity / extension is already needed	43

	Transport links are missing in the area / southeast London has fewer transport options than other areas of London	21
	Congestion in the area is a big issue	18
	Significant new development will put a greater strain on the transport network.	14
	The extension will not resolve the existing inadequate transport facilities.	5
	Support as long as other methods of transport are considered / additional train capacity	4
	Other transport solutions	
	Other tube / DLR lines should be extended too.	4
	Needs to be investment in cycle infrastructure	3
	Additional trains / carriages required on existing lines	2
	TOTAL	114
Route	Camberwell	18
	Why not open up Camberwell train station again and have southern rail services stop there.	16
	Peckham / Peckham Rye	15
	Provide interchanges at Catford / Bromley / Peckham / Denmark Hill to reduce crowding.	9
	Support extension as far as Lewisham (at least).	8
	Support proposal in principle but do not agree with the proposed route.	8
	Support Option 1b	6
	The tube should run through Catford	4
	Support both 1a and 1b	4
	Streatham	3
	Support Option 1a	3
	Camberwell and Bromley	2
	Should be an additional branch joining at New Cross Gate.	2
	Suggested route already has sufficient public transport	2
	Only support the extension up to Beckenham	1
	Brockley	1
	Walworth	1
	New Cross	1
	It needs to be understood what the current travel patterns are.	1
	The route should not run through Catford	1
	The route should go to Charlton	1
	Route to Tulse Hill / Streatham	1
Route should stop at Walworth Road / Burgess Park	1	
TOTAL	109	
Economy, regeneration and the environment	Concerns over reduction of green space	26
	The development should be sensitive to the local area.	9
	The extension will help the London economy.	8
	Development / extension should benefit local business, not just megacorps	3
	Concern about the environmental impact / risk of flooding.	2
	The extension would give massive boost to local economy / regeneration	2
	Benefits for all of London.	2
	Extension will allow for investment in medical research (Linked to KCH and Maudsley)	2

	The economy of the area depends on good transport	1
	Concerns about noise pollution	1
	TOTAL	56
Financing the extension	Funding should be found from other sources	12
	New development should not be the basis for funding this extension / The extension should be funded by other means	10
	Understand that private finance is needed to build the extension.	7
	Public money should be used to fund the extension / public money should be used as the rest of London will benefit	4
	Concern that there are not enough opportunities for development to fund the extension.	4
	It is a risk to fund infrastructure developments by speculative development, which rely on the infrastructure improvements.	3
	TfL should focus on other routes or extensions if there is not enough funding / money would be better spent elsewhere	2
	Surcharges on house sales in the area to raise funding	1
	Using funding from private developers could lead to poor decisions	1
	Private Public Partnership	1
	the actual costs to companies and individuals is higher	1
	Should increase congestion charge to cover the funding shortfall.	1
	Network Rail should own the land for development to collect the benefits from it	1
	Elephant & Castle Heygate redevelopment should be levied to support the extension as it will benefit from it	1
	If development is coincident with or subsequent to a new railway then we need legal mechanisms to obtain some of the development gain / increase in land values / increased tax receipts.	1
	TOTAL	50
Other	Would be great for the hospital links / Access to KCH is an important consideration	15
	Extension will connect North and South London	2
	What a shame the railways were privatised; imagine the vision of joined up networks of train and tube extending nationwide seamlessly, without vested interests and dependence on transitory global corporations.....	1
	Unsure of the accuracy of information in the consultation documents.	1
	The proposed developments should have extensive consultation with the community.	1
	Introduction of Overground to south east London has resulted in many new developments	1
	TOTAL	21

'MAYBE' TOTAL	1,624
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AGAINST (No)

Theme code	Comment description	Number of comments
General comments	Support the extension regardless of development.	91
	There is already too much development.	20
	New development is already happening in southeast London.	18

	The extension should be created to serve existing residents / solve existing problems, not serve new development.	12
	Do not want new development in southeast London.	10
	I do not want southeast London to change.	10
	There is enough demand for the extension without further development.	9
	Public transport is already good enough / the area is already well connected.	9
	The extension should not be dependent on development.	7
	Once Crossrail and Thameslink schemes are complete, development in southeast London will be more attractive.	3
	New development will happen anyway as South London is very attractive.	2
	The proposal will not enable new development.	2
	There is not enough existing infrastructure to support new development.	2
	Development would have a greater impact in New Cross Gate London.	2
	Whether there is the Underground or not will not have an impact on the rate at which London develops.	2
	The route predominantly uses an existing line, therefore any development will just use the existing network.	2
	Key attraction of the area is that it is not over developed.	2
	Oppose the extension.	2
	It shouldn't only be because of development prospects that an area be given access to the Underground network.	1
	Further development in London is counterproductive.	1
	It will mean losing more housing in the area to accommodate business development; we haven't got enough houses as it is.	1
	The down side is un-aesthetic new buildings, the increase in population density and rising house prices.	1
	The extension will bring the new development.	1
	Development shouldn't be at the expense of the poor.	1
	South "Central" has been ignored whilst suffering the same or worse levels of social deprivation.	1
	It will heighten development- but not aid it.	1
	southeast London is already too expensive.	1
	The developers should not dictate where the extension goes.	1
	The area has survived so far without the Underground.	1
	Support extension if it improves the existing service.	1
	The extension will reduce travel times.	1
	TOTAL	218
Public transport and congestion	southeast London is already too overcrowded. / Need to avoid creating more overcrowding.	52
	Further development will increase the pressure on a transport system that is already struggling.	5
	southeast London has been overlooked in terms of transport for too long.	4
	Taking over the Hayes branch line restricts access for alternative routes in and out of London / removes a direct service to London Bridge / Cannon Street / Charing Cross / Waterloo.	4
	The extension is needed to relieve congestion on the existing transport network.	4
	Support any means of reducing congestion on the roads.	4
	The scale of new development means that the extension will run at full capacity even with the increased services.	3

	southeast London requires the Underground network as it is the only part of London that doesn't have direct access to the existing network.	3
	Existing public transport services are overcrowded.	3
	The area needs better public transport links.	3
	Extend DLR.	3
	There isn't enough capacity on public transport to cope with increased development.	2
	The perceived gain in capacity will be eliminated by the likely rise in demand arising from new development.	2
	Improve Network Rail capacity.	2
	There is a serious discrepancy between transport provision north and south of the river.	2
	The road network is congested.	2
	Want to preserve the direct train connection to London Bridge.	2
	Camberwell / Old Kent Road / Walworth have significant traffic and congestion problems.	2
	A whole new Underground line should be built to serve the southeast	2
	The area is well served by public transport.	2
	New development will increase congestion on the roads.	1
	Oppose increase in population.	1
	The journey time from the area will be less direct and slower with the extension which is not appealing to developers.	1
	Extend the tramline between Beckenham and Bromley.	1
	Terminate the Bakerloo at Lewisham and use the money to improve the Tramlink.	1
	Doesn't propose a Jubilee line link to London Bridge - annoying.	1
	Just increase the frequency at the stations.	1
	Would prefer a better service on the Hayes Line	1
	Having a direct link to the heart of London will take pressure off the Overground network.	1
	It would be cheaper to expand the Overground line, and connect it to Victoria line or Northern line.	1
	The service on the existing line should be improved instead of an extension.	1
	Support if the Victoria line is extended to Streatham and Norwood.	1
	Instead of an extension, escalators and lifts should be made available in all stations to make them accessible to everyone.	1
	Use longer trains from Hayes.	1
	The need for a train link between Gatwick and Stanstead is greater.	1
	Improve the Dartford line.	1
	The Dartford Line is at capacity.	1
	National Rail train frequency should be increased.	1
	More guards should be available at stations, to help passengers with travel and ticket enquiries.	1
	The area needs the level of transport provision the rest of London has.	1
	Privatise all parking spaces	1
	TOTAL	127
Route	Camberwell	17
	The route should serve Streatham / Streatham Hill.	11
	Needs to improve access to King's College and Maudsley Hospital / Denmark Hill	8

	Peckham / Peckham Rye	8
	Route needs to go to the South and South West of London	4
	Support extension to Lewisham.	3
	Support extension route 1b.	2
	A new line with an interchange and not an extension would be better	2
	East Dulwich	2
	Support extension 1a.	2
	Bromley North	1
	Bromley South	1
	Strongly oppose the replacement of the Hayes National Rail line.	1
	There are areas that need the extension more than the proposed route.	1
	Concern extension beyond Lewisham will remove direct trains.	1
	There isn't anywhere to put sidings.	1
	Priority should be given to areas that are densely populated / have services that need increased connectivity.	1
	Oppose extension to Hayes.	1
	Support both 1a and 1b.	1
	Tulse Hill	1
	Norwood Junction	1
	Loughborough Junction	1
	City Hall / Butler's Wharf	1
	TOTAL	72
Impact on existing residents	The primary concern of new transport projects should be to service the existing population.	14
	New development will displace existing residents.	9
	Poor and established communities should not be displaced.	4
	The proposed approach would contribute towards the growing social inequality.	3
	New development would put pressure on many existing low income households.	2
	There is an existing need, irrespective of new development in the area.	2
	The transport connections should be improved for existing residents before there is additional new development further down the line.	2
	The extension will not benefit residents.	2
	It would make accessing central London harder for existing residents.	2
	Will make house prices even higher	1
	New development would disrupt and prejudice the demographic development that is already going on in southeast London.	1
	This is a social need, rather than solely an economic one	1
	The extension will change the demographic of the area.	1
	Regeneration of the area will increase prices and marginalise the existing working class population.	1
	New development should benefit people as opposed to the economy.	1
	New development will reduce the quality of life for existing residents.	1
	New council flats may lower the value of existing property	1
	Will impact in terms of noise, the mess and the redirection of buses.	1
	Local businesses will not profit in fact they will close down.	1
	The extension will change the character of the area.	1

	Well paid commuters will be the only ones who can afford to live in the area.	1
	The extension will lead to gentrification.	1
	The extension will improve evening and weekend services, giving greater access to the central London nightlife.	1
	Increase in crime rate.	1
	Residents need better transport links to share in any progress / prosperity in London.	1
	Improved connectivity to central London.	1
	TOTAL	57
Location of development	Areas mentioned for development	
	Streatham	3
	Norwood	1
	Norbury	1
	Thornton Heath	1
	Erith	1
	Barnhurst	1
	Bellingham	1
	Downham	1
	Peckham	1
	Camberwell	1
	General comments	
	Oppose development on green space.	11
	There isn't any available space for further development in the area.	9
	South London is beautiful because of how green it is.	5
	Support development on brownfield land.	4
	northwest London needs development.	1
	Oppose new development in Beckenham.	1
	Areas nearer the centre need development more.	1
	Oppose new development in West Wickham / Hayes.	1
	New development will destroy the existing semi-rural pleasant environment.	1
	TOTAL	46
Type of development		
	There is already a severe lack of school places.	8
	New development will add additional pressure on local services.	6
	Against high density developments	3
	The area is currently underserved in terms of schools and doctors.	3
	Oppose high-end development for overseas investors.	2
	Development must include measures to include social housing.	2
	If new housing is built, services need to be built first.	2
	There should be a change from office / commercial land use to residential.	1
	Oppose private housing.	1
	Development should be respectful to the local environment.	1
	Development in southeast London should be on a local basis.	1
	The enormous cost of the extension means that any development will be high-end.	1
	Oppose construction of chain stores / supermarkets / big businesses.	1
	More social housing should be built	1

	Can we not restore existing properties	1
	Existing housing should be preserved.	1
	Measures should be put in place to ensure house prices do not inflate unfairly.	1
	Due consideration should be given to the construction of amenities and schools to accommodate the influx from new development.	1
	The current significant development is having a negative impact on the area's infrastructure and services.	1
	Housing demand will never be satisfied if we keep building more houses, as they just generate increased demand.	1
	TOTAL	39
Financing the extension	Transport projects should not be reliant on developer funding.	12
	The extension should be funded using public money.	6
	Developer contributions should not determine the route or whether a project goes ahead.	4
	If the development does not materialise bonds could be issued to fund the project	2
	southeast London has been subsidising the Underground across the rest of London for a long time.	2
	The extension should be funded by a steep taxation on the financial services industry and the super-rich.	1
	A mixture of private and public funds should be used for the extension.	1
	Areas affected by the extension will benefit and therefore should contribute through Council Tax.	1
	TfL / GLA have a duty to continue their investment in public transport in London.	1
	The extension will not only benefit new developments so it is unfair for developers to fully fund the scheme.	1
	Could be part funded by some form of land tax	1
	Need to invest in infrastructure, rather than development, to generate capital gain.	1
	The extension requires public / government funding, not development funding.	1
	It is a mistake to look to development for funding, especially in the current volatile housing market.	1
	The development should be funded irrespective of development.	1
	This is an expensive project that adds no value to public transport.	1
	TOTAL	37
Further information required	The definition of development is unclear.	10
	On locations of new development.	3
	On type of new development.	3
	Evidence that large scale development is required along the Hayes line.	1
	Funding sources.	1
	TOTAL	18
Other	The question is weighted towards support for Old Kent Road routing.	4
	I don't accept that the population increase figures are correct.	1
	The question is a red herring – the land will be developed anyway and will be too expensive for normal people.	1
	The question contradicts itself.	1
	Previous technology meant that southeast London didn't have a Underground line, but now technology has improved there is no reason for there not to be a line.	1

	The map showing population growth shows that this will be predominantly in east and NE London, not the southeast, which undermines the premise of the extension.	1
	The construction period would significantly disrupt services for years.	1
	Only benefits people working on Bakerloo line. Ignores those who work in the City of London.	1
	There are a number of factors which prevent the development of an area other than transport.	1
	Now stations could also act as development attractions.	1
	TfL are incompetent.	1
	House prices in the area are similar to those in Crofton Park.	1
	TOTAL	15

'NO' TOTAL	629
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DON'T KNOW

Theme code	Comment description	Number of comments
Further information required	Depends on what the new development is.	46
	Not given enough information about the development to answer the question.	14
	Depends on where the new development is.	13
	Want more information about specific proposals before commenting.	10
	Definition of development.	8
	Need more information on funding sources.	2
	What would be the impact on the local community?	1
	TOTAL	94
General comments	The extension should happen regardless of new development.	9
	Development is already happening all over southeast London. / southeast London is developing rapidly.	9
	The line should be built in response to existing demand, not future development.	8
	Need development to support the extension, need the extension to support the development.	4
	Support the development.	2
	The area does not have the transport links to be at the 'London standard'	2
	The extension will not benefit commuters.	2
	Support depends on the location / type of development.	1
	There is already demand for the extension without further development.	1
	New development will come once the extension is built.	1
	In Lewisham, the provision of new services has not kept up with the increasing numbers of residents.	1
	Transport infrastructure is already sufficient.	1
	The area needs more development.	1
	southeast London should have a fair share of London's transport infrastructure.	1
	Do not use the Bakerloo line.	1
The Bakerloo extension will not enable as much new development as Thameslink 2.	1	
The lines we have at the moment are absolutely fine.	1	

	The area needs the extension.	1
	Increase in journey time.	1
	Increase in complexity of journey.	1
	Reduce comfort of commuting.	1
	Will increase cost of commuting.	1
	The extension will benefit commuters.	1
	The extension is long overdue.	1
	Oppose the extension.	1
	TOTAL	54
Other	Do not understand the question / question is worded too vaguely.	18
	Not from southeast London.	2
	The extension will not be planned until Crossrail / Thameslink / HS2 projects wind down.	1
	Disadvantage to hospital patients travelling to Guys Hospital and St Thomas' Hospital directly.	1
	TOTAL	22
Type of development	Do not support development that benefits the better off.	3
	Need more affordable housing.	3
	Development will increase pressure on other resources (schools, NHS etc.).	2
	Only if it is good architecture.	1
	Should enhance the unique beauty of South London.	1
	Need high quality / long lasting development.	1
	The development should be community-focussed.	1
	The development should support / enhance local facilities.	1
	Oppose high-rise development.	1
	Oppose high-end / luxury development.	1
	Additional services should be considered for a growing population.	1
TOTAL	16	
Location of development	Public / green spaces should not be used for development.	6
	Development should not use green space.	3
	southeast London is already densely populated.	1
	Support if development is in areas where it does not put too much strain on the infrastructure.	1
	The aim of the extension proposal should be in the main to regenerate areas with large populace.	1
	Camberwell / Walworth Road need development / have areas that can be used for development.	1
	Not too much surface development.	1
	Oppose the loss of heritage.	1
	TOTAL	15
Route	Camberwell	3
	Peckham Rye / Peckham	2
	The line should be extended to Streatham or West Norwood.	2
	Old Kent Road / Camberwell / Peckham are poorly served - the line should go to both.	1
	I don't think it should extend to Bromley.	1
	There will be a loss of direct trains to London Bridge / Charing Cross / Cannon Street.	1

	Walworth	1
	Serve Bromley South instead.	1
	Mainline trains have more seats than Underground trains.	1
	TOTAL	13
Impact on existing residents	Support it if the development will support / benefit current residents (opposed to developers)	4
	Concerned the initiative will price current residents out of the area.	3
	The area may become unaffordable for students.	1
	An increase in residents' quality of life.	1
	Existing residents should not be displaced.	1
	Need reassurance that the character and community will be preserved and enhanced by development.	1
	It would be beneficial to the people already in the area.	1
	TOTAL	12
Financing the extension	Extension should be built at public expense.	1
	The extension will need to be funded by tax payer money.	1
	The Treasury should help to fund the project.	1
	Development alone will not cover the cost of the extension.	1
	Development won't happen without the extension, the extension won't happen without development.	1
	TOTAL	5
Public transport and congestion	Developments are often car free, therefore there is an obligation to provide high quality public transport.	1
	TOTAL	1
Economy and regeneration	The extension will benefit business resilience.	1
	TOTAL	1

'DON'T KNOW' TOTAL	233
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QUESTION 8 TOTAL	6,941
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Appendix F: Question 10 code frame

APPENDIX F

Question 9: One possible route option could be along the Old Kent Road to New Cross Gate and Lewisham (option 1a). Do you support a route along the Old Kent Road?

Question 10: Do you have any further views / comments on the above option?

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Public transport	Old Kent Road not well served by rail at the moment / lacks options other than bus	450
	Route 1a needed more as Camberwell (route 1b) is served by Denmark Hill Overground / Peckham Rye / Loughborough Junction / Northern line	157
	Old Kent Road buses are overcrowded / overcrowded in comparison to the Elephant & Castle (E&C) / New Cross route and Route 1a would relieve some of the pressure on buses	99
	Old Kent Road is not well served by public transport at present / less well served by Public Transport than Camberwell and Peckham Rye	74
	Local Old Kent Road population are currently dependent on buses, and 1a would provide greater travel options	49
	Rail link is needed at Old Kent Road / Old Kent Road suffers from lack of rail access	38
	Need express route for commuters / 1a would reduce travel times for commuters	26
	Provision of Route 1a would result in greater spread of commuters.	4
	Old Kent Road has a low PTAL rating	3
	1a will increase overall PT capacity in the Old Kent Road area	3
	Buses are presently the only PT option from Camberwell	2
	Buses along Old Kent Road are unreliable	2
	1a corridor is already well served by Tube	2
	Trains at E&C are severely overcrowded - need a tube	1
	1a corridor is already well served by Overground	1
	TOTAL	911
Investment / development	Old Kent Road is a deprived / poor / dilapidated / overlooked area / Old Kent Road needs redevelopment	164
	Line 1a will attract investment to Old Kent Road area – redevelopment needed more greatly along 1a than 1b	138
	Old Kent Road area has plenty of brownfield space and so greater potential for development / regeneration	135
	Would encourage much needed improvements to attractiveness of Old Kent Road area / regeneration	97
	Development locally is constrained by transport capacity / Tube link will support regeneration	97
	More should be made of Old Kent Road's potential given its proximity to central London	42
	Should lead to better use of core space (removal of low density retail parks / semi-industrial sites in favour of housing and mixed use-development)	37
	1a corridor has potential to provide much needed housing	25
	Better because Camberwell is already undergoing regeneration	21
	Will attract more developer contributions / require less taxpayer support	13
	Regeneration could support improvements to pedestrian, cycle and bus infrastructure on Old Kent Road.	6

	Old Kent Road area could accommodate high rise / dense development	3
	Walworth Road has good potential for redevelopment	3
	Property values would increase	2
	Uncertain whether Peckham can accommodate more development / already issues with Peckham Rye development	2
	Tube line would encourage regeneration needed in Camberwell, Peckham & E&C.	2
	Ongoing and planned development in both areas will generate demand which could justify the construction of both lines	1
	TOTAL	788
General comments	Want both route options / both routes needed	122
	Support both route options but prefer 1b / would prioritise 1b	96
	Live / work nearer route 1a	83
	Support either route option	68
	Support both route options but prefer 1a / would prioritise 1a	59
	Benefits of Route 1a will be greater	51
	Route 1a is needed more	48
	Live / work nearer route 1b	11
	Route 1b is needed more	4
	Route 1a appears better, but need more information	3
	Hard to say which is better without further information	3
	Route 1b appears better, but need more information	1
		TOTAL
Congestion / capacity	Roads are too busy at present in Old Kent Road area, even outside peak hours / Congestion more severe than in Camberwell area	225
	Could relieve road traffic congestion on Old Kent Road, New Kent Road and travelling through E&C	177
	Journey times (bus and private vehicle) along Old Kent Road are currently high	49
	Old Kent Road is presently a challenging environment for vulnerable road users. Traffic reductions may improve road safety for these users.	28
	Would relieve congestion on New Cross Gate Overground services	14
	Will shorten journey times	12
	Congestion is severe in Camberwell / on Walworth Road	5
	Would relieve congestion on Northern line / other tube services	4
	Would relieve congestion at London Bridge / Victoria / Blackfriars	3
	Congestion is not as severe in the Old Kent Road area as in Peckham and Camberwell	3
	Congestion is not a significant problem on Old Kent Road	3
	The tube link is unlikely to reduce traffic on Old Kent Road since it's a key route to / from south	3
	Extension to Lewisham would help alleviate congestion on DLR	2
	Will reduce demand for limited parking space along 1a corridor	1
	Travel from Old Kent Road to Central London takes less time than from Camberwell / Peckham	1
	TOTAL	530
Connectivity	Need to build up transport connections in Old Kent Road area / Old Kent Road is not as well connected as Peckham and Camberwell areas	85
	Old Kent Road is a major transport artery	60
	Old Kent Road area can be challenging to access, due to poor connections	43

	1a improves access to central, west and north London from southeast London	22	
	1a provides a link to Overground rail services / better link to Overground services	21	
	Provides access to Old Kent Road for residents / shops / businesses	20	
	1a will improve access into the southeast London area	15	
	Old Kent Road area is well connected at present / better than Peckham and Camberwell	14	
	There is demand for better connectivity in the Old Kent Road area	11	
	1a serves Burgess Park	9	
	Underground access much needed south of Bermondsey	8	
	1b provides better connections with Overground services	7	
	1a supports access to major London hospitals	7	
	1a provides better access to the Docklands Light Railway (DLR)	5	
	1b can offer greater connectivity across southeast London	2	
	1a supports access to new sporting village at Surrey Canal	1	
	1a connects with bus interchange at Bricklayers Arms	1	
	Camberwell & Walworth need better connections	1	
	TOTAL	332	
Comparison with Option 1b	1a is better because it's a more direct route than 1b / natural extension	135	
	1a is better because it is a quicker link than 1b	64	
	1a is better because it is cheaper than Route 1b / better value for money	30	
	1a is better because it is easier than Route 1b	7	
	1a is better because it will be cheaper due to fewer tunnelled route kilometres	6	
	1a is better because development of 1a is likely to cause less disruption than 1b	4	
	1b is better in terms of existing activities and destination benefits	3	
	1a is better because it is cheaper than Route 1b (savings could be used on Peckham / Camberwell)	1	
	1a is better because of complexity of new route through Peckham / Camberwell	1	
	1b is better because it is cheaper than 1a	1	
	1b is better because it can use existing infrastructure, and so be delivered sooner	1	
	1a is better because it could be more quickly implemented	1	
		TOTAL	254
	Route suggestions	Provide both branches 1a and 1b	47
Extend to Bromley		20	
Extend to Catford		14	
Extend to Hayes		11	
Extend it past Lewisham		10	
Terminate at Lewisham		9	
Extend to Greenwich		8	
Extend to Deptford DLR		6	
Route hybrid – serve Old Kent Road Station 1 then Peckham Rye		6	
Connect Old Kent Road Station 1 with Camberwell		5	
Extend via Brockley		4	
Extend to Beckenham		4	

	Extend via Surrey Canal Road	3
	Extend to Forest Hill	2
	Include Millwall FC on the route	2
	Terminate line at New Cross Gate.	2
	Consider also serving new Heygate Estate / Walworth Rd Developments before continuing on to Old Kent Road Station 1	2
	Extend along A20 from Lewisham / to Eltham / to Sidcup	2
	Extend arm directly south to Dulwich	2
	Suggest stopping at Tabard-Tower Bridge Road and another at Brimington Park to connect with South-Bermondsey-Queens Road Peckham line, before connecting New Cross Gate with New Cross and Deptford Bridge before heading down to Elverson Road-St Johns and Lewisham	1
	Extend to Blackheath	1
	Extend to Charlton	1
	Route via Surrey Quays	1
	Extend to Lewisham / Ladywell in short term, and built out further later	1
	Run route down centre of area between Old Kent Road and Walworth Road	1
	Terminate before Beckenham	1
	Terminate at Peckham Rye	1
	Extend from E&C to Walworth, then North Peckham, then Queens Rd Peckham	1
	1b should extend via Camberwell, Nunhead, Crofton Park and Catford	1
	Route Hybrid – extend from Old Kent Road to North Peckham to Catford	1
	Bring line to the surface at Bricklayers Arms then reinstate old freight route onwards to New Cross	1
	Extend via Bermondsey	1
	TOTAL	172
Social impacts	May improve quality of life for residents / reduce stress of commute for residents / make Old Kent Road a more desirable place to live / work / socialise	44
	1a will have a bigger impact on communities in inner south east London	28
	Will make the Old Kent Road area feel safer / existing personal safety concerns along 1a corridor	11
	A tube link with be very convenient for local residents	11
	Current traffic problems make Old Kent Road less appealing place to live	7
	Route 1b has greater justification based on social need	4
	Route 1a would support large numbers of students living local to the route	4
	Will equilibrate the wealthy / poor gradient along the route	3
	A tube link may give the area a greater sense of pride / identity	3
	Tube link may reduce severance caused by heavy traffic on Old Kent Road	2
	TOTAL	117
New station suggestions	Yes - add a station near Tesco, by Burgess Park / near Dunton Rd	25
	Yes - but add a station at Bricklayers Arms / near Mandela Way	20
	Yes - but should have more than 2 intermediate stations between E&C and New Cross Gate	14
	Yes – but provide interchange with Overground via previous Old Kent Road station / new station by Brimington Park	9
	Yes - but add a station between Commercial Way and Ilderton Road / by Ilderton Rd	6
	Yes - would like new station at intersection with Rotherhithe New Road / By Malt Street	5

	Yes – but add a station at Walworth East	4
	Yes – station could be built in Toys ‘R’ Us car park on Old Kent Road / by Brimington Park	3
	Yes – 1b should stop on Walworth Road	3
	Yes - want station at St John's	2
	Yes - but need a station serving Aylesbury Estate	2
	Yes – 1a should stop near East Street	2
	Yes - make use of disused Brockley Lane station	1
	Yes – 1b should stop at 2 stations in Peckham	1
	Yes – there should be an additional stop between NCR and Lewisham	1
	Yes – Only one station on Old Kent Road with entrance at each end	1
	TOTAL	99
Interchange suggestions	Yes - but make Lewisham a hub (as connects to DLR)	31
	Yes - but interchange at New Cross Gate	23
	Yes - use Queen's Road Peckham as an interchange	14
	Yes - but include a new station at New Cross so people can transfer between south and southeast routes without entering Zone 1	12
	Yes – Interchange at Brockley	4
	Yes – Interchange at Deptford DLR	2
	Yes - but should provide interchange with Clapham Junction branch of East London Line	1
	Yes - but desirable to link this extension with the East London line (to go from Hayes to Croydon)	1
	Yes – consider Park & Ride Facility at Old Kent Road station	1
	Yes – Interchange at Lower Sydenham	1
	TOTAL	90
Economy and employment	Route 1a will support local businesses and attract new businesses to the Old Kent Road area	58
	Through increasing travel options, Route 1a may boost job opportunities for residents of deprived Old Kent Road area.	13
	Route 1a has greater economic justification than Route 1b	7
	Route 1a could subsidise Route 1b if both branches were developed	1
	TOTAL	79
Catchment	Route 1a is highly / densely populated and the population is growing	38
	Route 1a could serve more people than 1b (higher density of residential / more jobs)	11
	Route 1b could serve more people than 1a (higher density of residential / more jobs)	8
	Route 1b can better serve new communities / development to date	2
	TOTAL	59
Reasons for response	Yes - but also provide a Camberwell / Walworth Road mainline station (Thameslink)	15
	Yes – but regeneration should include a lot of affordable / social housing	5
	Yes - if it means new stations along Old Kent Road	4
	Yes – consider extending Victoria line to better serve Peckham	4
	Yes – because alternative schemes are better places to serve Camberwell & Peckham Rye (e.g. tram)	3
	Yes - but consider light railway system	2
	Consider raising the line above the road (e.g. Berlin & Brooklyn)	2
	Yes – but new stations should be built as part of multi-use high density	2

	development	
	Yes - simultaneous development of both lines would make cost effective use of tunnel boring machine and tube extension investment scheme	2
	Yes - but needs similar proposal to benefit Lambeth residents	1
	Yes - but could alternatively investigate better options from London Bridge	1
	Yes - should remove flyover by Bricklayers Arms	1
	Yes – but close East London Line to New Cross	1
	Yes – but need proper interchange at New Cross Gate to prevent overcrowding	1
	Yes – but suggest Old Kent Road is provided for via tram link	1
	Yes – but actual route should be decided by local residents	1
	Yes – but provided it is not accompanied by redevelopment	1
	TOTAL	47
Concerns	Yes - but object to withdrawal of national rail services from Hayes Line / should not degrade or replace National Rail services between Hayes and London Terminals	7
	Yes - but regeneration / gentrification can price people out of their homes / displace community	4
	Yes - but do not demolish existing residential buildings in order to build the station or the line / force people to leave their homes	4
	Yes - but there is little interchange with other routes	4
	Yes – but two stations on Old Kent Road seems impractical / excessive	3
	Yes – but concerned about impacts of construction on transport networks	3
	Yes – but would not want to see the area’s light industrial uses / character obliterated	2
	Yes – but not if it means that Old Kent Road must be closed to allow construction of tube line	2
	Yes - but does not really link communities	1
	Yes - but loss of connection at Peckham Rye a disadvantage	1
	Yes – but concerned about impacts on roads of developments already underway in Lewisham and additional traffic demand which will be created by the tube lines	1
	Yes – but concerned about impact on Burgess Park	1
	Yes – because concerned that route 1b may affect local hospital	1
	Yes – but concerned about subsidence resulting from construction	1
	Yes – but concerned about extension beyond Lewisham	1
	Yes – but concerned about delay until operational, while passenger volumes are growing on Overground and DLR	1
	Yes – but concerned by estimated passenger loadings which suggest that if route travels further than Lewisham, services will all be full before they reach Old Kent Road at peak times	1
	TOTAL	38
Does not answer question	Not applicable to the question, but relevant to the consultation	29
	Not applicable to the question or the consultation	4
	TOTAL	33
Further information required	Yes - but want further information on where the stations are, they need to cover areas not served by existing services	7
	Yes - but need more info about what wider benefits of each route may be and number of people who will benefit	5
	Yes - but need to consider impact of construction process on local people, businesses and transport networks / how construction traffic will be managed	4
	Yes – but need more information on costs of each option	3

	Yes – but further information / studies needed (NON-SPECIFIC)	2
	Yes – but further information needed on the economic case	2
	Yes – but further information needed on how the line would connect Lewisham & New Cross Gate	2
	Yes - but want further investigation into the impact on congestion further along the route	1
	Yes - but need more info about anticipated traffic volumes and use	1
	Yes – but further information needed on environmental impacts	1
	Yes – but further information needed on where depot will be sited	1
	Yes – but further consideration should be given to parking provision as a tube link will attract additional drivers to the stations at the end of the line.	1
	TOTAL	30
Environmental impact	Air pollution is an issue on Old Kent Road	14
	Will reduce pollution / emissions in the area	12
	Noise pollution is an issue on Old Kent Road	3
	TOTAL	29
Active travel suggestions	Yes - but there should be a proper cycle route along Old Kent Road and crossing at Tower Bridge	1
	TOTAL	1

'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	4,158
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
General comments (neutral – preference)	Prefer 1b	165
	Support both (1a & 1b)	36
	Prefer 1a	36
	Further out in south east London needs better transport options	27
	Prefer route with shortest journey time	22
	Support most cost effective route	16
	Support route which supports most people	16
	Oppose replacement of Hayes National Rail line	11
	Support most useful route for regeneration	7
	Route 1a is not as good for interchange	5
	Unsupportive of all proposals	1
	TOTAL	342
General comments (neutral - no preference)	Makes little or no difference to me	73
	Not familiar with this area	40
	Unsure which is better	37
	Cannot see any benefit	2
	Will not alleviate current transport issues	2
	Need two diverging extensions	1
	TOTAL	155
Route / interchange suggestions	Should have 1a if it is not at expense of route through Walworth to Camberwell	30
	Should run through to Hayes	19

	Should run through to Bromley	14
	Should run through to Lewisham	13
	Route should go as far as possible	11
	Should go through Catford	11
	Should extend to Beckenham Junction	6
	Terminate Bakerloo line at Lewisham	6
	Should go through Burgess Park	6
	Consider an Overground loop in southeast London	4
	Attempt to create as many interchange options as possible	3
	Should go to New Cross Gate rather than New Cross	2
	Should go through Deptford	2
	Should go through Dulwich	2
	Should go through Forest Hill	2
	Consider a light railway option	1
	Only if there is a branch to Camberwell	1
	Must consider offering low cost car parking at major connection points	1
	Should go through Nunhead	1
	Should go through Brockley	1
	Should go through Ladywell	1
	Should go through Denmark Hill	1
	Terminate Bakerloo line at New Cross	1
	Should go through Herne Hill	1
	TOTAL	140
Existing services	Existing Bus Service is sufficient on Old Kent Road	45
	Old Kent Road is already supported by Elephant & Castle services	13
	Will relieve pressure congestion on Old Kent Road	10
	Existing services are sufficient	4
	Will relieve pressure on bus services	3
	Overland services at New Cross is sufficient	3
	Will relieve pressure on roads which are on proposal 1b route	2
	Impact on pedestrians	1
	TOTAL	81
Investment / development	Both areas need redevelopment	17
	Will bring development	15
	Favour routes that use established stations / tracks due to disruption	12
	Old Kent Road needs development	6
	Do not want the area concreted over and filled with high-end flats	4
	Old Kent Road favoured for development potential rather than passenger demand	2
	TOTAL	56
Further information required	More information needed on tube construction / development impact on surrounding areas for each route	11
	Need to see proper business case for each option	11
	Will station design accommodate road designs?	5
	Will the proposed route run Underground or Overground?	3

	Location of proposed stations?	2
	Will proposals be on National Rail tracks or new tracks?	2
	Impact on London Bridge Station?	1
	TOTAL	35
Alternative route suggestions	New Branch to Streatham	11
	Tube Stops at New Cross Gate and Lewisham are unneeded	5
	Consider options which will serve more people and relieve congestion	3
	Reopen Camberwell Station on Thameslink	3
	Build Tram on Old Kent Road	2
	Create Stanstead to Gatwick route	2
	Follow A2 to Greenwich & Deptford Bridge	1
	Utilize existing Grove Park to Bromley North line	1
	TOTAL	28
Other	Old Kent Road least populated route	1
	TOTAL	1

'NEITHER SUPPORT NOR OPPOSE' TOTAL	838
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Public transport	Old Kent Road is better served by public transport at present	54
	Old Kent Road capacity is good at present	40
	Underground will not relieve Old Kent Road traffic congestion	10
	Old Kent Road is well served by buses at present	103
	Old Kent Road is well served by buses going to Elephant & Castle	22
	Journey times between New Cross Gate and Elephant & Castle via Old Kent Road are good at present	7
	Old Kent Road is well served by tube at Elephant & Castle and New Cross at present	41
	Old Kent Road has existing train links at present	7
	Old Kent Road has South Bermondsey rail	20
	Old Kent Road is close to Bermondsey (Jubilee line)	14
	Old Kent Road is closer to the city centre	9
	Lewisham has the DLR, buses to New Cross Gate and Old Kent Road	43
	New Cross Gate, New Cross and Peckham have the Overground. New Cross Gate has National Rail	69
	Old Kent Road has Elephant & Castle Underground and National Rail stations	22
	Old Kent Road is well served by Lambeth North and Kennington stations	1
	Severe overcrowding on public transport in Camberwell / Peckham	2
	TOTAL	485
Connectivity	Transport options are needed further south	15
	Camberwell needs a station - the nearest is the Oval	12
	Better access to Camberwell is needed	85
	Route 1b will serve Peckham Rye which has good interchange options	22

	No need for a station on Old Kent Road, area is already well served and being developed	1
	Route 1b offers more interchange options and a more flexible transport system	27
	Route 1b connects actual centres and attractions, e.g. Camberwell to Lewisham, more than 1a	27
	Route 1b is needed to connect to Kings College Hospital / other hospitals in the area	72
	Make use of existing network to Bromley	1
	Better access to Peckham needed	17
	Better access to Peckham Rye needed	13
	Will only benefit Old Kent Road residents	1
	Will increase journey times	1
	TOTAL	294
General comments	Route 1b is better	105
	Live nearer 1b	22
	Route 1b is needed more	75
	Should use existing infrastructure	6
	Not preferred route	8
	Proposals not correct solution	12
	No benefit / benefits unclear	15
	Hayes proposal more important	6
	Waste of money	4
	Improve existing transport services instead	1
	Object to extension of Bakerloo line	1
	TOTAL	255
Comparison with Option 1b	Route 1b will support the increasing commuting population in the area to a greater extent than 1a	18
	Route 1b will reach a wider catchment of people	121
	More people would use the tube on Route 1b	11
	The catchment of Route 1a is retail parks aimed at car users so will be of limited benefit	51
	Route 1b is needed more as will give connection to Overground line towards Clapham Junction	1
	Route 1a will take longer / cost more to complete because there is no existing infrastructure	11
	TOTAL	213
Congestion / capacity	Old Kent Road is a major road artery	21
	Road traffic congestion is worse at Peckham Rye	23
	Road traffic congestion is worse on Walworth Road	63
	Route 1a will have less benefit than 1b in terms of traffic reduction because Old Kent Road is major trunk road	32
	Road network has potential to add bus services e.g. removing parking - the Peckham route does not	2
	Install Cycle Highways on Old Kent Road	3
	Old Kent Road is congested	2
	TOTAL	146
Route suggestions	Should extend line to Greenwich via Old Kent Road, allowing North Kent Line mainline services to run straight from Greenwich to Cannon Street	1
	Should extend Jubilee line from Bermondsey instead	3

	Should extend to Streatham	18
	Should be a twin branch line (both 1a &1b)	18
	Should connect by rail to existing Denmark Hill to Lewisham route to be cheaper and quicker by avoiding tunnelling	1
	Bakerloo extension route Elephant &Castle > South Bermondsey> New Cross Gate> Greenwich	1
	Must extend to Lewisham	7
	Extend DLR	3
	Must run to London Bridge	3
	Extend Overground: Surrey Quays> Surrey Cannel Rd> Queens Rd Peckham	3
	New Tube line running southeast-New Cross Gate	2
	Station at Walworth Rd	2
	Proposals should be part of Metropolitan line	1
	Tram system along Old Kent Road	7
	New National Rail station between London Bridge and Deptford	2
	Bakerloo line to skip New Cross Gate, run Peckham> Lewisham	1
	Extend Hammersmith and City Line to Old Kent Road	1
	Bakerloo line to run Elephant &Castle > Dulwich / Herne Hill	5
	Bakerloo line proposal should go through Aylesbury Estate	3
	Bakerloo line must extend to Bromley	4
	Bakerloo line must extend to Burgess Park	2
	Bakerloo line must extend to Nunhead	1
	Terminate proposal at Beckenham Junction	1
	Do not extend Bakerloo line to New Cross and Lewisham	5
	Bakerloo line to run Loughborough Junction> Tulse Hill> Streatham	3
	Bakerloo line must extend to Crystal Palace	1
	Bakerloo line must extend to Forest Hill	1
	Widen Old Kent Road	2
	Bakerloo line must extend to Denmark Hill	3
	TOTAL	105
Investment / development	Camberwell and Peckham Rye (Route 1b) have greater potential for development / regeneration	34
	Camberwell / Walworth Rd needs regeneration	12
	Route 1a is only justified by potential accompanying development	5
	Camberwell and Peckham will not improve if route 1a is chosen	5
	Areas of southeast London not served will deteriorate	6
	Development / gentrification of Old Kent Road will push locals away due to increased property and rental costs	14
	Old Kent Road is already undergoing significant development	7
	Modal shift will impact on shops	1
	Route 1a will not bring development	3
	Housing development will increase congestion	3
	TOTAL	90
Environmental impacts	Road traffic pollution is worse at Peckham / Camberwell	3
	Construction will be too disruptive on this route	17
	Offer more exercise options	1

	TOTAL	21
Social impacts	Old Kent Road / New Cross Gate are not safe at night / increase in crime	5
	Route 1a cuts across more wealthy areas - unequal benefit to population strata	2
	There would be job losses at the retail parks / employment areas if area around Old Kent Road was to become residential	5
	Impact on housing prices	8
	Impact on community	1
	TOTAL	21
Reasons for response	Oppose replacement of Hayes National Rail line / Oppose replacement of Hayes National Rail line - the commuter connection to London Bridge / Cannon Street is needed	5
	Two stations on Old Kent Road would be impractical	9
	Need quicker route into central London	2
	Need a route that serves commuters better with efficient interlinks	1
	Route should go where no provision exists	3
	TOTAL	20
Other	Disband TfL	1
	Route 1a will increase connectivity	2
	northwest transport issue must be resolved first	1
	Not answered	11
	More staff at stations	1
	TOTAL	16
Further information required	Journey time impacts	2
	What developments will happen?	3
	Demolition of homes	1
	Impact on green areas	1
	TOTAL	7

'STRONGLY OPPOSE' / 'OPPOSE' TOTAL	1,673
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QUESTION 10 TOTAL	6,669
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Appendix G: Question 12 code frame

APPENDIX G

Question 11: Another possible option would be a route via Camberwell and Peckham Rye to New Cross Gate and Lewisham (option 1b). Do you support a route via Camberwell and Peckham Rye? - Question 12: Do you have any further views / comments on the above option?

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Connectivity	Camberwell / Walworth needs improved transport infrastructure / current infrastructure is insufficient / better transport links are needed / need to enhance link with buses / currently neglected	538
	1b improves needed transport options to King's College Hospital (KCH- 1m patients per year) / Maudsley / Institute of Psychiatry (commute for staff, recruitment and patients)	484
	1b creates greater accessibility to the South East because of the Overground connection at Peckham Rye / Peckham transport hub / Interchange with the Overground is welcome / better interchange opportunities (rail and Overground) / Creates bus hub in Camberwell	407
	1b creates link with Central London / between locations served by the line / better access to Camberwell, Peckham and the South	265
	The area along 1b needs better transport links / currently no tube / poorly connected / service overlooked / currently little service at weekends / current service slow	233
	Peckham needs better transport links	144
	Camberwell / Peckham is not as well served as Old Kent Road / Old Kent Road is already better served by buses	70
	1b provides better access to Camberwell College of Arts / universities / schools	62
	1b improves overall connectivity / currently not easy to access the area / bus links improve connectivity	39
	1b makes it easier to access East Dulwich / Dulwich	36
	Peckham Rye is better served than Camberwell	30
	Change of service at Denmark Hill has worsened the situation / rail reduction has increased traffic / lost regular services at Peckham Rye	19
	1b makes it easier access to access hospitals on the line (not including KCH and Maudsley)	17
	1b makes it easier to access Denmark Hill (KCH)	11
	1b makes it easier to access Herne Hill	11
	1b makes it easier to access Nunhead	9
	1b makes it easier access to the Camberwell Magistrates' Court	6
	1b makes it easier to access Forest Hill	5
	1b makes it easier to access Tulse Hill	5
	1b makes it easier access to Salvation Army HQ	5
	1b makes it easier to access Brockley	4
	1b makes it easier to access Burgess Park	3
	1b makes it easier to access Bromley	3
1b improves east - west travel	3	
1b is shorter / faster	2	
1b makes it easier to access New Cross Gate	2	
1b makes it easier to access Sydenham	2	

	1b makes it easier access to Greenwich	2
	New Cross is already well served	2
	1b makes it easier to reach airports	1
	1b will increase routes available on East London / London Bridge lines	1
	1b makes it easier to access Champion Hill	1
	1b makes it easier to access Walworth	1
	1b makes it easier to access Orpington	1
	1b makes it easier to access Streatham	1
	1b makes it easier access to Honor Oak	1
	1b makes it easier access to Eltham area	1
	1b makes it easier to access Crystal Palace	1
	1b makes it easier to access West Norwood	1
	1b makes it easier to access Sevenoaks	1
	1b makes it easier access to Blackheath	1
	TOTAL	2,431
Congestion	The road network in Camberwell (Camberwell new Road / Walworth Road) is currently very congested, an Underground line would help relieve congestion / this route has currently less capacity than Old Kent Road	368
	1b would help relieve congestion on local roads / currently very congested / roads too narrow	257
	1b would relieve pressure on buses / buses are currently over-capacity / buses create congestion on road	238
	Public transport in Camberwell / Peckham is currently over capacity / crowded / unreliable	117
	1b would relieve pressure on rail / Overground routes	31
	Camberwell / Peckham is more congested than Old Kent Road / Old Kent Road has more road capacity	20
	1b would relieve pressure on London Bridge	9
	1b would relieve pressure on Victoria	7
	1b would ease overcrowding on Northern line at Oval	6
	Development (at Elephant & Castle) will increase traffic in the area	6
	1b would relieve pressure on Elephant & Castle	2
	There would be more space for cyclists on the decongested roads	2
	1b would relieve pressure on Blackfriars	2
	1b would relieve pressure on Brixton	2
	1b would relieve pressure on Denmark Hill Station	2
	1b would relieve pressure on New Cross Bus Garage	1
	1b would relieve pressure on Canada Water	1
	1b would relieve pressure on Central London	1
	1b would relieve pressure on Jubilee line	1
	1b would relieve pressure on Lewisham	1
1b would relieve pressure on Old Kent Road	1	
The introduction of new cycle routes has made the area more congested	1	
	TOTAL	1,076
General comments / preference	Support 1b / Building 1b is a good idea / Route 1 b is needed / Personal preference for 1b	370
	Would like both options to be built (1a + 1b)	213
	Support both route options but prefer 1a	156

	Support either route option / Any development is welcome	125
	1b gives more benefits / 1b is better than 1a / 1b needed more	91
	Support both route options but prefer 1b	54
	Development in the southeast is welcome / the further the network is extended the better	14
	Scenario needs further analysis / research more options	12
	Support whichever is quickest / shortest	7
	Support 1a	6
	Support whichever has the greatest impact / affects more people	2
	Unsure which option is best	2
	Support whichever is most cost effective / value for money	2
	Residents should decide on the extension to build	2
	Support whichever has the least negative impact on the environment	1
	Support whichever currently has the worst transport links	1
	Support whichever intersects other lines	1
	TOTAL	1,059
Demand	Demand is higher along 1b / more people live along route 1b / 1b serves more residential areas / higher density along 1b / 1b would serve established communities	349
	There are more areas of interest on the route: nightlife, shopping, cultural, etc. Old Kent Road does not have as many attractions / vibrant	119
	1b is needed for commuters	75
	Demand is high because of population growth / development pressures / affordable housing	68
	Off-peak demand because of hospitals / Art College / University / schools / parks	31
	Old Kent Road is only residential / only commercial / less attractions / less demand	11
	TOTAL	653
Investment / development	Camberwell / Peckham need urban and economic regeneration / 1b would bring economic regeneration, investment, gentrification, art scene etc. / more value to the area / support future growth / housing development	282
	Camberwell and Peckham are growing economies / needed because of projected growth / are currently undergoing regeneration / housing development	87
	1b would benefit local residents / overall economic benefits for the area	45
	1b is good for local businesses	40
	More people would visit the area if 1b was built	25
	1B would add value to the area / economic benefits	20
	Old Kent Road would benefit indirectly from 1b / Old Kent Road residents could travel through Peckham	7
	Good / better development opportunities along 1b	7
	Camberwell and Peckham would benefit more than Old Kent Road from improved transport	4
	The area along 1b is already being gentrified	3
	1B would increase house prices	2
	Growth would be more sustainable along 1b because of existing urban centres	2
	Land values are higher in Camberwell / Peckham area than Old Kent Road and thus contributions from developers would be greater	1
	Catford is in need of regeneration	1
	TOTAL	526

Route suggestions	Suggested stations on Bakerloo extension	
	Build a station on Walworth Rd / between Elephant & Castle and Camberwell / Burgess Park	
Build extension via Brockley / Brockley Lane		27
Build extension via Nunhead		20
Build extension via East Dulwich / Dulwich / Lordship Lane		18
Build extension via Herne Hill		15
Build extension via Bromley		13
Build extension via Streatham / Streatham Hill		11
Create a S-Shaped extension to Camberwell – Old Kent Road – Peckham etc. / Old Kent Road – Peckham – Catford / Camberwell – Old Kent Road – New Cross Gate / Old Kent Road – Peckham – New Cross		11
Build extension via Denmark Hill		10
Build extension via Hayes		10
Build extension via Catford		10
Builds extension via New Cross Gate		9
Builds extension via Lewisham		8
Do not stop at New Cross Gate		7
Add additional stations along extension 1b		6
Overall line is too expensive / slow to Hayes: it will be slow. Stop early / find different solution		6
Builds extension via Crystal Palace		5
Build extension via Queens Rd Peckham		5
Build extension via Deptford Bridge		5
Build extension via Tulse Hill		3
Build extension via Forest Hill		3
Extend extension further South-East / South		3
Build extension via New Cross (not New Cross Gate)		3
Build extension via Camberwell Green		3
Build extension via Loughborough Junction		2
Build extension via Beckenham Junction		2
Build extension via New Beckenham		2
Build a spur down to Camberwell only		2
Build extension via East Street		1
Camberwell, Nunhead, Croften Park, Catford, etc. instead		1
Peckham – south – via East Dulwich and Forest Hill instead		1
Serve stations on Sevenoaks line		1
Build extension via Falconmood / Eltham		1
Build extension via St Johns Station		1
via Camberwell, East Dulwich, Honor Oak Park and then joining the Hayes Line at Catford instead		1
Build extension via Peckham Rye (further south)		1
Build extension via Honor Oak		1
Build extension via Blackheath Hill		1
Build extension via Peckham library		1
Build extension via Croften Park		1
Build extension via the centre of Camberwell		1

Build extension via Wimbledon	1
Build extension via Greenwich	1
Build extension via Hither Green	1
Build extension via Ladywell	1
Build extension via West Wickham	1
Opportunity to later expand 1b to Tulse Hill, Streatham and Croydon	1
Terminate Bakerloo line at Lewisham	1
Close Lambeth North Station	1
Divide at Beckenham Junction to serve Bromley and Hayes	1
One branch running towards Blackheath / Kidbrooke / Eltham, another to Catford / Hayes	1
Other transport measures (in addition to or instead of)	
Re-open Camberwell / Walworth station on National Rail Network / connect to Thameslink	41
Extend the Northern line from Kennington to Camberwell and Peckham Rye / extend the Victoria line / other tube lines / Jubilee to East Croydon	7
There are other solutions for Old Kent Road (non-specific / tram)	4
Install cycle hire hubs	2
Investigate further bus routes via Old Kent Road to encourage quicker road transport via Camberwell	2
Build another Overground line	2
The Camberwell Green / Denmark Hill intersection will need to be resolved as it is inherently flawed	2
Bus driver change at Camberwell is an issue	2
Pedestrianise + buses only Camberwell Church Street and redirect traffic onto Old Kent Road	1
Remove parking and create bus lanes on Old Kent Road	1
Connect Camberwell to the Overground	1
Consider an interchange to the East London Line to make it easier to reach Croydon.	1
Trams in Camberwell	1
Reintroduce service Denmark Hill to London Bridge	1
Reopen Overground at Brixton East	1
Interchange with overhead rail	1
Build overhead rail instead	1
If the extension were to go via Camberwell then there should be a travelator from the new station to the two hospitals and a general improvement to the whole street scene there.	1
Create Old Kent Road- Camberwell link	1
Create a route that is an alternative to the Catford loop or the Herne Hill line with the option of having more than 6 or 8 coach trains at rush hour even on the existing lines.	1
If Old Kent Road is chosen, then this area must receive transport improvements to compensate (eg, Camberwell rail station)	1
The road network in the area is currently poor - needs improvement	1
How to / Where to build the extension of the Bakerloo line	
Camberwell station could have exits at both ends, serving Walworth Road and Camberwell Green / Camberwell Green good site for station with 4 exit directions	2
Extension does not necessarily have to be tunnelled except from Nunhead to New Cross Gate and New Cross. Possible to widen the main railway along the mainline Catford Loop.	1

	Walworth road cannot support a tramway or elevated railway – tunnel only.	1
	Use elevated railway	1
	Line should be as central as possible (non-specific)	1
	Possible sites for Camberwell Station: the former ABC cinema building or the former Father Redcap PH (corner of Camberwell Green).	1
	Build extension in between the proposed 1a and 1b	1
	I believe that space could be found on the north side of Camberwell Green for a station. My understanding was that the doctor's surgery is a temporary use of that site – and a new surgery could be incorporated in a new station / multipurpose building. There is also the defunct Father Redcap site to consider.	1
	Peckham Rye could easily accommodate a tube station at the park end of the Rye where there is some open space (the old lido).	1
	I would prefer the station for Camberwell to be on Coldharbour Lane so it is easy to walk / bus to Brixton and Victoria line and would also serve Loughborough Junction (with a short walk)	1
	For either route a third platform should be added at new cross gate or Lewisham to allow for peak trains to be turned around and provide empty trains for passengers connecting with Overground or network rail.	1
	1. Full implementation of the nineteen-nineties plan for a new Camberwell station on the Abellio depot in Medlar Street with 12-car platforms and re-signalling for a 12-trains per hour metro service coming off the Sutton loop with 4-trains per hour at least going through the Thameslink core, and the rest terminating in the Blackfriars bays. 2. Redevelopment of E&C into a combined interchange for Northern, Bakerloo & Thameslink, with escalators linking all three routes and a pedestrian access in Elephant Road 3. Extension of Loughborough Junction platforms to the South London line of London Overground, and the instatement of interchange with London Overground & Thameslink at Loughborough Junction.	1
	This option could be met in a (relatively) low cost manner by using (mostly) existing lines and "Tube-ising" them to improve frequency and service, as has been done with the East London Line extensions to the Overground. The line could surface south of Elephant and take over existing lines via Denmark Hill and Peckham Rye to Lewisham, adding stations (on the sites of old ones) at Walworth, Camberwell, and Brockley (originally Brockley Lane). The Brockley station would provide the interchange with the same Overground and Rail services which are met at New Cross Gate in the current proposal.	1
	Given the land build-up in Peckham a mined station would seem most appropriate with TBM driven running tunnels	1
	Running through Burgess Park this 'Lime Kilns' or Surrey Canal route may reduce tunnelling costs through cut and cover technique	1
	3 key bus routes serve Forest Hill that go via either Camberwell or Peckham Rye and would make good alternative routes during times of disruption	1
	TOTAL	381
Support Option 1b - with concerns	Camberwell / Peckham are already well served by other forms of transport	114
	Camberwell / Peckham has less development potential than Old Kent Road / Camberwell and Peckham are already developed	32
	Journey times are longer through 1b / 1b is more indirect than 1a	22
	Old Kent Road is not served as well by public transport / more congested / as congested / needs transport improvement	16
	Vibrancy and character of the area should be maintained / avoid tearing down buildings / careful consideration of station location	7
	Disruption should be minimised / 1b will create disruption	7
	Concern with housing prices raising	5
	east - west connectivity needs further improving, 1b is not enough	4
	The proposed opening date is too far into the future / should be built sooner / will take a long time to build	4
	1b is expensive to build / more expensive than 1a	4

	1b would replicate existing rail service	3
	Old Kent Road is more deprived than Camberwell / Peckham / Old Kent Road needs regeneration	3
	Old Kent Road option benefits more people	2
	The Hayes line should not be taken over	2
	Concerns over water, possible human remains and unexploded bombs on the site of Camberwell station / police station	1
	Tunnelling might damage properties	1
	Chose architecture carefully, risk of building ugly structures	1
	Bakerloo extension might create crowding in the area	1
	Crowding might increase at New Cross Gate as demand for The City is high	1
	The tube has less capacity than trains	1
	Concerns over where the new development that could fund the project would occur	1
	TOTAL	232
Feasibility	Part of tunnels / stations / tracks needed for option 1b already exist	59
	1b is the least disruptive option / easier to build	5
	Should not have Old Kent Road station on busy A201 / Disruption with 1a is too much / Old Kent Road has no space for stations	3
	Camberwell and Peckham have more space to support the Underground	2
	Redevelopment of Peckham Rye station already planned	1
	TOTAL	70
Social and environmental impact	Reduced traffic would result in less pollution	22
	Reduced traffic would enhance safety for cyclists / pedestrians	17
	Need to improve education and job prospects along 1b / the area is currently poor / deprived	14
	Camberwell and Peckham have violence issues, better transport links would help regenerate the area / would increase safety	7
	Reduced traffic would result in safer roads	6
	1b would make trips cheaper (non-multimodal)	2
	1b more useful for middle classes rather than lower income people	1
	1b fosters equality between ethnic groups	1
	TOTAL	70
Other	Background info / context	
	1b (Camberwell) was part of the original extension plans	36
	A tram was supposed to address transport issues in the area but was never built	3
	The area is often hit by maintenance closures	1
	1 b fits with Mayor proposal to designate an opportunity area at Camberwell	1
	KCH is currently in the process of building one of the largest trauma centres in Europe	1
	Consultation	
	Hospitals should be consulted	1
	The government should be involved more	1
	Bias - this survey will persuade people to choose option 1b	1
	The survey should ask which option is preferred 1a or 1b	1
	Inaccurate information in the consultation document	1
	"Table 2: comparison of current and future train frequencies at selected stations" in background report to the Bakerloo extension is misleading	1

	TOTAL	48
Support Option 1b - with conditions	Only if it goes via Lewisham	7
	Only if the existing train lines are unaffected	4
	Only if it could be extended to include Herne Hill, West Norwood and Streatham	1
	Only if it continues to Bromley	1
	Only if it does not affect my property	1
	Only if it goes via Catford	1
	Only if fares do not increase	1
	Only if it does not go into Hayes (environmental concerns)	1
	Only if it is not too expensive to build	1
	Only if it does not stop at Lewisham	1
	Only if it goes via Lower Sydenham	1
	Only if passenger safety is taken into consideration	1
	Only if it goes via New Cross Gate	1
	Only if the siting of any station does not erode Camberwell Green	1
	Only if it ends at Camberwell	1
	Only if it continues after Lewisham	1
	TOTAL	25
Further information required	What impact the work would have on the local area and what impact on residents and existing businesses in Nunhead / Lugard Road SE15?	2
	Have options to a develop a station on the existing railway line through Camberwell been explored?	1
	Would this line stop at Brockley?	1
	Could the Peckham Rye phase not open long before the rest of the line is extended and build in that way to maximise the return on investment?	1
	More info about anticipated traffic volumes, community use, etc. is required	1
	How would the route get from Peckham Rye to New Cross Gate / Lewisham?	1
	What will be the impact on traffic when building 1b?	1
	Has a more southerly route through Crystal Palace and south Norwood ever been considered?	1
	Which tunnel is easier to construct?	1
	What would be the impact on both areas?	1
	Is Camberwell the same as Denmark hill?	1
	Your consultation offers the Lewisham only option but how serious are TfL about this option?	1
	Your consultation document has strange ideas about the area between Catford and Hayes. It seems to think that several square miles, already fully developed with good housing, industry and active businesses, will be ready for development and will need an intensive Tube services to stations that are mostly in quiet residential areas and not next to busy shopping centres, industrial estate and busy bus interchanges. Does this mean that there are plans to tear down these existing buildings?	1
	There would need to be a depot at the southern end of the extended Bakerloo line, so unless you are thinking of covering the sports grounds at Beckenham or Eden Park with tracks, where do you intend to put this depot or are you really considering it will be practical to service the whole line from Stonebridge Park?	1
Hayes and West Wickham stations as similar railheads. Both of these stations currently have modestly sized car parks that are appropriate to the current train services. How do you plan to expand these to reduce the potential impact on local communities?	1	

	TOTAL	16
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'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	6,587
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
General comments / preference	Indifferent / not sure / no opinion	137
	Prefer option 1a	73
	Would like both options to be built (1a + 1b)	42
	Support both route options but prefer 1a	32
	Old Kent Road needs it more / would benefit more	30
	Whichever is the most direct / shortest	21
	Not enough information to make a decision / research is needed / options should be considered carefully	21
	Whichever has the best benefit cost analysis / best value / business case / is cheaper / value for money	11
	Residents should decide	10
	Would not use this line	8
	Would not go to these destinations / Would not use tube to these destinations	7
	Whichever reaches a greater number of people	6
	Whichever creates the least disruption	5
	Personal preference for 1a	4
	Prefer 1b but do not agree with the rest of the route	3
	Whichever currently serves the area with the least number of transport links	3
	Whichever is quickest to complete	3
	Do not support 1b / no need	2
	Whichever is best / decided on merit	2
	Engineers / experts should decide	2
	Support 1b in principle	1
	Prefer only one branch to be built (either 1a or 1b), not both (1a + 1b)	1
	Whichever provides most interchange opportunities	1
	Whichever has greatest socio-economic impact	1
Whichever alleviates congestion	1	
1a shorter / faster than 1b	1	
Prefer quickest option	1	
TOTAL	429	
Connectivity	Peckham is well / better connected	115
	The area served by 1b has good / better transport links / the tube extension along this path would replicate existing service	67
	Old Kent Road has only buses / Old Kent Road needs the transport development more	52
	Camberwell is well / better connected	51
	1b is not the most direct route / 1b is slower than 1a	34
	Camberwell is not well connected / needs the connection	13
	1b offers extra interchange opportunities / provides tube access to a wider	13

	area	
	Lewisham is well / better connected	12
	New Cross is well / better connected	9
	Both areas served by 1a and 1b need improved connections	8
	1b provides better access to King's College Hospital	3
	Peckham needs a better transport connection	3
	Camberwell / Peckham have good transport links	3
	Old Kent Road is well served by transport / Camberwell and Peckham Rye not well served	2
	1b is not enough to reach people who cannot live in zone 1 and 2	2
	Both areas served by 1b and 1a are fairly well connected	1
	Lewisham needs a better transport connection	1
	Connectivity with The City of London would be lost with 1b	1
	East Peckham needs a better transport connection	1
	There are better interchange opportunities at New Cross Gate than Peckham / Camberwell	1
	A connection is needed between Elephant & Castle – Lewisham – New Cross Gate	1
	1a gives more direct links into London Bridge	1
	Camberwell / Peckham need better transport links	1
	TOTAL	395
Route suggestions	Suggested stations on Bakerloo extension	
	Build Bakerloo extension via Streatham	9
	Build Bakerloo extension via Bromley	9
	Build Bakerloo extension via Catford Bridge / Catford	6
	Build Bakerloo extension to Hayes	6
	Build Bakerloo extension further South / South East	5
	Build Bakerloo extension via Lewisham	4
	A separate branch via Camberwell to East Dulwich / Beckenham and Bromley / to Croydon via Nunhead and Crystal Palace / Peckham Rye to Crystal Palace / Lewisham to Woolwich Arsenal	4
	Build Bakerloo extension via Brockley	3
	Build Bakerloo extension via New Cross Gate / New Cross	3
	Build 1a and a spur out to Camberwell	3
	Build Bakerloo extension via Beckenham	2
	Build Bakerloo extension via Beyond Lewisham	2
	Build a station at Walworth on the Bakerloo line	2
	Terminate at New Cross	2
	Tube tunnels 300m South of Old Kent Road alignment / Station between OKR2 and Peckham	2
	Build Bakerloo extension via Greenwich	1
	Build Bakerloo extension via Deptford Bridge	1
	Build Bakerloo extension via "where I live"	1
	Build Bakerloo extension via Mitcham	1
	Build Bakerloo extension via Chislehurst	1
Build Bakerloo extension via Elmstead Woods	1	
Build Bakerloo extension via King's College Hospital	1	
Build Bakerloo extension via Hither Green	1	

	Build Bakerloo extension via Dulwich	1
	Build Bakerloo extension via Elmers End	1
	Go to Lewisham and beyond	1
	Build the line through Walworth, North Peckham, Queens Rd Peckham instead	1
	Consider extending further than Bromley and terminating the line in an area which is large enough to house several thousand cars, specifically for the use of tube users. It could also be served by bus routes.	1
	Nunhead (connecting with Overground services), Honor Oak, Lordship Lane, Upper Sydenham, Crystal Palace (connecting with Overground services), South Norwood (for Selhurst Park), Croydon North (to serve the Queens Park area) and then West Croydon (connection to Overground services) and finally East Croydon.	1
	Serve areas that need it	1
	Converting Nunhead into a Bakerloo-only station to release further capacity on the existing surface lines.	1
	Reconnect at Lewisham through Brockley	1
	Route 1a through Peckham Rye or New Cross Gate for interchange with Overground	1
	Other transport measures (in addition to or instead of)	
	Build connection with National Rail / Thameslink at Camberwell / Use existing National Rail infrastructure	25
	This area would be better served by an extension of the Victoria / Northern line	7
	Improve current services i.e. capacity / frequency	6
	Open Walworth station on National Rail network	4
	Create a London Overground station at Brixton	2
	Include Camberwell in the Overground network	2
	Peckham could be served by tram line	2
	Other options available (non-specific)	2
	Use Overground network as a basis / expand Overground	2
	Gatwick – Stansted link via Canary Wharf	1
	Keep separate from overland trains	1
	There are other options for Camberwell (non-specific)	1
	Link East London Line to Surrey Quays	1
	Tram in Camberwell	1
	an alternative service, not the Bakerloo line, should run from Victoria, Vauxhall, Oval, Camberwell Green and on to Peckham, possibly then using the now disused tunnels to Crystal Palace high level and maybe further south.	1
	Look at different Peckham-Lewisham options	1
	Consider light railway options for Camberwell / Peckham	1
	Link southeast London to Brixton / Clapham Junction	1
	Improve Lewisham - Peckham Rye link instead	1
	Urbanscape should be a priority for Camberwell	1
	TOTAL	143
Investment / development	More development potential in Old Kent Road / Old Kent Road needs development opportunities / very little development potential along 1b	17
	The area served by 1b is already well developed / well off	15
	Old Kent Road would gain more from regeneration / Old Kent Road needs regeneration more than Camberwell / Peckham	11
	Old Kent Road has better business case	3

	Both 1a and 1b offer regeneration opportunities / need regeneration	2
	Old Kent Road and Camberwell / Peckham need a boost / regeneration	2
	Peckham needs regeneration	2
	Camberwell is already expensive, the tube would worsen current situation	1
	1b might increase prices in the area	1
	TOTAL	54
Conditions for extension	Go to Lewisham and beyond (Hayes) / via Lewisham / Catford and beyond	11
	Only if it does not replace the National Rail service / Oppose to changes to the existing services	9
	Terminate the line at Bromley	1
	Only support if it does not take longer than 1a to pass through	1
	Would only support if it went through Streatham	1
	If it is extended further along that route out towards Dartford.	1
	Only if it goes through Peckham, Nunhead, BROCKLEY and Lewisham	1
	As long as east - west connection is improved	1
	Goes to Beckenham	1
	Indifferent as long as it gets to Bromley	1
	TOTAL	28
Congestion	The route served by 1b is currently very congested / 1b would reduce congestion	10
	Old Kent Road is more congested / It is better to relieve congestion on Old Kent Road / Route served by 1b less congested / 1a would relieve more congestion / important connection to the rest of the South East	7
	Peckham Rye station is already very congested – might get worse	2
	Crowding on the line might worsen	2
	More development would bring congestion	1
	Old Kent Road and Walworth Rd highly congested	1
	Walworth Rd is more congested than Old Kent Road	1
	Route would be congested with passengers through Camberwell and Peckham	1
	Network is already busy	1
	Concerns about passenger access at Peckham	1
	TOTAL	27
Demand	Less housing density along 1b / 1b would not benefit as many people as 1a / more demand along 1a	9
	There is demand for people to travel to / from Camberwell and Peckham	5
	Line needed in other areas in South London	3
	Extension needed as soon as possible	2
	Peckham very residential / Demand in Peckham	2
	Because of large stores on Old Kent Road there is less demand for public transport than private road transport	1
	1b is not an advantage for King's College Hospital	1
	1b route advantage for commuters	1
	There is little demand for travel between Camberwell and Peckham	1
	TOTAL	25
Feasibility	1b is too expensive	4
	1a is shorter / cheaper	2
	1b is more problematic than 1a (non-specific)	1

	1a involves less tunnelling	1
	1b is cheaper to build	1
	Using existing stations might lead to a lot of disruption	1
	TOTAL	10
Further information required	Would the route run underground or above ground in that area (1b)?	1
	Journey times (1a vs. 1b)	1
	Would 1b mean to leave Old Kent Road as it is?	1
	What would be the impact of getting so many more commuters that so far used the National Rail system directly into the tube system?	1
	Not sure about impact on traffic	1
	Are you putting in new stations along the old Kent road. If not the does it matter?	1
	When at Lewisham, have you considered using the existing Grove Park / Sundridge Park / Bromley North line rather than tunnelling new infrastructure?	1
	Will buses be more frequent? Will there be new routes? (Lewisham)	1
	Will existing tracks be used?	1
	Would there be stops at Nunhead and Brockley?	1
	TOTAL	10
Social and environmental impact	Let the community develop spontaneously / neighbourhood vibe might be spoilt by new builds	3
	Solutions for congestion and pollution are needed	2
	The area served by 1b has a high crime rate	1
	Concern over green spaces if 1b is built	1
	New schools would be needed if 1 b is needed	1
	Walworth Rd is deprived	1
	TOTAL	9
Other	1b (Camberwell) was part of original extension plans	3
	This feels like a committee based option as opposed to a logical one.	1
	Unsure this is a serious proposal	1
	Do not know the area	1
	TOTAL	6

'NEITHER SUPPORT NOR OPPOSE' TOTAL	1,136
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Connectivity	Camberwell and Peckham are already better served by public transport (Overground and rail) / 1b would duplicate existing service	227
	Peckham Rye has good / sufficient better transport links	117
	Old Kent Road is only served by buses / not well served	87
	1b is longer / indirect / slow / 1a is quicker	66
	Camberwell has good / sufficient transport links / the Overground	29
	Peckham Rye is well connected while Camberwell is not	9
	Camberwell needs the connection	7
	New Cross Gate is well connected	6

	Lewisham is well connected	6
	Camberwell and Peckham need better transport links / need during rush hour	6
	Catford needs connection	4
	Lewisham needs the connection	3
	New Cross needs the connection	3
	Camberwell is well connected while Peckham is not	2
	Lewisham would still be cut off	1
	Not advisable to remove National Rail service to London Bridge	1
	Other areas need better transport links	1
	1b gives good interchange	1
	TOTAL	576
Route suggestions	Suggested stations on Bakerloo extension	
	Build Bakerloo extension via Streatham	20
	Build Bakerloo extension via Bromley / Bromley South	9
	1b should be a completely separate branch continuing to different locations (Brockley and Forest Hill / Streatham and Croydon / Herne Hill and Dulwich / Tulse Hill, Streatham and South South-East) / Lower Sydenham / East Dulwich and 29 Forest Hill / Honor Oak Park and Catford	8
	Build Bakerloo extension via Catford	5
	Build Bakerloo extension further South	4
	Build Bakerloo extension via Ladywell	3
	Build Bakerloo extension via Lewisham	3
	Build Bakerloo extension via Hayes	3
	Build route between options 1a and 1b through Aylesbury Estate / Aylesbury Estates station	3
	Connect to London Bridge	2
	Build Bakerloo extension via further than Lewisham	2
	Build Bakerloo extension via New Cross Gate rather than Peckham Rye	2
	Build Bakerloo extension via Burgess Park	2
	S route – Old Kent Road, Camberwell, (Peckham), New Cross / Gate	2
	Build Bakerloo extension via Herne Hill	2
	Build Bakerloo extension via Beckenham	2
	Build Bakerloo extension via Norwood / West Norwood	2
	Build Bakerloo extension via Greenwich	1
	Build Bakerloo extension further South East	1
	Build Bakerloo extension further South West	1
	It should go underground all the way to Peckham and continue beyond Peckham to Horniman and Crystal Palace or via Honor Oak / Forest Hill towards Catford or Lower Sydenham	1
	Better route through Honor Oak or Crofton Park heading south to Catford and beyond	1
	Better option would be the alignment proposed as Option 2 in the 2011 Bakerloo line consultation.	1
	No need to stop at New Cross Gate	1
	Build Bakerloo extension via Dulwich	1
	Build Bakerloo extension via West Wickham	1
Build Bakerloo extension via Surrey Quays	1	
Terminate Bakerloo extension at Lewisham	1	

	Terminate Bakerloo extension Beckenham Junction	1
	Connect to Canada Water	1
	Build Bakerloo extension via Deptford / Church Street	1
	Build Bakerloo extension via Norbury	1
	Build Bakerloo extension via Tulse Hill	1
	Build Bakerloo extension via Honor Oak Park	1
	Build Bakerloo extension via Peckham Rye Common	1
	Build Bakerloo extension via Camberwell	1
	Build Bakerloo extension via Old Kent Road near the junction with Ilderton Road	1
	Build Bakerloo extension via Walworth	1
	Build Bakerloo extension via Queen's Road Peckham	1
	The line should go south from Camberwell	1
	Line needs to travel East from Camberwell	1
	Interchange at Brixton for Victoria, Southeastern and Overground	1
	Other transport measures (in addition to or instead of)	
	Reopen disused Camberwell / Walworth train station / Thameslink upgrade	58
	Improve existing links / frequency of trains	13
	Extend the Northern line / Victoria line / other lines	5
	Area should be served by a different connection (non-specific) / There are cheaper / better value for money solutions for the area (non-specific)	4
	Loughborough Junction National Rail station should be closed	2
	Reinstate the train service that runs from Bromley North / Sundridge Park into London Terminals	1
	Need transport enhancements for internal southeast connections	1
	Extend Overground to Victoria or the Northern line	1
	Cross-river tram from Peckham, through Camberwell and up to Camden via Holborn.	1
	Improve buses	1
	Open Brixton Station on Overground line	1
	Transport development is needed in the South West	1
	Cross river tram in Camberwell	1
	Tube link The City to Herne Hill	1
	Better to encourage more cycling and / or electric buses.	1
	New 2 trains per hour Overground service should be introduced between Clapham Junction and Bromley North	1
	Put in stations at Brockley and Brixton, run services - Overground and / or mainline - from Clapham Junction and / or Victoria through Denmark Hill and Peckham to Lewisham, Charlton and Plumstead. Extend the line from there to Thamesmead, extend the line under the river to Barking, Ilford and Walthamstow.	1
	improving interchanges between radial and ring lines the North London	1
	How to / Where to build the extension of the Bakerloo line	
	Use existing network to Bromley	1
	Tunnelling is too expensive – build elevated tracks	1
	TOTAL	196
General comments / preference	Support 1a / 1a is better / Personal preference for 1a / route needed more	78
	Do not support 1b / not a good idea / It is not beneficial for me	20
	Would like both options to be built	14

	Do not support the development	7
	Support both route options but prefer 1a	6
	Oppose both 1a+1b lines being built	3
	This option is a waste of money	3
	Background notes and research do not support 1b	1
	Residents pay cheap rent, they should not have good transport services	1
	Not far enough	1
	Do not like the area	1
	Do not support the development but slightly prefer 1b	1
	Chose whichever route generates the most economic growth and passenger traffic	1
	More research is needed	1
	TOTAL	138
Investment / development	Old Kent Road needs regeneration / Peckham and Camberwell are more developed / richer	50
	More development potential in Old Kent Road / less development potential for 1b	47
	Increase of property values / concern for rent prices	16
	Attract investment – detriment of neighbouring areas	10
	It would be good for the local economy and jobs to build 1b	2
	Camberwell / Peckham richer than Old Kent Road	2
	Regeneration of Lewisham, Bromley etc. would be further enhanced by 1a	1
	Lewisham and Ladywell need regeneration	1
	Old Kent Road would have more economic benefits from 1a / 1b little benefit	1
	1b unlikely to pass cost benefit analysis	1
	If funding is available for Old Kent Road the route must go there	1
	Good for local economy	1
	1a would also benefit Peckham / Camberwell	1
	New development is not linked to this transport proposal	1
	Queen’s Road Peckham needs regeneration	1
TOTAL	136	
Congestion	Traffic is lower in this area / Old Kent Road is very congested / need to alleviate Old Kent Road traffic	25
	Development will bring overcrowding of people and cars	5
	Buses are more crowded on Old Kent Road / more crowding on Old Kent Road	4
	Peckham is a congested train interchange	3
	Concerns about crowding on the tube line	3
	1b will not ease congestion in the area	2
	1b might lead to congestion between stations	1
	Crowding of trains on the line	1
	1a will relieve road congestion	1
	Walworth road is very congested	1
	1b unlikely to relieve congestion in the area	1
TOTAL	47	
Demand	Old Kent Road is more densely populated / has more demand / existing communities	13
	More demand on Old Kent Road because of businesses / shops / schools	4

	No demand for Charing Cross and Waterloo / Demand for the City of London on the Hayes line	3
	Only demand for commuters along 1b	1
	Walworth Rd is only a shopping street / Old Kent Road an artery	1
	North - south connection is needed, not east - west	1
	Peckham is 'trendy' – people want to go there	1
	Little demand between Lewisham and Camberwell	1
	1a is good for tourism due to its close proximity to London Bridge and the Shard	1
	It should happen sooner	1
	TOTAL	27
Feasibility	This route is too expensive to build / more expensive than 1a	15
	It would be too disruptive to build 1b / homes would need to be demolished	7
	1a more likely to be built	2
	This route would be built through a densely built area	1
	There is no space for another station at Peckham Rye	1
	Concerns about station locations	1
	TOTAL	27
Social and environmental impact	Safety concerns on the line / Old Kent Road safer	6
	Risk of gentrification in Camberwell / change character of the area	4
	Peckham Rye Common should not be touched / Green areas should not be touched	2
	The community will oppose this	1
	TOTAL	13
Conditions for extension	Opposed to replacement of railway with tube line	5
	If extension goes through Nunhead and Brockley	1
	If extension goes through Greenwich	1
	New Cross needs this	1
	Only if line goes to Cannon Street	1
	Support the Bakerloo extension – Only if it continues after Lewisham	1
	TOTAL	10
Further information required	Would this route be longer?	1
	Has there been any study of whether the proposed extension would free up road space on the Old Kent Road to allow quicker journeys between Peckham and the Elephant & Castle?	1
	TOTAL	2

'STRONGLY OPPOSE' / 'OPPOSE' TOTAL	1,172
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QUESTION 12 TOTAL	8,895
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Appendix H: Question 14 code frame

APPENDIX H

Question 13: We are currently considering options for where the proposed extension may end. Do you support the proposed extension terminating at Lewisham?

Question 14: Do you have any further views / comments on the above option?

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Supportive comments - with recommendations / concerns	Support terminating at Lewisham, but suggests further areas to serve	171
	Support terminating at Lewisham, but would like it to go further (unspecified)	70
	Loss of train service from Hayes / retain Hayes services (including track sharing)	63
	Existing rail links are fine / areas already benefit from national rail lines	34
	Loss of train connection to London Termini	29
	Support terminating at Lewisham if money is an issue / extend when money available	24
	Support terminating at Lewisham, but interchange improvements at Lewisham station are needed	21
	Support terminating at Lewisham, better than nothing - but would prefer if line went further	20
	Support terminating at Lewisham on cost grounds, but extend later (phased development)	17
	Prefer Lewisham over nothing	11
	Make improvements to existing rail services instead / existing rail services need improvement	10
	Support terminating at Lewisham, but extension could ease traffic congestion / on the south circular	6
	Support terminating at Lewisham, but south east London needs better connectivity	5
	Beckenham already has a train line	3
	If ending at Lewisham, there should be more stations before it terminates	3
	Would prefer Clock House to be unaffected	2
	If terminating at Lewisham, should be a cross-platform interchange	2
	Support terminating at Lewisham, but would cause congestion around Lewisham (on local transport)	2
	Hand-over national rail lines to TfL	2
	Support terminating if increased frequency from Hayes (to London termini)	1
	Consider Bellingham Bus Garage as the potential terminus	1
	Support terminating at Lewisham if could be continue on rail & Overground as a single journey	1
	Support terminating at Lewisham, but consider it may cause problems for Lewisham residents	1
Support terminating at Lewisham, but unsure whether Lewisham rail infrastructure could cope with terminus	1	
TOTAL	500	
General support	Lewisham a good end point / other transport links / good hub / good connections	132
	Would help support development / regeneration in Lewisham	43
	Links to Lewisham from further afield can service that area	23
	Excellent train links to Lewisham from further out / complement existing good	14

	transport links	
	Support terminating at Lewisham if it makes it more likely to happen	13
	Positive economic benefit to Lewisham	12
	Lewisham is not well served by tube / transport links	11
	Would help Lewisham (general comment)	8
	Would help alleviate crowding / congestion between London and Lewisham	7
	Desperately needed in Lewisham	6
	Would help South London to reach its potential / make it more desirable	4
	Transport links are overcrowded as far as Lewisham	3
	Support terminating at Lewisham as extending would bring crime to other areas / increase crime	2
	Growing population in Lewisham	1
	TOTAL	279
Recommended alternative destinations	Bromley	40
	Hayes	33
	Catford	25
	Beckenham	21
	Further south (Unspecified) / further south east (unspecified)	15
	Greenwich	9
	Blackheath	9
	Eltham	8
	Camberwell	7
	Hither Green	6
	Kidbrooke	6
	Ladywell	4
	Lee	4
	Kent (county)	3
	Charlton	3
	Bromley North	3
	Sydenham	2
	New Cross	2
	Deptford Bridge	2
	Brockley	2
	Orpington	2
	Grove Park	2
	St Johns	2
	Crystal Palace	2
	Lewisham Hospital	1
	Streatham	1
	Woolwich	1
Crofton Park	1	
Lower Sydenham	1	
East Dulwich	1	
Bexleyheath	1	
New Eltham	1	

	Sidcup	1
	Chislehurst	1
	Bellingham	1
	Peckham	1
	Thames Gateway	1
	Elmers End	1
	Surrey (County)	1
	East Croydon	1
	Purley	1
	London Bridge	1
	Herne Hill	1
	Nunhead	1
	Croydon	1
	Downham	1
	Bromley town centre	1
	Bexley	1
	Deptford	1
	Catford Bridge	1
	Canary Wharf	1
	Camberwell Green	1
	Sevenoaks	1
	Along the route of the A2	1
	Sutton	1
	TOTAL	243
Supportive comments	Sensible / logical / good idea to terminate in Lewisham	153
	Priority is central London / areas of high population density	32
	Lewisham would become a key transport hub	16
	Line does not need to go beyond Lewisham	15
	Do not want line to go beyond Lewisham	10
	Good to link Lewisham to other areas	3
	Support terminating at Lewisham as trains would be less crowded, it would be easier to get a seat	3
	Extending beyond Lewisham is not a priority	2
	Support terminating at Lewisham, but no effect on respondent	2
	Support terminating at Lewisham as would avoid disruption to other lines during construction	1
	TOTAL	237
Timescale	Begin work as quickly as possible (extend later) - phased approach / terminate at Lewisham temporarily but should be extended in future	72
	Terminate at Lewisham to save time	40
	Serve smaller area sooner rather than a larger scheme later	14
	Has been promised for years - time to uphold this / do it now	5
	Going beyond Lewisham would take too long / extensions would delay the project	2
	TOTAL	133
Cost	More cost-effective to terminate at Lewisham / keeps costs down	61

	Going beyond Lewisham would cost too much / only to Lewisham if further (Hayes) is too expensive	17
	Support terminating at Lewisham would be cheaper and less risky	15
	Expensive to go beyond Lewisham / waste of money	5
	Consider whether funding extension beyond Lewisham is realistic / question of funding	5
	Route south of Lewisham duplicates overground train route - better to spend money elsewhere	4
	Use money saved by terminating at Lewisham, elsewhere	4
	Cost of going beyond Lewisham would be higher than turnover	4
	If it can only be funded as far as Lewisham, still worthwhile	3
	Concentrate funding on inner London	3
	Larger scheme would be riskier (more money and time needed)	2
	Network Rail should contribute financially as a beneficiary from the route	1
	Questionable value of conversion to tube (nothing else said)	1
	Consider Overground instead if cheaper	1
	TOTAL	127
Connectivity	Would / should improve connectivity (general)	41
	Would improve access to the DLR	22
	Would improve access to Central London.	9
	Would improve connectivity / access top Canary Wharf	3
	Extension to Lewisham would shorten travel time	3
	Good to have fast access to decent shops	2
	Good to link local hospitals / Lewisham Hospital to Kings College Hospital	1
	Would improve access to jobs / employment opportunities	1
	Would be good to connect South London to West End / Paddington	1
	Support if connects to Stan-Wick link between Gatwick and Stansted Airports	1
	Would improve access to tram	1
	TOTAL	85
Crowding	Extending too far would mean trains were full by the time they reach zone 2 / central London	16
	Tube to Lewisham would alleviate congestion of the town centre	13
	May become too overcrowded if it extends too far	11
	Must be done to ease pressure on transport / commuting links	11
	Unsure if Bakerloo line will be able to cope with such a large extension of the line	8
	Existing station designs need to be improved to prevent overcrowding.	5
	Longer extension may reduce reliability	3
	Only line from area into central London, would therefore be very busy	1
	Must be done to ease pressure on the DLR	1
	Must be done to ease pressure on the Hayes line	1
	Would help avoid big increases in passengers through London Bridge	1
TOTAL	71	
Not needed beyond Lewisham	Replacing existing overground trains makes no sense / don't duplicate existing routes / new routes instead	17
	Terminate at Lewisham, build both options (1a & 1b)	16
	Terminate at Lewisham, focus on option 1a as a priority	6

	Already enough development beyond Lewisham	5
	Don't care about what happens after Lewisham	4
	Terminate at Lewisham, focus on option 1b as a priority	3
	Unnecessary to go beyond Lewisham	2
	Areas beyond Lewisham would be better served by Crossrail	2
	Good transport interchange at Lewisham would mean Bakerloo line extension beyond Lewisham would be unnecessary	1
	TOTAL	56
Supportive comments - but with opposing comment	No doubt benefit beyond Lewisham, but supports terminating	16
	Going beyond Lewisham would open up new areas for commuting / housing	5
	Opportunities for development / regeneration beyond Lewisham	3
	Going further will reduce congestion (general)	3
	Support terminating at Lewisham, but support depends on line going further	3
	Go beyond now – extension would cost more later	2
	Would not want to have to change – personal safety concern	1
	Support terminating at Lewisham, but want a different London Underground line to serve Lewisham / Bakerloo to go elsewhere	1
	TOTAL	34
Don't know	Further Cost-Benefit / analysis needed	8
	Will support decision made with strong research	3
	Tube beyond Lewisham is beneficial, but difficult to know whether current trains will remain quicker	2
	How will terminating at Lewisham affect the existing disruption around Lewisham	1
	More options are better (nothing else said)	1
	Support terminating at Lewisham depends on frequency of Bakerloo line beyond	1
	TOTAL	16
Suitability of proposed connection	Tube trains aren't suitable for serving outer London suburbs	8
	Outer Suburbs / beyond Lewisham should be served by Overground	7
	Unsure if line beyond Lewisham is busy enough to warrant it unless connecting to Bromley	1
	TOTAL	16
Journey duration	Conversion to Underground would mean longer (time consuming) journeys	11
	Don't turn Bakerloo line into another District line	2
	Overland routes would be quicker / faster than Bakerloo line	2
	TOTAL	15
Design	Design terminus with future extension in mind	7
	Bring lines to surface beyond E&C to save tunnelling	1
	Bakerloo line terminus in Lewisham should be underground	1
	TOTAL	9
Amendment to routes	Support terminating at Lewisham if both branches were constructed (Old Kent Rd and Camberwell – 1a and 1b)	1
	Link Croydon to Bromley by rail instead	1
	TOTAL	2

'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	1,823
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
Neutral, but can see benefit of going beyond Lewisham	Neutral, should go as far as possible	106
	Better if it is extended, but to Lewisham is welcome	97
	Temporarily - should be extended further in the future	65
	Extend further if money allows, but not wasted effort if terminating at Lewisham	55
	Any extension of tube to outer zones of London is beneficial	13
	Will improve links across south-east to north-west London	3
	Tube line beneficial beyond Lewisham, but trains may remain faster option	2
	TOTAL	341
Recommendations	Neutral, but suggest extension / serve... (see list of possible extensions)	127
	Should terminate at Lewisham / close to Central London	50
	Lewisham tube would need to link with DLR	8
	Serve both 1a and 1b proposals (Kennington- Morden setup)	5
	Revise route to bring it nearer to my home	3
	TOTAL	193
Neutral, but recommend alternative destination	Bromley	27
	Hayes	26
	Catford	20
	Beckenham	9
	Streatham	7
	Camberwell	5
	Peckham	5
	Eltham	4
	Lee	4
	Lewisham Hospital	3
	Ladywell	3
	Greenwich	3
	Hither Green	2
	Blackheath	2
	Bellingham	2
	Peckham Rye	2
	Thamesmead	2
	Further south (Unspecified) / further south east (unspecified)	1
	Kent (county)	1
	Crofton Park	1
	Lower Sydenham	1
	Kent House	1
	New Cross	1
East Dulwich	1	
Bexleyheath	1	
Brockley	1	
Kidbrooke	1	

	St Johns	1
	London Bridge	1
	Denmark Hill	1
	Herne Hill	1
	Woolwich Arsenal	1
	Croydon	1
	Downham	1
	Brixton	1
	Orpington Hospital	1
	Bromley South	1
	Bromley town centre	1
	Bexley	1
	Falconwood Link	1
	Dulwich	1
	Deptford	1
	Norwood	1
	Kings College Hospital	1
	Camberwell Green	1
	Docklands	1
	TOTAL	155
Neutral, but can see problem with terminating at Lewisham	Neutral, but Lewisham is already well connected	53
	Lewisham station is already overcrowded.	24
	Line would put pressure on Lewisham area (overdevelopment)	6
	Neutral, but risk overcrowding (carriages)	6
	TOTAL	89
No overall opinion / no preference	Don't mind where extension ends / No strong feelings / not sure	43
	Unlikely to affect me / my route	18
	Arguments are equal / balanced (further extension would cost more, but serve more people)	10
	The voices of those affected are more important than mine	10
	No preference where it ends as long as it links with tube, bus, train, tram, Overground	5
	TOTAL	86
Further information required	Forecast impact to other services	15
	Support for extending beyond Lewisham depends on how quick it would be	9
	Support any decision made with strong research...	5
	Depends on the route it takes between Elephant & Castle and Lewisham - Camberwell yes, Old Kent Road no.	3
	TOTAL	32
Neutral, but has views on proposal	Funding is better spent elsewhere in London	10
	No comment, but as a taxpayer it needs to be good value for money	7
	Concern about loss of Hayes Line	1
	TOTAL	18
Not answered, but left comment	Lewisham already has good transport links / connections	2
	Line needs to go further	2
	Great idea – make this happen as quickly as possible	1

	Don't waste my money – build civic amenities and houses instead	1
	Don't mind terminating at Lewisham, south London lacks Underground	1
	Why should proposal terminate at Lewisham	1
	Loss of train service from Hayes	1
	Go to areas of rapid population growth	1
	Address dearth of tube connections in south London compared to north	1
	Good to have access to 24 hour tube service	1
	Improving on transport in this part of London	1
	TOTAL	13
Other (neutral)	Extension appears to be biased against a western extension / needs to go west	1
	Provides a backup alternative in case of problems	1
	Extend the DLR too	1
	TOTAL	3

'NEITHER SUPPORT NOR OPPOSE' TOTAL	930
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Oppose and recommend alternative destination	Bromley	338
	Catford	175
	Further south (Unspecified) / further south east (unspecified)	130
	Ladywell	42
	Streatham	22
	Kent (county)	20
	Catford Bridge	20
	Bromley South	18
	Hither Green	17
	Lower Sydenham	17
	Camberwell	15
	Eltham	14
	Bromley town centre	14
	Orpington	12
	Sidcup	11
	Elmers End	11
	Bromley North	11
	Blackheath	10
	Bellingham	10
	West Wickham	10
	Sydenham	9
	Forest Hill	8
	Grove Park	8
Bexley	8	
Greenwich	7	

Bexleyheath	7
Brockley	6
Kidbrooke	6
Honor Oak Park	6
Tulse Hill	6
Eden Park	5
Dartford	4
New Eltham	4
Chislehurst	4
Peckham	4
Lee	4
Croydon	4
Clock House	4
Peckham Rye	4
Woolwich	3
East Dulwich	3
Charlton	3
Crystal Palace	3
Herne Hill	3
Downham	3
Dulwich	3
Biggin Hill	3
Welling	3
Mitcham	2
Honor Oak	2
East Croydon	2
West Norwood	2
Falconwood Link	2
Mottingham	2
Farnborough	2
Crofton Park	1
Kent House	1
New Cross	1
Deptford Bridge	1
Petts Wood	1
Elmstead Woods	1
London Bridge	1
Catford South	1
Green Lane	1
Verdant Lane	1
Catford Junction	1
Deptford	1
West Greenwich	1
Locksbottom	1

	North Dulwich	1
	Canary Wharf	1
	Bickley	1
	Crayford	1
	Thamesmead	1
	Walworth	1
	Upper Norwood	1
	Norwood	1
	Norbury	1
	Thornton Heath	1
	Kings College Hospital	1
	Camberwell Green	1
	New Beckenham	1
	TOTAL	1,093
Opposing comments	Line needs to go further / extend further / go as far as possible (nothing else said)	572
	Shame to terminate at Lewisham / Pointless / wasted opportunity if it does not extend beyond Lewisham / limited scope ambition / short-sighted	272
	Better to extend beyond Lewisham / best option / preference	54
	The further the line extends the better / more areas served the better / no sense in serving a well-served area and not continuing to a less well-served one	49
	Why should the proposal terminate at Lewisham?	36
	Terminating at Lewisham is of no use (to respondent)	14
	More space to provide parking at Hayes terminal	1
	Oppose terminating at Lewisham, as wouldn't provide through services to central London from outer areas	1
	Terminating at Lewisham will make inner London more unaffordable	1
	TOTAL	1,000
Questioned need to go to Lewisham	Lewisham already has quite a few options / already well connected (public transport / DLR / Crossrail)	687
	May as well continue using existing trains if had to travel to Lewisham to use the new line	2
	TOTAL	689
Support for core extension proposal	Support extension to Hayes	260
	Support extension to Beckenham / Beckenham Junction	94
	Build to Hayes and Beckenham Junction (core extension proposal)	88
	Would be easy to convert the Hayes Line to Underground	23
	TOTAL	465
Wider benefits	Extend to south to maximise benefits / extend to maximise benefit	133
	Serve areas further out, as the tube does in other parts of London / north London	75
	Extend to bring benefits to Catford	68
	Needs to go to Bromley as it is poorly served by transport / enable Bromley residents to benefit	45
	Terminating at Lewisham misses out on regeneration, access to jobs etc...	32
	Extension may ease congestion on road network / south circular	14
	No benefit to people outside of Lewisham	13
	Misses out on benefits of extending to Hayes / Beckenham	12

	Do it properly	9
	Further extension likely to bring a more lasting benefit	9
	Lost opportunity to revitalise further south	8
	Would transform how south east London is viewed	1
	TOTAL	419
Connectivity	Zone 2 houses becoming too expensive - help people that have to move to zones 4-6 / connecting to outer London essential / opens up other areas for housing	102
	More transport connections are important / a good thing	42
	Commuters travel from beyond Lewisham / better access to London jobs / going further opens more areas up for commuting	37
	Dearth of tube access in South East London need to be addressed / poor service compared to north London	34
	Needs to go beyond Lewisham, to link to local hospitals	33
	Serve areas which do not currently have tube access / neglected areas	18
	Sensible to go as far as possible as London is growing / increasing numbers coming into London	15
	Will provide alternative to existing transport connections	14
	Good to improve service frequency compared to present / on Hayes line	14
	Enough transport in inner zones already - lots of people to the south trying to get to work	12
	Lewisham has poor connections / poor connections beyond Lewisham / difficult to get to / links to Lewisham needed	12
	There is a need for more cross-London routes	11
	Connection to Canary Wharf via Lewisham would benefit those further south	9
	Existing connections are poor	7
	Extend to serve areas with limited transport choice	7
	Extension further south would give more areas a comprehensive service / open up easier north-south routes	6
	Good to benefit from connection to 24 hour / late service tube	5
	Congestion goes beyond Lewisham	4
	Add new stations to improve connectivity to / encourage development	4
	Lewisham is becoming unaffordable for housing, people moving further out	4
	Good for line to continue further to improve transport links between communities in the area	4
	Fast connections exist from Lewisham to central London, greatest journey time benefit from further parts of the south east	3
	Lewisham is not a significant step into southeast London (not that far out of London)	1
	Better use of infrastructure by Underground compared to Southeastern	1
	Connect line to a Park and Ride facility	1
TOTAL	400	
Needed beyond Lewisham	No improvement to transport outside Lewisham / no benefit to those outside Lewisham	79
	Should link to areas with poor transport / under-served by transport	72
	Not enough for much of southern London to benefit	47
	Should link to areas of rapidly growing population / would omit areas with rapidly growing population	38
	London does not end at Lewisham	22
	Extending further would reduce congestion in and around Lewisham	13

	Terminating at Lewisham wouldn't solve transport / issues in the area	11
	TOTAL	282
Interchange	Lewisham station and buses would buckle under connecting passengers	45
	Terminating at Lewisham, together with the DLR will create chaos	43
	Lewisham is not suitable as a transport hub / question suitability...	41
	Oppose terminating as it would remove the need to change at Lewisham	29
	No point in changing (to Underground) if you have to change at Lewisham	9
	Good to have Bakerloo line, national rail and tram connecting at Beckenham Junction / good to have link to tram	8
	Connections from Lewisham are poor	7
	Terminating at Lewisham would generate road traffic	3
	Terminating at Lewisham would only increase traffic to Lewisham (to join Underground)	2
	Extension beyond Lewisham would provide an alternative to the car	2
	Safety concern about using Lewisham as a hub	1
	TOTAL	190
	Economic impacts	Extension would generate new development / spread development to other areas
Should go to areas in need of regeneration / go to opportunities for regeneration beyond Lewisham		30
Needs to link to development currently occurring in South London		25
Undermine economic development extension would bring to Catford and Bromley		8
Link to Bromley town centre would help attract shoppers away from central London / Stratford		5
Terminating would fail to support regeneration and release capacity		4
Terminating at Lewisham would widen the gap between the north and south of Lewisham borough		3
Economies of scale		3
Extend to open up area for tourist / visitor access		2
Terminating at Lewisham would have negative impact on local businesses		1
TOTAL		139
Rail network general comments	Current services to London Bridge are very poor / poor overcrowded services	44
	New transport capacity is needed / current demand exceeds supply	19
	Existing rail links are unreliable	16
	Hayes line should be converted to London Underground	9
	Terminating at Lewisham would increase pressure on Hayes line / trains serving Lewisham	6
	Developments in area are having negative impact on existing rail links	4
	Pointless not to use and improve existing national rail links	3
	Worth extension if quicker than existing trains	2
	Little point to not using this new route to help with existing rail service issues	1
	Need more mainline trains to call at Beckenham Junction	1
	Suburban commuters are better off, only have commuter trains now to central London	1
	Extend beyond Lewisham, but don't use existing rail lines	1
TOTAL	107	
Cost	Terminating at Lewisham is a waste of money / poor value	26
	Extension beyond Lewisham must be cheap compared to tunnelled section	15

	Cheap / low-cost option to convert existing rail route	14
	Supports extension beyond Lewisham, but depends on how affordable it is	12
	Extension beyond Lewisham is the cheaper part of the proposal	11
	Cheaper / good value to extend to Hayes	10
	Still worth doing if there isn't funding to go further	4
	Do it now while cheaper / before areas have gained significant regeneration	4
	Seek / enable investment / development along the route as a funding mechanism	3
	Cheaper to terminate at Lewisham, but won't enable enough development / passengers	3
	Terminating at Lewisham will threaten the business case for the Bakerloo line extension / economic case is better if it goes further	2
	Waste of money to serve existing routes	1
	TOTAL	105
Timescales	Do the line all at once / do it all at once to save money	35
	Develop the line in phases	21
	Do it now / overdue / about time	19
	Will be out of date by the time it is implemented	5
	TOTAL	80
Rail network benefits	Frees up new National Rail slots / capacity	35
	Going beyond Lewisham would remove current services from London Bridge	20
	Going beyond Lewisham, would release train paths through Lewisham	6
	Makes sense to upgrade network rail lines to tube lines	3
	TOTAL	64
Rail network dis-benefits	Terminating at Lewisham would miss an opportunity to relieve congestion on the Southeastern rail network / would not release enough capacity	54
	Terminating at Lewisham would just duplicate existing services	4
	Concerned about disruption to services during construction	1
	TOTAL	59
Longevity of proposal	Final stop in Lewisham - would be a short-term measure / Would need to be re-done later	49
	TOTAL	49
Support need to go to Lewisham	Would prefer extension to Lewisham over nothing	36
	Need new station at Lewisham / more capacity at Lewisham	5
	New connections from London to Lewisham are needed	1
	TOTAL	42
Other	Take account of commuting time by tube compared to rail / may be longer by tube	5
	Train would be quicker than a bus	3
	Long bus journeys in area as the roads are often congested	2
	A great way to add more accessible stations / more accessibility (disability-accessible)	2
	Extension appears to be biased against a western extension / needs to go west	2
	Consider serving areas with fast Overground rather than Underground	2
	If terminating at Lewisham, extend DLR instead	2
	Provides a backup alternative in case of problems	2
	Extend the DLR too	2
	Improve stations outside of central London	1

	Line would only be used for commuting	1
	Hardly worth the trouble (nothing else said)	1
	Road improvements / widening needed	1
	Tram services are costly	1
	North of the river you wouldn't be asking this question	1
	Increase in development required to fund this, would be limited	1
	Proposal already exists as the Catford Loop Line	1
	Needs to extend to a stabling depot for Bakerloo line trains	1
	Modernise the line and introduce new rolling stock	1
	Lewisham station would need additional platforms (if terminating)	1
	Extend other Underground line as an alternative	1
	Comment about existing ticketing / fares	1
	Use express trains, as per Metropolitan line	1
	TOTAL	36
Concern about loss of heavy rail access	Loss of Hayes line / rail access	13
	Retain heavy rail access to main London termini	7
	TOTAL	20
Oppose, but with supportive comment	Opposes terminating at Lewisham, but also opposes conversion of Hayes line	5
	Oppose terminating at Lewisham, but fear extension will mean congestion on Underground for those closer to Central London / Zone 1	4
	Opposes terminating at Lewisham, but feels that efforts should focus on central areas	2
	Opposes terminating at Lewisham as don't want further development in area	2
	If terminating at Lewisham, better connections are needed (interchange)	1
	Opposes terminating at Lewisham, but also opposes loss of connections into London – no benefit to people who predominantly work in the City of London	1
	Beyond Lewisham, suburban areas are well served by fast trains from London	1
	Opposes the scheme	1
	TOTAL	17
Further information required	Questions about existing rail service if Bakerloo line extended	3
	Question about service pattern on new line	3
	Is Thameslink service due to be cut?	1
	Unsure of what benefits would be	1
	Question about station location in Lewisham	1
	Technical query	1
	TOTAL	10
Oppose, but also oppose development	Oppose terminating at Lewisham, also opposes any development (general)	5
	Oppose terminating at Lewisham, consider money would be better spent on improving existing transport links / concerned that improved transport links will push up property prices	3
	TOTAL	8
Design suggestions	If terminating at Lewisham, prefer option 1b	2
	Develop options 1a and 1b / develop before extending beyond Lewisham	2
	Surely better to have trains terminating further out (from centre)	1
	Should have two sections from Old Kent Road, one to Lewisham, the other to Peckham	1
	One improvement would suffice, rather than doing two	1

	TOTAL	7
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	'STRONGLY OPPOSE' / 'OPPOSE' TOTAL	5,268
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	QUESTION 14 TOTAL	8,021
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Appendix I: Question 16 code frame

APPENDIX I

Question 15: Do you support the proposed extension terminating at Beckenham Junction and Hayes?

Question 16: Do you have any further views / comments on the above option?

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Supportive comments	The further the better / better to extend the line further than Lewisham / Lewisham already well served	336
	Much needed / really useful extension / hugely beneficial	162
	Would serve my needs	142
	Good to serve areas currently underserved by transport	74
	Makes sense (as a commuter) / makes sense (general)	53
	Tube would be an improvement (London Overground has shown how 'Tube' can revitalise existing infrastructure)	50
	Current train frequencies are inadequate on the Hayes Line.	45
	Best option / natural end points	44
	Other areas have the tube, so it makes sense to extend into south-east London	41
	Gives more transport choices in the area, improving resilience of the network / and future proofs	38
	Would support it going even further	32
	Desperate need for more transport connections between London and South East, Kent (e.g. Bromley)	26
	Clear demand for the service	22
	Be ambitious with a major project like this	14
	Definitely support route to Hayes, but Beckenham junction depends on the route / value of Beckenham junction chord is less clear	14
	This is a minimum requirement	8
	Generic supportive statement (e.g. 'That's more like it'; 'this is a better idea')	8
	This is long overdue	8
	Would like it to stop at both Hayes and Beckenham (i.e. misunderstood question)	5
	Should extend to serve... (area codes below)	4
	Complements other schemes e.g. Crossrail	3
	Would welcome 24 hour Tube service	2
	As for the Fleet Line (Jubilee line) this makes sense 50 years later	1
Really good idea to have two termini rather than one, spreads the benefits	1	
TOTAL	1,133	
Connectivity	Lack of tube access in southeast London needs to be addressed / area isn't well served by cross London transport	177
	Would make the area much more accessible / Would improve connection to other areas (general)	157
	Larger catchment area of extension, more effective it will be	116
	Would provide faster connections to central London for commuters / would mean more people could commute to work easily	83
	Improves access to vital services (Health / Education / Emergency)	56

	Provides a further link to the tram	53
	Would provide faster connections to Central London / more convenient links to central London	49
	Important to link suburbs to London life	47
	Would offer alternative living space for commuters	46
	Strong support for coming to Beckenham junction / and making it a hub with easy and simple interchange between public transport	42
	Current service to Hayes is poor and terminating at Lewisham would miss opportunity to address this	33
	House prices are becoming unreasonable in central London, so need for better transport links to further afield	30
	Important to link to as area isn't well served at present	28
	Would be good for connecting Kings College Hospital (e.g. students from Kings College would benefit from better connects between medical school placement hospitals)	28
	Concerned about general loss of national rail service	25
	Extension would include even more people in Southeast London	13
	Will improve links between south-east and north-west London	12
	Good to link tube and trains more (including DLR, tram)	10
	Current National Rail service is often delayed, cancelled or shortened / existing service is unreliable (in winter)	9
	Would allow travel into city centre later at night, and more regularly and frequently over the weekend	7
	Will improve links between south-east and south-west London	6
	Current trains aren't very frequent to Catford or Bellingham	6
	Would improve connections to airports (Heathrow, City)	5
	Needs to be fast with good interchanges at Lewisham, New Cross Gate and Elephant & Castle (for continued access to London Bridge)	5
	Can there be an interchange with the East Croydon - London Bridge line	5
	Good to improve / allow connections to	3
	Current service to Beckenham Junction is poor and terminating at Lewisham would miss opportunity to address this	3
	Tube would provide better access to these areas when the weather is bad and Overground trains and buses can't cope with outside weather conditions.	2
	Good to not have to change	2
	Concern that Hayes Line may close for 7 years / engineering work will take 7 years	2
	Current service from Hayes to Cannon St or Charing Cross is poor and doesn't provide value for money	2
	Lewisham is well connected already, go further	1
	Beckenham Junction station will need significant upgrade to accommodate increased demand, including access in and around station	1
	Relocate Lower Sydenham from industrial estate to Southend Ln, whilst expanding the road bridges at Southend Lane and Catford Road that go over the railway to four lines to improve accessibility	1
	Link to Hayes replaces an existing connection which never seems overcrowded	1
	Should be better integration between Hayes and Beckenham services (oyster penalty at present)	1
	This would make it a proper tube line	1
	TOTAL	1,068
Congestion / crowding	Would alleviate pressure on crowded Southeastern train network (commuter	130

	hours)	
	An area with a growing population	76
	Good to clear rail services out of London Bridge / channel more passengers away from crowded London Bridge lines	56
	Could free up routes into London Bridge or Charing Cross	36
	Extension would reduce road congestion (/ knock on effect of improving bus travel)	14
	Ease pressure within and around Lewisham station	11
	Already have serious transport capacity issues	5
	Missed opportunity to relieve congested south eastern rail network if it ended at Lewisham	3
	Would specifically alleviate congestion on the South Circular and around New Cross	1
	TOTAL	332
Route	Supports line ending at Beckenham Junction and Hayes, but wants extension to Bromley	117
	Not reaching Hayes / Beckenham would mean route is a waste of opportunity and money	58
	Strongly oppose terminating at Lewisham / Lewisham would be a nightmare if it terminated there / Lewisham is already well served and would be overcrowded if Bakerloo line extension terminated there	48
	Supports line ending at Beckenham Junction, but unsure / supportive of section to Hayes to Hayes (i.e. financially unjustifiable)	8
	Supports but not if it delays rest of Bakerloo line extension including Lewisham Station	6
	Support line to Hayes but could go via E&C, Peckham Rye, Burgess Park, Honor Oak Park and Catford	6
	Supports but the relatively good train links to Lewisham mean it could become a Hub for commuters swapping onto the Bakerloo line therefore the extension to Beck and Hayes is not essential.	5
	Support but no further than Hayes / Beckenham. Any further would be beyond remit of 'Underground' and might affect train frequencies	4
	Support, subject to final proposals / generic concern	3
	Support but would like fast National Rail service to Victoria reinstated as the Hayes route will be slow with addition of stations west of Lewisham	3
	Supports line ending at Beckenham Junction and Hayes, but should not be at the expense of core area	2
	Supports, if work can minimise noise of trains and transformers	2
	Supports, with environmental considerations - tree planting etc.	2
	Support provided Bromley North to London line reopened	2
	Support but better to extend DLR from Lewisham	2
	Support but strongly oppose the proposal to turn 8tph at Catford. There is no obvious land on which to do this. It would be better to run on through to the growing commercial hub at Lower Sydenham and relocate that station closer to Sainsbury's and the Bellingham estate. Once you've gone that far, you might as well continue the 8tph to Beckenham and Elmers End.	2
	Support but oppose any proposal which involves TfL services sharing tracks with National Rail. Hence I do not support the proposed branch from New Beckenham to Beckenham Junction	2
	Supports line ending at Beckenham Junction and Hayes, but thinks buses better to serve beyond Lewisham due to low population density	1
	Supports line ending at Beckenham Junction and Hayes, but feels there is an acceptable midway point for termination between Lewisham and Hayes.	1
	Support but wants Crossrail style rail instead of tube with Hayes southern terminus	1

	Support although Beckenham already has a lot of capacity to Victoria and Cannon Street	1
	Support but wants spur from Lewisham to Abbey Wood and Woolwich Arsenal	1
	Support but expects extension to Hayes and Beckenham Junction to allow for both extensions between Lewisham and Elephant & Castle to go ahead	1
	Supports but expects an eastward loop, potentially from Lewisham eastward or from Elephant eastward towards RB Greenwich - Charlton, Eltham, Thamesmead	1
	Support but would like to know whether dependant on the success / failure of it, if there would be plans further down the line to extend it beyond termination at Beckenham Junction and Hayes?	1
	Support but both terminations should be built at the same time, to reduce costs and to have both branches operating rather than having a choice of one or the other. Both extensions make sense... but only when working together.	1
	Support line to New Beckenham but unsure of value of extension to Hayes as train and bus routes to the new Bakerloo stations would be straightforward	1
	Support but wants extension to Greenwich and Deptford Bridge which has lost direct access to West End following London Bridge redevelopment	1
	Support but Beckenham Junction is not a particularly important part of the proposal. It is close to Clock House and already has a good train service. Further, it would be unpopular (due to Beckenham's distance from London) and because it would doubtless foul up mainline paths.	1
	Support but underutilised line with huge building leading to mass chaos in due course	1
	TOTAL	285
Economy / regeneration	Would help to regenerate areas / would bring business, promote redevelopment and facilitate housing growth	166
	Without extension to these areas, economic growth and development will not be realised	41
	Would economically support outlying towns (Hayes, Catford and West Wickham)	28
	Extension to Hayes and Beckenham Junction would allow best economic return for the investment	12
	Will create employment for workers involved, long term job security	7
	Options and sites between Lewisham and these locations will attract greater private investment	5
	Do it for the wider economy	3
	Imperative to open up new places to live in the Capital to stop out-migration of those who cannot afford to live here	3
	Beckenham, West Wickham and Hayes do not need to be regenerated by development	2
	TOTAL	267
Project cost and timescale	Plan and build now - pre-empt having to extend it in the future	65
	Good to extend further south, but could come later if funding right / support phased approach	61
	Extend further southeast to maximise value for money / return on TfL investment	37
	Presume lower costs as already a railway line / approve of keeping costs down through using existing rail lines	29
	Unsure of benefit vs cost. Need more information.	18
	Accept this may be a more costly option / more costly than terminating at Lewisham	10
	Probably cheaper in the long term	7
	Prefer option that is cheapest for users	4
	Will need engineering works in future if isn't done now	3

	Considerable expense for a service already covered by national rail	2
	Implement the full plan now while interest rates are low	1
	Build in Phases, first to Lewisham, then to Hayes and Beckenham Junction	1
	TOTAL	238
Journey impact	Straightforward if using existing railways, as suggested / maximise existing infrastructure	71
	Line would be more useable if more frequent trains / valuable if it led to increased number of trains	50
	Concern at lack of access to Canon Street / London Bridge	6
	New services are a good idea and will be disabled accessible	3
	Provide a service that links Hayes and Beckenham Junction, rather than separating them	3
	Southern end of route might be adequately served by Tramlink extension	2
	Platforms at Lewisham should be at same grade as DLR to allow for seamless transition	2
	Maintain National Rail service to Charing Cross	2
	Route should go via... (area code)	1
	Reasonably separate line and removing it simplifies National Rail operation	1
	Added stations are wanted (nothing else said)	1
	Better than nothing, but would like to see it head more in my direction	1
	Connections north and south of Old Kent Road would be welcomed	1
	Relocate Lower Sydenham station to Bell Green or similar to regenerate	1
	TOTAL	145
Route (alternative destinations)	Bromley	51
	Orpington	12
	Catford	8
	Bromley Town	4
	Bromley South	4
	Dartford	4
	Eden Park	3
	Biggin Hill	3
	Eltham	3
	Crystal Palace	3
	South London (general)	2
	Bromley North	2
	Beckenham	2
	Bellingham	2
	Sydenham	2
	Biggin Hill Airport	2
	Grove Park	2
	New Addington	2
	East Croydon	2
	Brockley	2
	Kent House	1
	Bexleyheath	1
Downham	1	
Keston	1	

	Greenwich	1
	Sidcup	1
	Camberwell	1
	New Beckenham	1
	Hither Green	1
	Denmark Hill	1
	South Croydon	1
	Sutton	1
	Tulse Hill	1
	West Norwood	1
	Kidbrooke	1
	Thamesmead	1
	Charlton	1
	Norwood Junction	1
	Honor Oak Park	1
	Burgess Park	1
	Deptford Bridge	1
	Elmers End	1
	Ladywell	1
	New Cross	1
	TOTAL	139
Wider benefits	Good for the environment, less reliance on cars and bus	37
	Improved access would provide a huge boost for this corridor / South East London	36
	Help integrate area into London	21
	Tube a massive boost for Beckenham Junction area	5
	Beneficial given increasing population and importance of the UK's capital	3
	The revitalisation may improve safety of the route (i.e. late night muggings)	1
	TOTAL	103
Supporting comments (with caveats)	Support on condition that National Rail services to London aren't impacted.	17
	Support if funding right / cost effective	13
	Please ensure provision of an integrated transport arrangement in the area (parking / bus routes etc.)	9
	Support provided additional tracks are laid rather than using existing infrastructure	6
	Support but would like combined tube and rail service	5
	Support, would work if no tunnelling is required	4
	Support as long as Camberwell served in initial tunnelled section	3
	Good option to connect to tram, but improving existing rail service would work just as well	2
	Support, but Hayes is a quiet, tranquil place (village) and Beckenham has a station and a tram	2
	Support, but tram service will need capacity improvements too	2
	Support but would like more information on impact to existing communities	2
	Support but require more information about potential service (e.g. timetabling for trains to Hayes and Beckenham)	2
	Welcome capacity increase on Hayes Line, as long as it doesn't result in redundancies for Southeastern staff	1

	Support provided there is disabled access	1
	Support but should be 24 hour	1
	Support provided these towns aren't overpopulated	1
	Support but how long will this take to extend and how much disruption will this cause	1
	Support provided tube will provide greater service than existing National Rail	1
	Support provided Crystal Palace Park development doesn't go ahead	1
	Support provided central sections of Bakerloo line do not become overcrowded	1
	Support but would like service improvement to Outer South London (London Overground) route at Crystal Palace and Beckenham Junction	1
	Could have long and short running services (some terminating at Lewisham, others later)	1
	Better bus connections from Hayes and West Wickham would mean benefits shared with the wider area	1
	Serve Peckham with 50% of trains (20ph) and 25% to each of Hayes and Beckenham	1
	Make Bromley, Beckenham and Hayes more accessible to the DLR	1
	TOTAL	80
Other	Most opportunity for development and regeneration in Catford, Ladywell, Bellingham etc	19
	May increase parking in residential areas - council may introduce permits and charges as a result	1
	Concerned that 24 hour service will negatively affect property values	1
	Should be extended out to zones 7,8 and 9 as in north London	1
	TOTAL	22
Concerns about impact	Loss of direct service to London Bridge is an issue	10
	Concern at required engineering works and inconvenience this will bring	4
	Concern about future overcrowding on the line, particularly from Lewisham onwards into London	2
	Concern at wider impacts (socio-economic, environmental etc)	2
	Concern over increased potential for industrial action if part of London Underground	1
	Concern at impact on environment and possible compulsory purchase orders	1
	Concern at future overpopulation of quieter suburban areas (particularly Hayes) (possibly with cheap housing)	1
	TOTAL	21
Suitability	Quite a long way on a small train / Hayes a bit far from London on a tube / service might run slower than current service	15
	Would like service to include rolling stock of similar format to National Rail – i.e greater seating required than a normal tube would provide	1
	TOTAL	16

'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	3,849
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
Preference	No Preference	81
	Line should extend to Lewisham / priority is extension to Lewisham	44

	Support extension / line should go further	30
	Should be extended as far as possible.	23
	Support whichever option provides quickest route	14
	support extension provided it doesn't jeopardise extension to New, Cross and Lewisham / length of project delivery	13
	Oppose extension.	12
	If there is clear demand for service	9
	Beckenham Junction would be better than no extension at all.	8
	Peckham Rye, Camberwell should be prioritised over Hayes / support if route goes through Peckham / Camberwell first	7
	Would rarely use extension	7
	Should be done in phases	7
	More central areas need extension first to alleviate overcrowding	6
	Serve both 1a and 1b, with line terminating sooner	6
	Extension would serve more people / The more people that are served, the better.	6
	Terminate at Hayes, not Beckenham Junction.	5
	Hayes and Beckenham seem quite far out for a tube so unsure of benefit, especially for existing	5
	Extend to Lewisham for now, Hayes extension can come at a later date	4
	Go further out (beyond Lewisham)	4
	The outer limits of the extension are less important.	3
	If extension frees up National Rail routes into London this would be beneficial	3
	Terminate at Catford	3
	Either extension.	2
	The route is too long / serve inner areas	2
	Most beneficial part of the project (Hayes and Beckenham Junction)	1
	Go as far as costs allow	1
	Makes sense for a proportion of Underground trains to use this route.	1
	Phase 1 – To Elephant & Castle as priority	1
	The extension becomes less valuable the further out it goes.	1
	Route shouldn't head east	1
	TOTAL	310
Connectivity	The existing National Rail services are sufficient.	34
	Any extension of the tube to outer areas of London is of huge benefit to residents.	12
	Improve access to London / improved access for commuters	9
	There are currently good National Rail services to Charing Cross / Cannon Street / London Bridge	9
	Good to link to tram, dlr and other transport infrastructure	4
	Free up National Rail routes into London	3
	Beckenham Junction is already well served by fast trains to London and a Tramlink / isn't capable of handling tube as well	3
	These suburban areas are well served by transport links already (DLR, Tram, National Rail)	3
	Lots of commuters in Beckenham	3
	Improving existing national rail will suffice / National Rail infrastructure needs renewal but otherwise it is sufficient	3
	From outer areas it would be quicker to catch a train	2

	If there is an increase in journey time, it is not worth the expense.	2
	Would welcome link to DLR at Lewisham	2
	South East tube service badly lags behind rest of London	2
	Make commuting easier by completing this part of proposal	1
	Not needed, improve during rush hour – mainly empty other times	1
	Good to extend to areas underserved by public transport	1
	National rail links to Lewisham are sufficient at this stage	1
	Trains at New Cross Gate now better served by London Overground	1
	Unsure of demand outside of rush / peak hours	1
	TOTAL	97
Alternative proposals	Should be extended to Bromley (/ as well as Hayes) / missed opportunity not to go to Bromley	53
	Would also support extension to Streatham / Streatham needs Underground link	8
	Build a twin branch line - one via Camberwell / Peckham and another via Old Kent Road.	4
	Tunnelling all the way to Beckenham and Bromley, rather than taking over National Rail lines.	4
	Increased frequency of National Rail services.	3
	Costs would be better used to provide capacity enhancements across southeast London	3
	Route from Lewisham to Beckenham via Hither Green and Bromley	3
	Route should go further east (Greenwich, Bexley)	2
	Put a station at Greenwich and Woolwich, which will cost less.	1
	Go further than Bromley and build major Park and Ride site	1
	East London Line / South East London Line	1
	Prioritise totally unserved areas (e.g. Mid-Southwark)	1
	Should run via Bellingham and NOT via Lower Sydenham	1
	TOTAL	85
Route (alternative destinations)	Bromley	31
	Catford Bridge	5
	Old Kent Road	5
	Ladywell	3
	Beckenham Junction	3
	Orpington	3
	Kidbrooke	2
	Streatham	2
	Lewisham	1
	Eltham	1
	Crystal Palace	1
	Dulwich	1
	Brockley	1
	Penge East	1
	Crofton Park	1
	Deptford	1
	Greenwich	1
Bromley Town	1	

	Bromley South	1
	Lower Sydenham	1
	Biggin Hill	1
	Bexleyheath	1
	Eltham	1
	Greenwich	1
	Herne Hill	1
	Charlton	1
	Lee	1
	Mottingham	1
	Blackheath	1
	Brixton	1
	TOTAL	76
Project cost	Extending the line this far would increase the overall cost of the project / costs of extension outweigh benefit	22
	Depends on what provides more value for money / go as far as provides value for money	16
	If cost is low then extend	12
	Extend to Lewisham but with view to extending further in the future when funding right	4
	Using existing lines seems cost effective	4
	Extension beyond Catford has diminishing returns.	3
	Costs new will be returned in long term	3
	Costs will not be worth the loss of the national rail service	1
	If not started now, will be needed soon	1
	Network Rail should contribute to line extension	1
	Any extension to Hayes should be funded by / with National Rail as they would benefit from this	1
	Extension has value but is it viable in current economic climate	1
	TOTAL	69
Other	Extension to Hayes / Beckenham wouldn't benefit me / doesn't affect me / don't know the area	58
	South East Trains blocked London Overground takeover of Hayes line so why would they agree to this	3
	Do not want London Underground tube trains running outside my house	1
	Follow example of Beijing – important to allow suburban areas to participate	1
	TOTAL	63
National Rail	Oppose losing direct National Rail services to London Bridge / Cannon Street / Charing Cross.	15
	Oppose reduced National Rail service / concerned at National Rail and Bakerloo line extension sharing tracks	10
	Loss of direct National Rail services will be very disruptive.	6
	There would be an increase in journey times to central London stations / caution about congestion.	6
	Should focus on improving existing National Rail service (South East Trains to improve)	4
	Assumed that National Rail services will continue due to the direct service to London Bridge / Cannon Street / Charing Cross / National Rail services should continue running.	3
	Would suggest London Overground taking over Hayes line	3

	Interchange with Tramlink and National Rail services may take pressure off inner London stations.	1
	TOTAL	48
Concerns / issues	Needs to be sufficient capacity to avoid congestion as line runs through New Cross Gate, Lewisham etc	19
	Extension might impact service further down the Bakerloo line	8
	Growing population	5
	Concern about overcrowding northbound to Elephant & Castle for interchange.	4
	Area is growing and we will need these routes / additional capacity in the future so build now	3
	Would only connect with Tram network at Beckenham. Hayes would link with bus services to New Addington.	2
	Provisions to be made for cyclists – bikes are not allowed on the tube	1
	TOTAL	42
Further information required	Do not have sufficient information to comment.	11
	The economic case needs to be made for the extension.	8
	Is there enough demand for this?	6
	Depends on cost of ticket / season ticket	4
	About the forecasted population / development levels in the area.	3
	More information required on journey times.	3
	Unclear whether National Rail services would run alongside Bakerloo trains	2
	There is not enough clarity in the proposals.	1
	Whether the existing National Rail station infrastructure can accommodate Underground trains.	1
	The capacity difference in terms of people per hour between National Rail and Underground.	1
	TfL must define role and strategy of tube	1
TOTAL	41	
Development / regeneration	Boost for areas along the route (e.g. Beckenham)	4
	Inner London needs regeneration provided by tube more than National Rail serviced outer London	3
	Unsure of economic impact of extension on depressed areas	3
	Extension would promote development and lead to jobs and homes creation	2
	Increased development / density is undesirable.	1
TOTAL	13	

'NEITHER SUPPORT BOR OPPOSE' TOTAL	844
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Opposing comments	Needs to serve Bromley / needs to serve Bromley as a hub town / definitely needs to go to Bromley	126
	Oppose if would lose direct connections to London termini	96
	Needs to go further	61
	Oppose as would increase travel time	40
	Good connections already / existing transport is sufficient / no big improvement	32

	Good to gain new connections / go to underserved areas / poor service area	27
	Oppose if loss of direct links to London Bridge and Cannon Street / retain these links	27
	Those stations are so far out of London, don't think it is necessary for them to have the tube	25
	Not a priority / not needed	22
	Needs to go to Bromley town centre	15
	Key benefit is when it joins up with Bromley / serving new areas	9
	Question whether the demand is there for the service to Hayes	7
	Not enough to serve southeast London, needs to support it too	6
	Missed opportunity to serve Bromley and serve more population of southeast	6
	Oppose this option as Lewisham and beyond are well supported by DLR / tram / rail services	6
	Needs to go to areas of population growth / development	6
	Questions who would want to go to Hayes / no real reason to go to Hayes	5
	No benefit to respondent	4
	Strongly oppose route to Hayes	4
	Needs to go to Bromley as it could ease congestion and car domination in that area	3
	It is already a long line / might be less reliable as a long line	2
	People in these areas mostly have private means of transport	2
	No reason why it shouldn't serve the shopping area of Bromley	1
	Beckenham Junction is not a very large shopping centre - Bromley is.	1
	Favour extension beyond Lewisham	1
	Oppose, go further to open up south London / greater accessibility	1
	Should this not reach Greenwich I would not be in favour of extension (nothing else said)	1
	Use existing lines to keep costs of initial phase low	1
	Support, but concerned that this would mean house rental costs increase	1
	TOTAL	538
Connectivity	Existing rail service is fine	34
	Do not want to have to change / everyday to reach work / more inconvenient	22
	Interchanges would be ill-equipped to deal with travel / unable to handle passenger numbers	13
	There is already a perfectly good service to Hayes serving London terminals, these would no longer be reached easily / no direct route	12
	Concerned by loss of network rail diversionary route	7
	Alternative option to improve the national rail lines already in use to increase capacity	6
	Inconvenience many user of Hayes line / commutes will take much longer - especially those in London Bridge area	6
	Retain rail service from Clock House station	3
	Should be increasing frequency from Hayes to London Bridge, not reducing it	2
	Would not make travel between Kings Cross, Orpington or PRU better, so would still require a bus to Bromley South	1
	Extending the Bakerloo line would mean more people using buses - thus overcrowding, meaning TfL would need to provide more frequent and numerous buses	1
	Oppose, as isolated end point would not be a good interchange point	1
	No gain from the interchange	1

	Switching to the Bakerloo line at Bromley South would take pressure off London termini	1
	TOTAL	110
Route (alternative destinations)	Streatham	13
	Bromley	7
	Orpington	5
	Catford	5
	Sidcup	5
	Eltham	4
	Crystal Palace	4
	Camberwell	4
	Bromley South	3
	Bexleyheath	3
	Dartford	3
	Bexley	3
	Bromley North	2
	Grove Park	2
	Greenwich	2
	Hither Green	2
	Herne Hill	2
	Brockley	2
	Peckham Rye	2
	Elmers End	2
	Shortlands	2
	Mitcham	2
	Croydon	2
	Biggin Hill Airport	1
	Biggin Hill	1
	Sundridge Park	1
	New Eltham	1
	East Croydon	1
	Tulse Hill	1
	West Norwood	1
	Kidbrooke	1
	Charlton	1
Mottingham	1	
Blackheath	1	
Catford Bridge	1	
Bickley	1	
Chislehurst	1	
Welling	1	
Canary Wharf	1	
Crayford	1	
Streatham Common	1	
Wimbledon	1	

	Dulwich	1
	Peckham	1
	Forest Hill	1
	East Dulwich	1
	TOTAL	104
Project cost and timescale	Cost will be prohibitive (nothing else said) / too much cost / Keep costs down	22
	Inner London needs the additional investment and improvements this would bring, prefer to see inner London served first	18
	Much more costly for an area already served by national rail	12
	Prefer project to be delivered to Lewisham in stage one, with further line extension considered in future / incremental improvement	8
	Cost tickets are higher on tube than national rail / ticket prices would increase	8
	Start it sooner with a smaller scheme	6
	Two separate extension projects (i.e. phased development) would surely be more expensive than in one go	6
	Added cost may risk / delay the whole extension project	4
	This option may add to cost of project, possibly making funding an issue	4
	Would rather see inner area served than riskier, bigger scheme requiring more money and time	3
	Would take too long / by the time it is built, London's growth will have outstripped demand - outer boroughs will be demanding capacity	2
	Extra cost to convert the line to tube is a waste of money	2
	Develop the extension in one go.	1
	Will take a long time to get the Lewisham part finalised	1
	TOTAL	97
Suitability	Small carriages will not cope / comments on design of interior / downgrade of existing levels of comfort / let bigger national rail gauge trains take demand from further out than Lewisham	25
	Does not support replacing suburban trains with tube, too many stops / retain fast services	14
	Route will get congested too quickly	13
	Tube trains are generally slower than trains, so trains are superior to Underground services over longer distances / journeys would be too long by Underground.	12
	Should be Crossrail 3 rather than tube	7
	Route south from Lewisham takes same route as Overground trains on Hayes line, would not be a huge benefit	3
	Tube trains are unsuitable for out of London journeys	1
	TOTAL	75
Route	To terminate the line at Lewisham would be great	24
	Beckenham is already well served by transport / do not need to go to Beckenham	15
	Do both options (1a and 1b)	6
	Hayes is already well served by transport / do not need to go to Hayes	6
	Go to Beckenham Junction, not Hayes	5
	Go to Hayes, not Beckenham Junction	4
	Extending to Lewisham would be sufficient - provide a connection to Beckenham and Hayes there, would presumably cost less than full extension	4
	Don't understand logic of route south of Lewisham and Catford - Beckenham is already well served by numerous train stations, tram and Overground - Bromley is forgotten	2

	Extension to Hayes / Beckenham would add significant cost and complexity to development and delay the extension, would like completion to Lewisham as soon as possible	2
	Not far enough for southern London to see much benefit	1
	Should route via... (see area codes)	1
	Don't think there will be much benefit extending out too much - bring more to zone 3 (Lee / Hither Green)	1
	Consider retaining Hayes link during peak times	1
	End line at Lewisham, focus on route 1b as a priority	1
	Terminate at Lewisham, use money saved to build other lines	1
	TOTAL	74
Local impact	Oppose serving Hayes and Beckenham Junction, as would overdevelop the area	27
	15 trains an hour running outside my bedroom / trains running near houses / noise	9
	Will bring congestion and traffic to local area	7
	Underutilised line with huge building leading to mass chaos in due course / concerns about construction impacts	5
	Concerned that it would bring in undesirables from Croydon - tram link is bad enough	1
	TOTAL	49
Other	Criticism of consultation / decision making / information provided	5
	Bakerloo stations would not be as accessible to mobility impaired users as mainline rail stations / retain current level of accessibility	4
	Greater need for development on other lines	3
	Concerned about the loss of cycle carriage with new Bakerloo line trains	3
	Concern about being unable to find a seat if line extends far	3
	TfL should take over services to ensure better branding and coordination	2
	Don't put Hayes and Beckenham extensions as a single question	2
	Concern that alternative options are not being considered (line conversions, new routes and interchanges) across the local transport network *	2
	Concerned that conversion to tube will mean more industrial action	2
	Concerned about removal of staff from stations (information / security)	2
	Concern that once Bakerloo line reaches Hayes, other improvements will not be possible (e.g. Crossrail)	2
	I sometimes use the Hayes / Beckenham service	1
	SWT employee no longer entitled to use privilege card if Hayes becomes Underground	1
	Oppose, do we really want people who socialise in Croydon to run amuck in central London?	1
	Would increase crime in the area	1
	Loss of direct rail connections to hospitals	1
	More trains between Catford Bridge and Beckenham Junction	1
	Route should follow the A2 corridor	1
	Bromley is already well-connected	1
	Underground lines would require upgrades	1
	Consider allowing Tramlink to take over rail routes freed up by Bakerloo extension	1
	Consider allowing national rail to take over Tramlink lines	1
	Will end the possibility of providing a rail link between Stansted and Gatwick	1

	Concerned this would raise rents and house prices	1
	No benefit for those on St Pancras to Sevenoaks line unless services are increased to link up with the tube. Catford to Bromley is still poor.	1
	Thameslink 2 will release train paths from Hayes, a cheaper option	1
	Concerned Bakerloo line extension will gentrify the area, making it unaffordable and forcing people out	1
	Concern about loss of luggage storage space	1
	TOTAL	47
Congestion / crowding	Concern that if Bakerloo line is extended too far it would be unusable during the morning rush hour / would become overcrowded / under pressure / too full	23
	Oppose, as current proposals would not increase passenger capacity / meet demand	4
	TOTAL	27
Alternative proposals	Might be cheaper to develop rail routes (longer platforms, signalling, extra carriages and trains per hour).	22
	Extend DLR instead	3
	TOTAL	25
Supporting comments (conditional)	Support line as an addition, not as a replacement for existing / duplicate services	9
	Support route to Beckenham Junction / Hayes if there is no impact on existing services	5
	Hopefully would increase frequency and reliability of the network	4
	In favour of extension beyond Lewisham, but should terminate at junction with Croydon Tramlink (i.e. Beckenham Junction – not to Hayes)	2
	Support serving Hayes, but not at expense of national rail trains	2
	Support, as long as every train starts and ends at Hayes	1
	Good to have connections to Hospital sites along the proposed route	1
	TOTAL	24
Don't know / further information required	Further explanation of service pattern is needed	6
	Further information on passenger numbers / flows	3
	Question about compensation / noise mitigation	3
	Further information needed about local area	3
	Further information needed about the impact of the line extension on local development	1
	Does proposal include demolition of buildings?	1
	TOTAL	17
Economy	Going further would improve investment / job opportunities / regeneration	10
	Don't think going further would increase development / regeneration	5
	Regeneration is not needed in Hayes and West Wickham	1
	TOTAL	16
Design	Prefer route to be Overground	8
	Is there an option to track share like the London Overground does at West Croydon?	2
	TOTAL	10

STRONGLY OPPOSE' / 'OPPOSE' TOTAL	1,213
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QUESTION 16 TOTAL	5,906
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Appendix J: Question 18 code frame

APPENDIX J

Question 17: There is also the potential for the Bakerloo line to be extended beyond Beckenham Junction, in a new tunnel, to Bromley town centre. Do you support an extension to Bromley town centre?

Question 18: Do you have any further views / comments on the above option?

FOR - STRONGLY SUPPORT / SUPPORT

Theme code	Comment description	Number of comments
Economy / benefits / regeneration	Economic / Regeneration benefits for Bromley	191
	Tube would be used for shopping in Bromley / easier to shop in Bromley / Bromley shopping destination	190
	Useful for commuters	166
	Bromley is London's biggest borough / high demand	126
	Benefit for local businesses / promote business	77
	Long overdue / forgotten area	70
	Benefit for residents	61
	The area is growing / new houses are being built	56
	More could would visit the area	36
	Many people priced out of zones 1-3	23
	Beneficial to Kings College Hospital	23
	Good for London overall	22
	Leisure Benefits	19
	Would allow for improvements / further regeneration in Bromley / economic boost / 'like Croydon'	17
	TOTAL	1,077
Connectivity	Would make Bromley more accessible / more options to travel to London / would be on par with other boroughs	512
	The further South the better / maximise reach of the extension / create more opportunities for more people	272
	Bromley has existing transport links with Kent, Sevenoaks, etc. / transport hub	48
	Increased number of Interchanges	24
	Would be useful in case of incidents on the existing rail network	16
	Would ease east - west connection	8
	Need transport improvements in Bromley / stopping at Hayes or Lewisham is not enough	5
	Would be easier to access Beckenham	3
	Would be easier to access Lewisham	2
	Bromley North needs this, Bromley South is well connected	2
	Would be easier to access Orpington\St Mary Cray	1
	Would be easier to access Greenwich	1
TOTAL	894	
Preference	Good idea / beneficial / good for me	361
	All branches Needed	23
	Do not support: would like 2 branches (1a + 1b) and terminus at Lewisham	3

	Bromley proposal more important than Hayes proposal	1
	TOTAL	388
Crowding / congestion	Traffic will be reduced in Bromley / A modal shift will occur	105
	Would relieve pressure on rail routes	86
	Would relieve pressure on Victoria	12
	Relieve pressure on Buses	7
	Would relieve pressure on London Bridge	6
	Would relieve pressure on Tube	4
	Would relieve pressure on Overground services	3
	Would relieve pressure on Tram services	3
	Would ease parking issues	3
	TOTAL	229
Suggested destinations	Bromley South	44
	Bromley North	38
	Orpington	22
	Lewisham	14
	Grove Park	14
	Catford Bridge	10
	Chislehurst	9
	Hayes	6
	Beckenham Junction	5
	Crystal Palace	5
	Further East	5
	Hither Green	5
	Shortlands	4
	Greenwich	2
	Petts Wood	2
	Bickley	2
	Croydon	2
	Denmark Hill	2
	Bellingham	2
	Biggin Hill	1
	Charing Cross	1
	Downham	1
	Farnborough	1
	Streatham	1
	Kingston	1
	Eltham	1
	Ladywell	1
	Sidcup	1
	Penge	1
	Locksbottom	1
TOTAL	204	
Conditions for support	Only if funding is available / if not too expensive	19

	Only if Hayes extension is built as well	14
	Only if Bakerloo line will have tube stop at Beckenham Junction	12
	Only if goes through Camberwell, else traffic issues must be addressed there	11
	Only if trains from Bromley South to Victoria would still operate	9
	Route to only go through Lewisham	9
	Only if green spaces are not affected	5
	Only if no impact on Hayes route	5
	Only if Option 1b is chosen	3
	Replace Grove Park Line	2
	No impact on tube capacity	1
	TOTAL	90
Opposing comments to response to Question 17	Bromley is already well connected	40
	Cost and disruption might not be worth it	17
	Should be connected to the Hayes railway line	4
	Prefer Hayes proposal	3
	Pointless replacing National Rail for Underground	3
	Use existing methods of travel more efficiently	3
	Not as important as connecting Lewisham / Old Kent Road	2
	Would prefer the money was spent on inner London	2
	Duplicates existing routes	2
	Proposal will only support Central London	1
	Will increase house prices	1
	Proposal should terminate at Lewisham	1
	TOTAL	79
Feasibility	Cost might be too high	66
	TOTAL	66
Sustainability	Cost efficient long-term	38
	Would reduce pollution due to traffic	8
	This is a sustainable solution	5
	Recognise noise reduction benefits of tunnel	1
	TOTAL	52
Phasing	The first part of the extension should open as soon as ready	26
	New phase / phases	22
	New Second Phase to Orpington	2
	TOTAL	50
Further information required	Will the route terminate at Bromley North, Centre or south?	15
	Where will the route go in Bromley?- (Dwellings / Amenities forced to move)	9
	What development / impacts will come with the proposal?	8
	Does this need a new tunnel? / Could use existing Chatham Main Line (Shortlands station)?	4
	Subject to what final Information is proposals are	2
	Will the proposal lead to an Increase in fares?	2
	The line that goes through Ladywell and Catford is underused, could that be part of this scheme?	1
	Would this require a new station or would trains terminate at Bromley South?	1
	Would this new line terminate at Orpington where that branch currently	1

	ends?	
	Will the bottleneck at Beckenham Junction be resolved?	1
	TOTAL	44
Suggestions for other / complementary transport schemes	Extend Croydon tram to Bromley	19
	Extend the DLR or Overground instead	5
	Road network improvements required	2
	Extend Bromley North Branch line to Grove Park	2
	Tunnel from Shortlands to Bromley	1
	Feeder buses are better for areas with low density (Bromley) with a major interchange at Lewisham	1
	Tunnel from Elephant & Castle to Bromley	1
	Overground instead of Underground	1
	Extend the Underground to Beckenham Junction, Extend Tramlink to Bromley	1
	Crossrail 2 is a better option	1
	Ensure Park and Ride site is outside location of proposed Bromley Tube station	1
	TOTAL	35
Existing rail services	More likely to have delays on the line because of the length and pressure	15
	TOTAL	15
Concerns	More likely to have delays on the line because of the length and pressure	12
	TOTAL	12
Recommendations	Better to create new connections rather than upgrading existing ones	7
	No intermediate station is needed (as Shortlands is more than adequate)	3
	Use Existing National Rail tracks	1
	TOTAL	11
Aspects of service	Need for a night / 24 hour timetable	7
	Needs more than 6tph to be viable	3
	TOTAL	10

'STRONGLY SUPPORT' / 'SUPPORT' TOTAL	3,256
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NEUTRAL - NEITHER SUPPORT NOR OPPOSE

Theme code	Comment description	Number of comments
Neutral - but can see difficulties extending to Bromley	Loss of road space	1
	Not preferred route	2
	Cost outweighs benefit	47
	Build 1a and 1b instead	9
	Already Good Transport Links	75
	Extension may jeopardise inner London branch development	9
	May be detrimental on existing Bakerloo line services	2
	Users will still use quicker National Rail services	47
	Too Long travel time for tube / too many stops	13
	Useful, But would prefer Hayes / Beckenham option	16
	Transport improvements should go to deprived areas in southeast London	14

	May lead to overcrowding	16
	Disruption to residents	2
	Poor links to Tram Network	1
	Unlikely to ever be delivered	1
	Loss of Green Space / Environmental Impacts	2
	Rather be built to Lewisham quickly	10
	Will make National Rail services slower / Jeopardise National Rail services	7
	TOTAL	274
Further information required	Ability to manage capacity increases	11
	Impacts on trains from Hayes	5
	Impact on rest of Bakerloo line	1
	Impact on National Rail routes	3
	Impact on London	1
	Impact on local businesses- backwash effect	2
	Benefits not clear	22
	Need to consider economies and population growth	8
	Build Timescale	2
	Costs unclear	40
	Location of station in Bromley	4
	Route location	10
	General- Need more information	9
	TOTAL	118
Neutral - but can see benefit of extending to Bromley	Any transport improvements a benefit	41
	Relieves capacity of Overground / National Rail services	3
	Extends the route further	6
	Bromley needs development	12
	Greater accessibility to other areas of London	12
	Improved access to Bromley shopping centre / Businesses	11
	Build ASAP	2
	Reduce road traffic	4
	Benefit local residents / Commuters	7
	TOTAL	98
Neutral - but suggests amendment	Better as Tramlink	8
	Should go via Brockley	1
	Consider light railway options	1
	Should be new lines to suburbs, not extensions or replace national rail	2
	Camberwell needs a station	4
	Extend the route as far as possible	14
	Extend Victoria – Orpington service to include Bromley South, and operate to Blackfriars via Herne Hill.	1
	Grove Park-Bromley North Line incorporated into Overground or extension of DLR?	7
	Route should be from Peckham, Nunhead, Crofton Park, Bellingham	2
	Route to include Blackheath, Eltham, Sidcup, Bexley and Bexleyheath	1
	Extend from Lewisham to Hither Green / Grove Park, then Bromley	2

	Extend Overground instead	6
	Should go via Dulwich	1
	Bus options require greater exploration	2
	Should go via Herne Hill	1
	Should go via Peckham Rye	1
	Proposal should share existing National Rail lines	1
	Extend to Eltham, not Bromley	1
	Extend to Beckenham	2
	Extend to Beckenham Hill, not Beckenham Junction	1
	Tube Station at Catford Bridge	3
	Reinstate National Rail service Lewisham-Bromley via Catford Bridge	3
	Build new line from Bermondsey- Lewisham via Bromley	1
	Extend via Crystal Palace	3
	Extend Proposal via Greenwich / Bexley	2
	Tube Station at Streatham	7
	Terminate Proposal at Beckenham	1
	Link to Thornton / Croydon	1
	Target Increased Interconnectivity between modes	1
	Improve southeast-New Cross Gate London connectivity	2
	Tube Station at Grove Park	1
	Extend to Bromley South	1
	Extend to Bromley North	3
	TOTAL	88
No overall preference	Unfamiliar with area	78
	Final plan should be the quickest	2
	TOTAL	80
Support for Bromley extension as part of a phased approach	Extension to Lewisham main priority / phase, then extend to Bromley	17
	Old Kent Road first	4
	Should be second phase	19
	Must include Camberwell and Peckham	10
	Greater consideration required in route phasing process	6
	Build all in one process	2
	Bromley should be future proposal	9
	TOTAL	67

'NEITHER SUPPORT NOR OPPOSE' TOTAL	725
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AGAINST - OPPOSE / STRONGLY OPPOSE

Theme code	Comment description	Number of comments
Connectivity	Bromley already has fast rail connections to central London.	164
	Bromley doesn't need a slow / metro connection to London.	16
	The Underground is slower than National Rail trains over a longer distance.	10
	If the extension went to Bromley, services would be less reliable.	2

	Negative Impact on public transport service levels	2
	Oppose removal of National Rail services from Hayes.	6
	TOTAL	200
Reasons for not supporting extension to Bromley	Worsen traffic congestion	1
	An Underground connection is needed to revitalise other parts of southeast London.	25
	The transport connections in Camberwell / Peckham are not as good as in Bromley and Beckenham.	5
	Bromley centre is in decline.	3
	Bromley is too far out of central London to need an Underground connection.	21
	National Rail connections from Bromley South are sufficient.	4
	Demand between Beckenham and Bromley is already met by bus / rail services.	25
	Bromley Centre is overcrowded.	4
	Bromley extension will delay process further	1
	Cannot see the benefit.	13
	TOTAL	102
Preference	Inner London areas need the investment / improvement before areas further out.	26
	Support extension option 1b.	2
	Support terminating extension in Bromley Centre.	1
	The option that doesn't stop at Bromley is sufficient.	1
	Link to Bromley town centre is unnecessary.	38
	Oppose extension of Underground past Lewisham.	11
	The extension to Hayes should happen before any extension to Bromley.	4
	Extend for five miles then reflect on progress	4
	Need more information	5
	Support extension 1a and 1b	2
	The benefits to people who travel to Waterloo or Charing Cross are marginal.	1
TOTAL	95	
Project cost	Cost of scheme is too expensive.	63
	The scheme is not cost effective.	15
	The money is better spent elsewhere.	4
	Extending as far as Bromley will put pressure on the budget.	5
	Waste of money.	2
	The project would need a significant budget.	1
	The project will draw funds away from other projects.	1
	TOTAL	91
Suggestions for other / complementary transport schemes	Terminate extension in Streatham.	1
	The extension should end at Lewisham initially with further extension in the future.	8
	Using a bus to cover the route would be cheaper.	1
	Consider better services from Bromley North.	12
	Invest in more urgent public transport issues.	1
	Invest in cycling infrastructure.	1
	The scheme should be focussed more centrally.	3
	Tramlink extension from Bromley to Croydon.	15

	Need an extension to New Eltham more than to Bromley.	2
	A more direct route from Lewisham to Bromley than via Beckenham should be considered.	2
	Extend DLR to Bromley from Lewisham / Greenwich / Woolwich.	7
	Additional National Rail branch to Streatham via Camberwell / Herne Hill.	2
	Extra car parking / bus routes should be provided at Beckenham Junction where there is Underground access.	3
	Extend Underground to Dulwich, Tulse Hill and Norwood	1
	Extend Northern line to Epsom	1
	Proposal should be Overground	8
	Build National Rail Spur at Beckenham	1
	Better to invest in old infrastructure than build new	1
	Reinstate National Rail London- Bromley North Line, via Grove Park	7
	Overground service should run to Brixton and Brockley	1
	Underground route from Lewisham- Lee High Road- (Surface) Hither Green, Grove Park, Sundridge, Bromley North, (Tunnel) Bromley South –Hayes.	1
	Proposal should be all National Rail	2
	Extend Northern line to Sutton	1
	Reinstate Connex South Eastern route	1
	Need an extension to Sidcup more than to Bromley.	1
	TOTAL	84
Crowding / congestion	If the Bakerloo line is extended too far, the rest of the line will suffer.	17
	Extension beyond Lewisham will increase congestion on the Underground in Zone 1.	4
	There is already a rail connection, which is not at capacity.	5
	The trains would be full all of the time.	21
	Elephant & Castle suffers from congestion.	1
	Hayes Extension would congestion in Inner London Stations	1
	TOTAL	49
Suggested destinations	Bromley North	1
	Downham	1
	Bellingham	1
	Eltham	1
	Bexleyheath	1
	New Eltham	1
	Sidcup	2
	Peckham Rye	1
	1a option only	1
	East from Camberwell	1
	Bexley	1
	Crawford or Dartford	3
	Further South	1
	Croydon	4
	Tulse Hill	1
	Streatham	9
	Brixton	1

	Norwood	1
	TOTAL	32
Feasibility	Route / Tunnel not possible	4
	To go out this far, you need a Crossrail size solution.	4
	The scheme will cause disruption.	10
	TOTAL	18
Economy / benefits / regeneration	Increased development / density would threaten green space.	7
	An Underground connection could move trade away from local businesses towards London- Backwash effect	3
	Bromley is developed enough.	4
	Would push property prices up.	3
	TOTAL	17
Environmental impact	Destruction of beautiful areas of Beckenham.	3
	Disruption from tunnelling.	8
	Noise from the Underground trains.	2
	Better air quality Overground	1
	TOTAL	14
Other	No desire to visit Bromley.	2
	Would mean that the London Bridge expansion would not be utilised.	2
	Live in suburban areas to avoid Bromley.	1
	Perception National Rail pricing is cheaper than TfL.	3
	Do not want more people coming to Bromley.	1
	TOTAL	9
Concerns with Hayes line	Starting the extension at Hayes will make it difficult to interchange to National Rail trains to central London.	1
	Bakerloo line no use to Hayes users	1
	Impact on current Hayes Line	2
	The extension will increase travel times to London Bridge / Cannon Street.	1
	TOTAL	5
Safety and social issues	Will negatively impact communities on the route.	4
	TOTAL	4
Positive comments	Will bring benefits to Bromley	1
	Will improve connectivity to hospitals	1
	TOTAL	2
Conditional support (only support if...)	Only if Underground route is deep tunnelled	1
	TOTAL	1

'STRONGLY OPPOSE' / 'OPPOSE' TOTAL	723
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QUESTION 18 TOTAL	4,704
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Appendix K: Question 19 code frame

APPENDIX K

Question 19: Are there any other options or routes you think we should consider to support growth and increase public transport accessibility in southeast London?

N.B. The code frame can be split down further within each category below to identify specific themes

OTHER BAKERLOO LINE SUGGESTIONS

Theme code	Comment description	Number of comments
Extend Bakerloo line to serve... (station or area)	Streatham	152
	Build both branches	141
	Orpington	129
	Blackheath	115
	Hither Green	114
	Crystal Palace	112
	Greenwich	107
	Bromley	105
	Eltham	105
	East Dulwich	101
	Grove Park	98
	Brockley	96
	Forest Hill	96
	Herne Hill	93
	Croydon	88
	Dulwich	79
	Lee / Lee Green	74
	Bromley North	73
	Denmark Hill	70
	Nunhead	68
	Sidcup	65
	Catford	56
	Honor Oak Park	54
	Kidbrooke	54
	Bexleyheath	50
	Woolwich	50
	Tulse Hill	45
	Bellingham	40
	Bexley	39
	Deptford	39
Sydenham	39	
Brixton	38	
Walworth Road	37	
Dartford	37	

Burgess Park	36
Biggin Hill	35
East Croydon	34
Keep the existing National Rail lines in addition to the Bakerloo Extension	34
West Norwood	30
Peckham	27
Beckenham	26
Crofton Park	24
Between Clock House and New Beckenham (interchange with National Rail and Tramlink)	24
Loughborough Junction	24
New Eltham	23
Charlton	22
New Cross	22
Chislehurst	21
Penge	18
Walworth	18
Thamesmead	18
Petts Wood	17
Queens Road (Peckham)	17
Norwood	17
Welling	17
Gipsy Hill	16
North Greenwich	15
West Dulwich	15
Beckenham Junction	14
Bromley South	14
West Croydon	14
Norwood Junction	14
St Johns	14
Biggin Hill (Airport)	13
Bricklayers Arms	13
Mottingham	13
Abbey Wood	13
Streatham Hill	13
Sundridge Park	12
Downham	12
Camberwell Green	10
Surrey Canal Road	10
Plumstead	10
Beckenham Hill	9
Bickley	9
Mitcham	9
Clapham Junction	9
Thornton Heath	9

Shortlands	9
To areas without good transport links	9
Dulwich Village	8
Lordship Lane	8
South Bermondsey	7
St Marys Cray	7
Surrey Quays	7
Norbury	7
Southwark	6
North Dulwich	6
London City Airport	6
Shooters Hill	6
Albany Road	5
Bromley Common	5
South Croydon	5
Addington Village	5
Peckham Rye park	5
Penge East	5
Sevenoaks	5
Swanley	5
Gatwick Airport	5
New Addington	5
Woolwich Arsenal	5
Clapham High Street	4
Locksbottom	4
Sundridge	4
Streatham Common	4
Peckham Rye Common	4
Ravensbourne	4
Anerley	4
Sutton	4
London Bridge	4
Westerham	4
Terminate at Lewisham	4
Sydenham Hill	4
Belvedere	3
Upper Sydenham	3
Elmstead Woods	3
Southampton Way	3
South Norwood	3
Crayford	3
Cutty Sark	3
Walworth East Street	3
Extension to Kent	3

Upper Norwood	3
Erith	3
Kent House	3
Deptford Bridge	3
Aylesbury Estate	3
Crays	3
Extend to take over all Overground services to Watford Junction	3
Birkbeck	3
Additional station between Elephant & Castle and Camberwell / Peckham Rye	3
Feltham	2
Bell Green	2
Barnehurst	2
Bromley Hill	2
Selhurst	2
Vauxhall (Kia Oval)	2
Wandsworth	2
Addiscombe	2
Camberwell New Road	2
Catford South	2
Between New Cross and Sydenham for Overground Link	2
Penge West	2
North Peckham	2
Keston	2
Brockley Lane (High Level)	2
Canary Wharf	2
Greenwich East	2
Burgess Hill	2
Falconwood	2
Canada Water	2
Tooting	2
Take over one of the Dartford branches after Lewisham	2
Watford	2
East of Lewisham	2
Farnborough	2
Greenwich Peninsula	2
Station between Old Kent Road 2 and Lewisham	2
Westcombe Park	2
Dulwich Library	2
Stockwell	2
Elmers End	2
Deptford High Street	1
Hilly fields	1
New Beckingham	1
Rotherhithe Peninsula	1

South Lambeth	1
Dulwich Park	1
Putney	1
Staines	1
Knights Hill	1
Forest Hill Road / Brenchly Gardens	1
Cannon Street	1
Greenwich Way	1
Lordship / Barry	1
Kirkdale	1
Portland Road	1
Woodside	1
Shirley	1
Shirley Park	1
Addington North	1
Addington	1
Addington South	1
Extend Camberwell direct to Lower Sydenham	1
Evolution Quarter	1
Wimbledon	1
Richmond	1
Old Peckham Library	1
Horn Park	1
Greenwich Village	1
Brixton East	1
Catford Broadway	1
Crown Point	1
Canning Town	1
Wells Way	1
Chelsfield	1
Royal Standard	1
Green Street	1
Bermondsey	1
Deptford Church Street	1
Dockyard	1
Deptford Bridge	1
Balham	1
Earls Court	1
Hammersmith	1
Lewisham Way	1
Kent	1
Hextable	1
Wilmington	1
Dunton Road	1

	Terminate at Queens Park (Northwest Bakerloo line)	1
	Canal Bridge	1
	Bank	1
	City Hall	1
	Coney Hall	1
	Sanderstead	1
	Kennington	1
	Central route through 1a / 1b	1
	Split along route to serve more people	1
	Hatcham	1
	Burnt Ash Road	1
	Beulah Hill	1
	Instead of having 15 trains per hour all the way to Beckenham Junction via Lewisham, why not consider splitting those 15 trains to 8 trains to Beckenham Junction via Lewisham and 8 trains continue on the existing Catford loop serving Nunhead, Crofton Park, Carford, Bellingham etc.	1
	Towards the Thames Gateway	1
	Terminate at Willesdon Junction	1
	Blackfriars, Farringdon, City Thameslink	1
	Goose Green	1
	Woolwich Dockyard	1
	Crystal Palace Park	1
	Ebbsfleet	1
	TOTAL	3,818
Other comments regarding the Bakerloo line	We need more transport links in east / southeast London	165
	Improvements to transport in South London (between Southwest and Southeast, linking Bromley, Croydon and Kingston etc	58
	More east to west tube lines	31
	More orbital routes (routes not crossing into Central London – Zone 1)	16
	Integration with other public transport services crucial (e.g. Overground, Cycling, Walking)	13
	Link up tubes, train, trams better in South East London	11
	Extension New Cross Gate / improved links to Southwest London	10
	New services alongside existing rail corridors to improve transport choices	7
	Extend other tube lines south	6
	Outer circle line to link tube terminus'	6
	Camberwell, Old Kent Road then Lewisham	6
	Link branches with DLR, Overground and Crossrail	5
	Extend to take over / reinstate disused Crystal Palace (High Level) Line	5
	Expand night-tube	5
	Old Kent Road 1 followed by Peckham Rye	5
	Incorporate with Thameslink and Overground	4
	Tube, tram or train link between Bromley North and South	4
	Extend in direction of Thamesmead, with Crossrail link at Woolwich or Abbey Wood	3
	Link with Tramlink services	3
	Tube stop at the Sun in the Sands	3

Design Lewisham station to form cross platform interchange between Bakerloo line and DLR	2
Extension south from Camberwell	2
Take over Lewisham to Orpington Line	2
Bakerloo line extension should be night tube	2
Extend along existing track as far as possible	2
Need as many tube lines as possible, not just one	2
Ensure that tram connections are promoted so those members of the public that could feel this extension is instead of the Tram extension recognise significance of links to Elmers End and Beckenham Junction	2
Incorporate Thameslink with Underground	2
Link the Overground and Victoria line	2
Connect to Heathrow via Dartford, Bromley / Sidcup, Croydon, Kingston upon Thames, Heathrow	2
Interconnected transport hubs	2
Anything to reduce reliance on cars	2
Don't forget South Central areas	2
Use existing track	2
Bigger platforms along the route extension and on both sides of train	1
Take over the Catford (Loop) Line	1
Extend beyond Lewisham if it doesn't interfere with South Eastern service to London Bridge	1
Consider adding a second branch to the Jubilee line	1
Transport improvements beyond Zone 1 / 2	1
Links to South Greenwich	1
Upgrade Tramlink infrastructure in Croydon area to full Metro-type service for faster and more reliable journeys	1
Extension from Beckenham Junction to Penge West	1
Link between Denmark Hill, Tulse Hill and Herne Hill	1
New trains on Bakerloo line extension	1
Direct link from South East London to west end to alleviate Jubilee line overcrowding	1
Where would Camberwell station be located	1
Fast trains along Bakerloo line	1
How well do transport links function through Norwood Junction and surrounding area?	1
Route from Peckham Rye to Catford and avoid New Cross Gate and Lewisham	1
All metro Southeastern lines (Greenwich, Bexleyheath, Sidcup, Sevenoaks, Hayes and Bromley South) should be served by Underground	1
Cross river tube / rail line between Havering and Bexley in east London	1
Close little used stations Edgware Road, St James Park and Lambeth North	1
More than 2 stations on Old Kent Road	1
Improve quality of tracks so trains run smoothly	1
Turn the circle into a figure 8 and have a new loop encompassing South London to enable more travel	1
Northwest extension of Bakerloo line	1
Bromley- Brixton connection	1
Brixton-Greenwich connection	1
Routes along the Thames not just across	1

	Straight links to King's Cross would be amazing and incredibly beneficial	1
	A link for Southeastern services through Herne Hill to Clapham Junction	1
	Bromley- Brixton connection	1
	Brixton-Greenwich connection	1
	Straight links to King's Cross would be amazing and incredibly beneficial	1
	A link for Southeastern services through Herne Hill to Clapham Junction	1
	The proposed line could go along Old Kent Road as a loop to New Cross Gate then Peckham, Camberwell and return to Elephant & Castle	1
	Place Catford station between Catford and Catford Bridge	1
	Place the Catford Tube Station near the Theatre end of Catford	1
	Should go via the hospitals	1
	Maximise Overground lines	1
	Loop line from E&C that goes to a) Bermondsey Spa Gardens b) ASDA Old Kent Road c) Brimington Park d) Nunhead Green e) Peckham Library f) Camberwell Green g) Walworth Road, and the back to E&C	1
	TOTAL	431
Supportive comments about proposed routes	proposed route is an excellent one / proposed extension will do fine for now (generic support)	148
	1b must be completed	44
	The more the better	32
	very worthwhile as this section of London needs better links to the Underground	30
	Full extension to Bromley and Hayes is minimum requirement	21
	1a must be completed	15
	Camberwell will be well served	4
	Extension to Hayes allows access to Underground from East Croydon via Elmers End Tramlink	4
	By comparison to trains, trams and buses don't cut it as an option.	1
	Best use of public funds	1
	I do not know if a DLR extension is a suitable alternative	1
	Reduce reliance on cars	1
	Support for London Overground service	1
	TOTAL	303
General comment around project timescale	Extend as quickly as possible	47
	2030-too slow	7
	Develop scheme that ended in Lewisham as a 1st phase and then moved onto a second phase further South.	1
	How long will the works take?	1
	TOTAL	56
Negative comments about proposed routes	Retain service to London Bridge, Charing Cross, Cannon Street	11
	Consultation hasn't provided enough information on proposed routes, changes to route (i.e. London Bridge access)	11
	I really don't understand how putting in the tube will be better than the trains.	6
	Tram, light rail, rapid bus transit might be a good solution for this area	2
	southeast London has adequate alternatives to tube	2
	Scrap the Silvertown Tunnel	2
	Terminate at Catford	2

	Needs to be some safeguarding of house prices in the area / pricing people out would not be beneficial	2
	One line doesn't seem like enough	1
	Tunnelling to Bromley too expensive, may as well build a new Crossrail route for this money	1
	Terminate at Lewisham and build Crossrail / improve mainline routes out of there	1
	Serve the people not the developers	1
	Transport links in southeast are overcrowded and making these changes will increase overcrowding at hubs serving the southeast	1
	There are existing train lines connecting Peckham with Lewisham Town Centre. I think that option should not be considered.	1
	Beckenham Junction link is an unnecessary expense	1
	Not Brockley	1
	No but the Hayes, Kent line to Charing Cross / Cannon Street is an utter disgrace. There are continual delays, cancellations and so on. The ticket prices increasing each year is totally unacceptable as there is no improvements in service whatsoever.	1
	Hayes line isn't busy enough to justify Bakerloo line extension	1
	Focus on Zones 2 and 3 where suburban trains are running overcapacity	1
	New funding models (follow Scandinavian example)	1
	TOTAL	51

'OTHER BAKERLOO LINE SUGGESTIONS' TOTAL	4,658
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OTHER LONDON UNDERGROUND SUGGESTIONS

Theme code	Comment description	Number of comments
Extend the Victoria line to...	Streatham	70
	Herne Hill	59
	Extension South	57
	Croydon	39
	Crystal Palace	33
	Extension from Brixton	31
	Camberwell	23
	Tulse Hill	20
	Dulwich	18
	West Norwood	15
	Peckham	14
	Lewisham	13
	Extend Victoria line (generic)	13
	Denmark Hill	11
	Extension South East	9
	Peckham Rye	9
	Streatham Hill	9
	Sydenham	8
Bromley	7	

Penge	6
East Dulwich	6
The Oval	6
East Croydon	6
Norbury	5
Thornton Heath	5
Norwood	4
New Cross	4
Catford Bridge	4
Gipsy Hill	4
Norbury	4
Hayes	3
Beckenham	3
Forest Hill	3
West Dulwich	3
Beckenham Junction	3
Norwood Junction	3
Purley	3
Streatham Common	3
Nunhead	3
Mitcham	2
Loughborough Junction	2
Greenwich	2
Clapham Junction	2
West Croydon	2
Kent House	2
Tulse Hill	2
Extension to South West	1
Woolwich	1
Brockley	1
North Dulwich	1
Wimbledon	1
Sidcup	1
Extension East	1
Elephant & Castle	1
Hither Green	1
Blackheath	1
Brixton Hill	1
Bromley North	1
Bromley South	1
Grove Park	1
Wandsworth	1
Eltham	1
Streatham Way	1

	Old Kent Road	1
	Balham	1
	Edmonton	1
	Sanderstead	1
	South Croydon	1
	Selsdon	1
	Caterham	1
	Bellingham	1
	Dartford	1
	Orpington	1
	Selsdon	1
	Charlton	1
	Plumstead	1
	Beckenham	1
	Crofton Park	1
	New Camberwell	1
	New Eltham	1
	TOTAL	588
Extend the Northern line to...	Extension to South East	13
	Camberwell	12
	Generic Northern line extension	9
	Streatham	8
	South of Kennington	7
	Sutton	4
	Crystal Palace	4
	Lewisham	4
	Denmark Hill	3
	Croydon	3
	Extension from Borough	2
	Dulwich	2
	Peckham	2
	Clapham Junction	2
	Brixton	2
	Proceed with extension to Battersea and Nine Elms	2
	Thornton Heath	2
	Nine Elms	2
	Peckham Rye	2
	Old Kent Road	2
	Oval, Dulwich and Sydenham	1
	New Cross	1
	Shooters Hill	1
	Bexleyheath	1
South West	1	
Epsom	1	

	Walworth Road	1
	Mitcham	1
	Forest Hill	1
	Wallington	1
	Increase Northern line frequency in peak hours	1
	Cheam	1
	Norbury	1
	South Bermondsey	1
	East Dulwich	1
	West Croydon	1
	St Helier	1
	East Croydon	1
	Hayes via Lewisham	1
	Welling	1
	Greenwich	1
	South Norwood	1
	Woodside	1
	Addiscombe	1
	Croydon	1
	Gipsy Hill	1
	Penge	1
	Sydenham	1
	Downham	1
	Grove Park	1
	Camberwell Green	1
	Extend from London Bridge	1
	Wandsworth	1
	Bromley	1
	TOTAL	121
Extend the Jubilee line to...	Extend the Jubilee line (generic)	14
	Lewisham	11
	Thamesmead	7
	Bexleyheath	6
	Blackheath	5
	Greenwich	5
	Charlton	5
	North Greenwich	5
	Sidcup	4
	Woolwich	4
	Eltham	3
	Bromley	3
	Deptford	2
	Dartford	2
Between Canada Water and Canary Wharf	2	

	Crystal Palace	2
	Tower Bridge / Tower Bridge Road	2
	Old Kent Road	1
	St Mary Cray	1
	Orpington	1
	Charing Cross	1
	Chislehurst	1
	Blackfriars	1
	London Bridge	1
	City Airport	1
	New Cross	1
	Extend from Bermondsey	1
	New Eltham	1
	Swanley	1
	Sevenoaks	1
	East Greenwich	1
	East Dulwich	1
	South Bermondsey	1
	Hayes via Lewisham	1
	Dagenham Dock	1
	Plumstead	1
	Thurrock Riverside	1
	New Cross Gate	1
	East Croydon	1
	Surrey Quays	1
	Increase capacity at Canada Water	1
	West Norwood	1
	Catford	1
	Queen Elizabeth Hospital	1
	Woolwich Arsenal	1
	TOTAL	110
Other London Underground suggestions	A route that serves Clapham Junction	8
	District line (generic)	8
	24 hour tube network	7
	There are not enough tube lines in South London compared to North London / southeast London lacks tube access	5
	Step free access	5
	Extend Waterloo and City Line	3
	Connect Bexley to the tube network	3
	Consider a line through Hackney	2
	Link to Bluewater, Greenhithe	2
	A tube which runs across Greenwich to Woolwich	2
	Run a fast tube from Bromley to London Bridge	2
	There are potential 'Tube' corridors east from Lewisham between the three rail routes to Dartford.	2

	Lines linking Northeast and Southwest London	1
	No other routes other than along the Old Kent Road to New Cross Gate and Lewisham	1
	Use Streatham as an interchange to link with South East e.g change to Streatham for routes to southeast, New Cross Gate or Croydon routes	1
	Don't disrupt Beckenham Place Park	1
	Link Bakerloo and Northern further out than Elephant & Castle	1
	Link with East London Line	1
	Further Links to Overground and Bakerloo	1
	Extend District line from Tower Hill to Dartford via Bexleyheath	1
	Extend district line to Kingston	1
	A cross south London link from Greenwich via Lewisham and Croydon to Wimbledon	1
	Piccadilly line extension to Waterloo	1
	Extend Hammersmith and City line southeast from Aldgate	1
	Extend the Picaddily Line by a stop to serve Potters Bar	1
	Provide a tube line using the existing railway line from Barnehurst-Bexleyheath to Kidbrooke	1
	Join up the service so that West and East Greenwich and Blackheath could benefit	1
	Connect the Wimbledon End of District Line to southern end of northern line	1
	Connect Kingston to the tube network	1
	The tube network is short of a line from Bromley, through Lewisham, North Greenwich / Charlton and onto East London.	1
	Tube connections through Streatham to Croydon and Purley	1
	More tube lines	1
	Sudbury Hill to Southall and to Hounslow	1
	Why is there not one single plan to extend routes to places such as Mottingham, Chislehurst, Eltham, Sidcup or Bexley?	1
	From Lewisham (connections to DLR) across to Dulwich (rail connection to central London) to Tooting Broadway (tube connection) to Wimbledon (tube and train connections) to Twickenham	1
	Make a Circle line based on Waterloo & City Line: Waterloo-Fleet Street-Bank-North Wapping-Canary Wharf-Greenwich-Blackheath-Nunhead-East Dulwich-Dulwich Village-Tulse Hill-North Streatham-Streatham High Street-Tooting Common-Tooting Bec-Wandsworth Common-Battersea Village-Chelsea Riverside-House of Lords-Lambeth Palace-Waterloo	1
	Add a station at Tower Bridge	1
	There needs to be a line that connects east London, along the Thames	1
	There is a need to increase train and tube services in the Bellingham and Downham area into central London	1
	A new station on the Central Line at Shoreditch High Street	1
	TOTAL	77
Extend the Metropolitan line to...	Extend south of Aldgate	5
	Bermondsey	3
	Greenwich	2
	Metropolitan Generic extension	2
	Shad Thames	1
	Bricklayer Arms	1
	Peckham	1
	Camberwell	1

	Link with Bakerloo line extension	1
	New Cross	1
	Wapping	1
	Canada Water	1
	Deptford	1
	Blackheath	1
	Eltham High Street	1
	Aldgate to Abbey Wood	1
	TOTAL	24

'OTHER LONDON UNDERGROUND SUGGESTIONS' TOTAL	920
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OTHER RAIL INFRASTRUCTURE SUGGESTIONS

Theme code	Comment description	Number of comments
Extension to the London Overground network	Overground extension (generic)	41
	Overground extension to Lewisham	19
	Overground extension from New Cross	17
	Overground extension to Bromley North	14
	Overground extension from Crystal Palace to Clapham Junction via Balham line	11
	Overground extension to Hayes along existing lines	9
	Overground extension to Bromley	8
	Overground extension to Clapham Junction	7
	Overground extension to Blackheath	7
	Overground extension to Catford	7
	Overground extension to Beckenham	7
	Overground extension via Lewisham	6
	Overground extension to Hither Green	6
	Overground extension along the Catford / Hayes line	4
	Devolution of existing Southeastern routes to London Overground (e.g. Lewisham, Hither Green, Lee, Mottingham, Kidbrook, Eltham, New Eltham)	4
	Overground extension to Grove Park	4
	Overground extension through New Cross and Lewisham to beyond Catford / Beckenham / Bromley	3
	Overground extension to Dartford	3
	Extend the East London Line	3
	Overground extension to Sutton	3
Overground extension from Clapham J / New Cross to Bromley South	3	
Overground extension to St Johns	3	
Introduce Bellingham to London Victoria Service, calling Bellingham-Catford-Crofton Park – Nunhead – Peckham Rye- Denmark Hill- Clapham High Street- Wandsworth Road –London Victoria	3	
Overground extension to East Croydon	3	
Overground extension from Clapham Junction to Brixton	2	
Overground extension to West Croydon via Tulse Hill	2	

	Overground extension from New Cross Gate to Greenwich	2
	Improve east-west movement across London	2
	Devolve London to Sevenoaks line via St Mary Cray	2
	Overground extension to Dulwich	2
	Overground extension beyond Crystal Palace	2
	Overground extension to Hayes (tunnelled between New Cross Gate and Ladywell)	2
	Overground extension from Barking	2
	Overground extension to Surrey Canal Road	2
	Overground extension to West Croydon via Wimbledon	1
	Overground extension from New Cross to Ladywell and Hayes.	1
	Overground extension from Honor Oak Park to Peckham Rye	1
	Overground trains to run on Thameslink track off peak (24 hour) (e.g. Crystal Palace to West Hampstead via St Pancras)	1
	Southbound equivalent to the North London Line (Dartford, Bromley, Croydon, Wimbledon, Sutton)	1
	Overground extension from Sutton to Barking Riverside	1
	Overground extension from Wimbledon to Bromley South	1
	Blackfriars	1
	Overground extension to Croydon	1
	Overground extension between London Bridge and London Victoria	1
	Overground extension to Brixton via East Dulwich	1
	Link New Cross with Deptford Bridge	1
	Overground extension to Sutton via Wimbledon	1
	Extend New Cross London Overground branch via Hither Green to Bromley North	1
	Overground extension to London Bridge	1
	Overground extension on existing Catford Loop	1
	A shuttle service from Herne Hill to Blackfriars	1
	Overground link from West Croydon to Clapham Junction	1
	Extending Overground on route Clapham Junction – Peckham Rye – Nunhead – Lewisham (and optionally to Ladywell – Catford and Blackheath – Woolwich Arsenal)	1
	The Overground from Clapham Junction / Surrey Quays branch should be expanded and extended into a standalone Clapham Junction to Stratford tube line	1
	The Overground service between West Croydon and Dalston Junction should be turned into a full service tube line.	1
	Extend London Overground line to form loop running from Peckham Rye to Crystal Palace Via East Dulwich / North Dulwich to improve tube accessibility from Dulwich / Gipsy Hill	1
	TOTAL	237
New London Overground station	Brixton	45
	Loughborough Junction	16
	Reopen Brixton East	10
	Surrey Canal Road (including. Millwall Football Ground)	6
	Brockley	5
	Forest Hill	5
	Beckenham Junction	4
	Ladywell	4

	Camberwell	4
	Tulse Hill	3
	Streatham	3
	East Dulwich	3
	Catford	3
	West Norwood	3
	Lee	3
	Greenwich	2
	Sidcup	2
	Elephant & Castle	2
	St Johns	2
	Herne Hill	2
	Balham	2
	Orpington	2
	Old Kent Road	2
	Biggin Hill	1
	Bromley Common	1
	East Croydon	1
	Balham	1
	Sydenham	1
	Bexleyheath	1
	Between Surrey Quays and Queens Road	1
	Abbey Wood	1
	Spa Road	1
	Close Queens Road and reopen Old Kent Road	1
	Bromley South	1
	Denmark Hill	1
	Bridge House Meadows	1
	Catford South	1
	Streatham Hill	1
	Mottingham	1
	Kidbrooke	1
	Eltham	1
	New Eltham	1
	South Croydon	1
	Purley	1
	Bermondsey	1
	Crofton Park	1
	Southwark Park	1
	Walworth	1
	TOTAL	159
Improvements to the existing London Overground service	Increase frequency of Overground trains	32
	Increase service at Denmark Hill	21
	Increase capacity / frequency of trains on existing lines (London Overground, Thameslink).	13

	Night service	7
	Minimise weekend closures	6
	Speed up / increase frequency of the Overground line from Denmark Hill to Clapham Junction	5
	Increase capacity / length of trains	4
	Increase the frequency of Overground trains running through Peckham Rye and Denmark Hill	4
	More trains that run on time to Charing Cross	3
	Increased capacity of 'East London Line'	2
	Increase frequency to Clapham Junction and Highbury and Islington	2
	Increased service on existing routes (e.g. introduction of a metro-timetabled service (every 5-10 minutes)	1
	Increase frequency at peak and late night on London Overground to Crystal Palace / West Croydon	1
	Increase frequency between New Cross and Clapham Junction	1
	Increase frequency of London Overground trains to and from West Croydon and Crystal Palace	1
	More direct trains from Elephant & Castle overground	1
	Semi fast Overground trains from Hayes	1
	TOTAL	105
Other options for developing the London Overground	Outer Circle line	12
	Consider linking Grove Park / Downham / Lee / CrystalPalace to Bromley town centre	1
	TOTAL	13
Improvements to the existing National Rail service	Increased frequency on National Rail (generic)	20
	More trains	20
	Better utilise Bromley North line from Grove Park	18
	Increased frequency / service on Hayes Line	17
	TfL to take control over / rebrand all South East services terminating in London	12
	Generic train improvements	12
	Increased service to Crofton Park / direct service to London	9
	Increase frequency of service between Peckham Rye and London Victoria	7
	Increase frequency on Catford Loop	7
	More 12 car trains / increased capacity of trains across network	7
	Increase early morning, late evening, night service	7
	Increase service on Sevenoaks to Bedford Line (Thameslink)	6
	TfL to run / rebrand inner city train routes	6
	Reopen East Brixton	6
	All day frequency from Dartford to Victoria	5
	Reconfigure Lewisham so trains do not have to cross tracks west of the station / faster, more regular and more reliable access through the station	5
	Increase Thameslink service frequency	4
	More trains stopping at St Johns	4
	More late night trains	4
	Better interchange at Brixton to provide alternative to Victoria	3
Increase frequency of trains that stop at Lewisham from Orpington and Bromley South	2	
Increase / improve service from Orpington via Grove Park	2	

Increase peak capacity on Victoria – Bromley line	2
Extend service hours on national rail	2
Increase capacity of Southeastern services (Generic) – increase from four carriages	2
Improve access to Bromley South	2
Increased frequency at Loughborough Junction and Denmark Hill	2
Increase frequency of trains to more than 2 an hour.	2
Increase Thameslinke frequency through Catford	2
Run St Albans service via Shortlands at weekend	2
Keep and increase the Thameslink service from Orpington / Beckenham Junction through to St Albans / Bedford	2
Increase frequency of trains to London Bridge (through Dulwich)	2
Increased frequency of trains between Peckham, Denmark Hill and Lewisham	2
More regular trains to main line stations going through Bromley	2
Improved access to Crystal Palace (esp. Sunday service)	2
More fast trains to Cannon Street, Lee and Beyond	2
Southeastern run more frequent trains into Cannon Street and Charing Cross.	2
Charing Cross to Slade Green increase frequency	2
Improve train service through Charlton to Dartford	2
Improve the Bexleyheath line	2
Increase train service to London Gatwick	1
Thameslink to increase frequent connections to Elephant & Castle	1
Increased service for Zone 3-4 areas of Kent / greater London e.g. Kidbrooke / Eltham / Falconwood / Abbey Wood / Mottingham	1
Increase event-day service to Selhurst Park (Selhurst, Norwood Junction)	1
Increase capacity of trains from Hither Green and Catford	1
Reopen Old Kent Road between Surrey Quays and Clapham Junction	1
Dramatically increase the number of trains that stop at Lewisham from Oprington and Bromley South	1
More platforms at Brixton	1
Improve direct rail link between Crystal Palace and Peckham Rye, Brixton etc	1
More frequent train services through Nunhead, Peckham Rye and Queens Road Peckham	1
Evening rush hour service to Kent House	1
Restore full Thameslink service through Peckham Rye	1
Increased frequency for Kidbrooke / Eltham / Mottingham / New Eltham	1
Reinstate frequencies through Forest Hill	1
Stop the Bromley South to London Victoria train at Wandsworth Road	1
Faster connections to Central London	1
Improve Sidcup Line frequency	1
More frequent trains depart from Sydenham Hill and the stations on that line	1
reinstate the services to Beckenham Junction and Bromley from Lewisham, which used to run anyway via Catford Bridge	1
Increase main line train services between Sundridge Park Station and Central London Terminal Stations.	1
Run the same weekday services at weekends	1
Step free access at suburban rail stations	1
Additional trains to Waterloo / Waterloo East / Blackfriars	1

	Connect Brixton to Thameslink	1
	Increase the regularity of trains stopping	1
	4 Thameslink trains an hour, all day, 7-days a week, running through the Thameslink Core, from Denmark Hill and Peckham Rye	1
	Thameslink services through Lewisham	1
	Improve service around Crayford-Bexley-Erith	1
	Better rail connections for Park Langley, Keston, Locksbottom or Southborough	1
	Transfer London Victoria-Orpington train services to London Overground	1
	Better and more frequent connection between Beckenham and Crystal Palace	1
	Lewisham to Peckham via Nunhead is underutilised	1
	Improve St Johns to London Bridge service	1
	Improve reliability of trains	1
	Thameslink stopping trains from New Cross Gate to East Croydon (part of the Tattenham Corner-Cambridge route)	1
	Tfl take over the Bexleyheath line	1
	More integration of services from Catford & Catford Bridge with the line that goes from Beckenham Junction through Kent House and Herne Hill.	1
	Increase frequency of trains which go south from New Cross Gate	1
	Stopping train to Battersea	1
	Longer trains from Hayes	1
	Much higher frequency Beckenham Junction – Crystal Palace	1
	TOTAL	260
Extension to National Rail network	Reinstate Bromley North to central London services	47
	New / reopen station at Camberwell linked to Thameslink route (and served by Bakerloo extension 1b)	34
	Restore the Denmark Hill to London Bridge trains	10
	National Rail Extension (generic)	7
	Hayes to London Victoria	5
	Bromley to Croydon (/ via Hayes)	5
	Increased connections to Victoria (reinstate and upgrade South London Line)	4
	Re-opening Bermondsey Spa terminus	4
	Brighton Main Line 2's proposal for a new rail line with stops at Stratford, Canary Wharf, Lewisham, Bromley, Croydon	3
	Thameslink to Kent House or Beckenham onwards	3
	Thameslink to Forest Hill and Sydenham	3
	Restore the rail link line from London Bridge to Victoria	3
	Link Loughborough Junction to Denmark Hill / Peckham / Clapham Junction	3
	Re-opening the Brockley High level station on the loop from Nunhead to Lewisham	3
	Catford to Sydenham	2
	Bromley South to Bromley North and on to central London (Charing Cross)	2
	Link Croydon to Thameslink or provide Cross-London service from Croydon	2
	Beckenham Junction to London Bridge	2
	Trains to go from Peckham Rye to Charing Cross	2
	Extend Thameslink south	2
	Increased service on Sunday	2
	Another quicker route to Gatwick / Heathrow Airport	2

Introduce a shuttle service to Charing Cross / Cannon Street from Hither Green	2
Bellingham to Victoria	1
Ebbsfleet to HS1	1
Re-introduce service from London Bridge to Victoria	1
Create outer ring road service for South East London by connecting Sevenoaks and the three Dartford Lines	1
Re-introduce Nunhead to Crystal Palace Line, through Honour Oak, Lordship Lane, Upper Sydenham stations	1
Victoria to Vauxhall, Oval, Camberwell Green, Peckham, and using the now disused tunnels to Crystal Palace (High Level) and beyond.	1
Hayes to Bromley South	1
Bromley to East Croydon	1
London Bridge to Nunhead	1
Extend the northern city line from Moorgate south via London Bridge and onto south east London	1
Sevenoaks to Ebbsfleet	1
East-west link from Dartford to Croydon via Bromley.	1
Connect Knockholt / Sevenoaks to East Croydon via Lockbottom, Hayes and Shirley	1
Consider fast direct trains from Chislehurst into London	1
Connect Clapham Junction, Brixton and Tulse Hill	1
Direct service from London Bridge to Camberwell	1
Extend from Denmark Hill to Battersea Park	1
More New Cross Gate to southeast train line options	1
Extend to Herne Hill along old Eurostar track	1
Reinstate disused railways through Elephant & Castle	1
East Dulwich to Waterloo and / or Victoria	1
Hayes to Beckenham Junction direct link	1
Reinstate direct late night trains between Charing Cross and Cateham via New Cross Gate and Brockley	1
Beckenham to Hayes	1
Extend Crystal Palace to Beckenham Junction line to Bromley South	1
Reinstate disused stations / lines (e.g. Finsbury Park, Mill Hill, Edgware line)	1
Extend line from Brixton to Croydon	1
Reinstate Selsdon Junction line through East Grinstead and Uckfield to London Bridge via Lewisham	1
More accessible routes into Canary Wharf coming from the Clapham area via Peckham	1
Reinstate service between Loughborough Junction and Victoria	1
Hayes to London Bridge	1
Link New Cross Gate to Euston	1
Direct trains from Lewisham to Blackfriars,	1
Reverse decision to remove Charing Cross service through Greenwich and Woolwich.	1
Railway line linking large stations further out including Orpington and East Croydon	1
Direct line to Croydon	1
The current train line running from Sundridge Park, Bromley to Grove Park should be connected to the greater rail network.	1

	ore direct trains from Orpington to Denmark Hill	1
	Thameslink 2	1
	Birkbeck line should be reviewed	1
	Link New Cross and New Cross Gate	1
	Divert Charlton and Blackheath services via Greenwich	1
	Direct link between Denmark Hill and Waterloo	1
	A new radial route from London Bridge to London Victoria, using new infrastructure linking Chislehurst National Rail Station with Bickley National Rail Station. This would involve construction of a short bridge adjacent to Barfield Road. To reach Victoria from Beckenham Junction the route might go via Kent House and Herne Hill or via Crystal Palace, Streatham and Clapham Junction.	1
	Restore a direct link to Wimbledon	1
	Consider an orbital service between Beckenham / Hayes / Norwood and Wimbledon / Sutton	1
	Consider making a faster train service to Victoria on Southern London Bridge service, perhaps direct from Crystal Palace after stopping in New Cross Gate, Brockley and Honor Oak	1
	It would be nice to have a direct link from Bromley, Beckenham Junction, Hayes to Blackfriars, Farringdon, King Cross / St. Pancras	1
	Thamesmead to Woolwich Croydon to Woolwich Battersea to London Bridge	1
	TOTAL	201
New National Rail station	Reopen Camberwell	22
	Reopen Thameslink Stations at Camberwell and Walworth, Kennington Park	9
	Between Elephant & Castle and Loughborough Junction / Denmark Hill	7
	Brockley Lane	5
	Reopen Walworth Road	4
	Station between London Bridge and New Cross Gate	3
	Between Surrey Quays and Queens Road	2
	Thamesmead	2
	Between London Bridge and South Bermondsey	1
	Reopen and link both Camberwell and Brixton East	1
	Reopen Brockley Street	1
	North of Crayford	1
	Between London Bridge and Deptford	1
	Add a stop at Swanley or St Mary Cray on the Maidstone to London Bridge	1
	Brockley Cross interchange for Victoria and London Bridge	1
	Create East-West platforms at Brockley on the line between Nunhead and Lewisham	1
	New station at Camberwell Green	1
	New interchange station at Beck	1
	TOTAL	64
Expansion of the proposed Crossrail network	Crossrail links (generic)	10
	Crossrail 2 or 3 from South East to North West (links to Paddington)	9
	Future Crossrail should go through areas with a poor connectivity (assuming the Bakerloo line extension gets built) in southeast London	6
	Crossrail extension from Abbey Wood to Ebbsfleet International (for Paramount Park)	6
	Crossrail to South London	5
	Extension to Dartford	4

	South East-West Crossrail	4
	Crossrail 3	4
	Link Bromley with Woolwich / Crossrail	2
	Crossrail 2	2
	Crossrail to include Streatham	1
	Crossrail should terminate at Thamesmead	1
	Extension to Bluewater Shopping Centre	1
	Crossrail 2 from Wimbledon to Angel	1
	Extension of Crossrail to Bexley	1
	TOTAL	57

'OTHER RAIL INFRASTRUCTURE SUGGESTIONS' TOTAL	1,108
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OTHER PUBLIC TRANSPORT INFRASTRUCTURE SUGGESTIONS

Theme code	Comment description	Number of comments
Extension or improvements to the DLR network	DLR extension to Bromley	40
	DLR extension (generic)	31
	DLR extension to Eltham	29
	DLR extension to Bromley North	28
	DLR extension to Catford	28
	DLR extension from Lewisham	27
	DLR extension to Thamesmead	14
	DLR extension to Grove Park	13
	DLR extension to Hither Green	13
	DLR extension to Kidbrooke	11
	DLR extension to Hayes	10
	DLR extension to Beckenham Junction (/ i.e. connect London's light rail systems)	9
	DLR extension to Forest Hill	7
	DLR extension to Bromley South	7
	DLR lines from North Greenwich (O2 Arena)	6
	DLR Extension to South	6
	DLR extension to Lee	5
	DLR extension to Blackheath	5
	DLR extension to Welling	4
	DLR extension west of Bank	4
	DLR Extension to Dartford	4
	DLR link to Woolwich	3
	DLR extension to Mottingham	3
DLR extension to Ladywell	3	
DLR extension to Sundridge Park	3	
DLR Extension to Greenwich	3	
DLR Extension to Old Kent Road	3	
DLR Extension to Bexley	3	

DLR extension to New Cross Gate and beyond	3
DLR extension to Bexleyheath	3
DLR extension to Catford Bridge (and beyond)	2
DLR extension to Sidcup	2
DLR extension to Plumstead	2
DLR Extension to Orpington	2
DLR extension to Charlton	2
DLR extension to Charing Cross	2
DLR capacity must be increased	2
DLR extension to Shooters Hill	2
DLR extension to Abbey Wood	1
DLR joining Lewisham to Woolwich linking up Queen Elizabeth Hospital	1
DLR from Lewisham extended further, looping back to Tower Hill.	1
DLR extension to New Eltham	1
DLR extension to West Wickham	1
DLR extension to Crystal Palace	1
DLR extension from Lewisham as per Bakerloo line extension	1
DLR extension to the sun in the sands	1
DLR extension through to New Beckenham to link with the Tram system	1
DLR extension from Canary Wharf to East Dulwich	1
DLR extension from Deptford Bridge	1
DLR extension to Elephant & Castle	1
DLR extension to Downham	1
DLR Extension to Mottingham	1
DLR extension to Rotherhithe	1
DLR extension to East Greenwich	1
DL Rextension along A21 to Catford	1
DLR extension to Crays	1
Increase frequency of trains on DLR from Canary Wharf to Lewisham	1
DLR fast services – non-stopping services	1
DLR extension to Elmers End	1
DLR extension to Falconwood	1
DLR extension to Herne Hill	1
DLR extension to Bermondsey	1
DLR extension to Rotherhithe	1
DLR extension from Woolwich Arsenal	1
DLR to East Croydon	1
DLR extension to Croydon	1
DLR above A2 / A102 Blackwell tunnel	1
DLR extension to Bellingham	1
DLR extension to Beckenham	1
DLR extension to Crofton Park	1
DLR extension from Woolwich Arsenal via Eltham to Bromley	1
DLR extension to Chislehurst junction	1

	DLR extension to Crayford	1
	DLR extension to Woolwich Arsenal	1
	TOTAL	380
Extension or improvements to the tram network	Tramlink (generic improvement / extension)	60
	Extend tram to Crystal Palace	38
	Extend tram to Bromley (any routes / unspecified route)	38
	Cross London (North-South) tram link / revive Cross River Tram (CRT)	23
	Extend tram from Beckenham Junction to Bromley	15
	Extend tram from Croydon into Bromley town centre	8
	Extend tram from New Addington to Biggin Hill	8
	Extend tram to Hayes	6
	Extend tram to Woolwich Arsenal	5
	Extend tram from Croydon into Hayes	5
	Introduce tram from Walworth Road to central London	5
	Extend tram to West Wickham	5
	Extend tram to Sutton	5
	Extend tram to Old Kent Road	5
	Extend tram from Beckenham to Shortlands	4
	Extend tram to / from Elephant & Castle	4
	Extend tram to Lewisham (from Beckenham Junction)	4
	Link with trains?	3
	Extend Tramlink as an alternative to Bakerloo extension	3
	Provide a tram to link Bromley North – South	3
	Extend tram East	3
	Tram service for Camberwell if option 1b does not go ahead	3
	Extend tram from Elmers End	3
	Tramlink from Camden to Peckham	3
	Extend tram to Sydenham and Forest Hill	2
	Thameslink interchanges	2
	Extend tram to Catford and Lewisham	2
	Extend tram from Beckenham Junction	2
	Bring back the trams to Grove Park, Lee etc.	2
	Extend tram to Peckham	2
	Extend tram to Bromley and Orpington	1
	Extend tram from Beckenham to Victoria and Charing Cross	1
	Extend tram from Shirley to Elmers End / Crystal Palace	1
Extend tram to Streatham	1	
Introduce a tram link between Herne Hill and London Bridge	1	
Extend tram to Dulwich	1	
Extend tram to East Dulwich	1	
Extend tram to Shirley	1	
Extension of the Croydon Tramlink between Beckenham and Croydon via Norwood Junction	1	
Wimbledon Tram link or national rail link to New Cross Gate London lines terminating Waterloo, Victoria, or Clapham Junction	1	

	Extend tram (or DLR) from Crystal Palace to Peckham	1
	Extend tram from Hayes to Oxen	1
	Following tram extension to Bromley, extend to Abbey Wood	1
	Extend tram from Croydon along A2198 Long Lane	1
	Extend tram from Beckenham Junction to Swanley	1
	Extend tram or DLR with stops on two of the tracks between Loughborough Junction and Blackfriars	1
	Tram from Deptford Bridge to Central London via Old Kent Road	1
	Rapid transit system along Oxford Street	1
	Extend tram to Keston	1
	Extend tram from Elmers End to Lewisham via Beckenham	1
	Extend tram to Lower Sydenham (improve local transport resilience)	1
	Westerham	1
	Extend tram to Selsedon	1
	Extend tram to Queen's Mead	1
	Extend tram to Sanderstead	1
	Extend tram to Glassmill Lane	1
	Extend tram to Southern Heights	1
	Extend of Tramlink north-east from Addington Village to serve Shrublands, West Wickham, Hayes, Keston etc	1
	24 hour tram services	1
	Expand tram link to Bromley South	1
	Extend tram to from Beckenham Junction through Shortlands / Bromley / Bickley / Chislehurst / Petts Wood / Sidcup through to Ebbsfleet / Bluewater.	1
	East Croydon through Lewisham	1
	Extend tram to Tooting	1
	Biggin Hill to Bromley	1
	Extend Beckenham to Penge	1
	Norwood to London Bridge	1
	Beckenham into Zone 1	1
	Tramlink between Bromley and Croydon	1
	Keep the Peckham tram proposal	1
	Express tram scheme to serve Camberwell and Peckham	1
	Extend tram from Beckenham to Catford	1
	Extend the Croydon tram from Bromley to Wimbledon	1
	TOTAL	313
Improvements to London's bus service	More buses / better bus service (generic)	24
	Increase bus lanes	4
	Increased night bus service	4
	Increase number of buses instead as greener option	2
	Increased service to Euston and Warren Street	2
	343 bus route. It's still overcrowded	2
	Better bus services to Catford area	2
	Improved bus services between Hither Green, Catford, Bellingham and Lewisham	2
Direct buses into town and to the mainline terminals from e.g Nunhead and Brockley	2	

	Night bus serving the Hayes Line route	2
	Real Time Information	2
	Standardising N3 night bus route to Crystal Palace	1
	Increase bus lanes on Old Kent Road	1
	Increased service to Croydon	1
	More 'green' buses to reduce reliance on cars, impact on environment	1
	The 172 to be extended beyond Brockley Rise	1
	Increase frequency of buses on the Old Kent Road during the morning	1
	Better enforce bus lane intrusion	1
	Bus from Bromley to (Maritime) Greenwich	1
	Buses are overcrowded	1
	More Hydrogen powered buses	1
	Modern buses in southeast London	1
	Increasing bus services to Hither Green	1
	Bus route between Walworth Road and Old Kent Road (via Burgess Park)	1
	Keep the number 40 bus route	1
	Improve 202 service	1
	Improve 225 service	1
	Improve 181 service	1
	Improved service to Upper Norwood	1
	Bus lanes on Walworth Road, Camberwell New Road.	1
	Increased frequency of 37 route	1
	Increase capacity on 453 bus route	1
	Improve bus connection between Deptford / New Cross and South west London	1
	Better bus lane patrolling	1
	Maintain bus routes along Walworth Road	1
	N89 bus should become a 24 hour bus	1
	Improve 185 frequency	1
	24 Hour bus lane	1
	A bus lane between Orpington station and PRUH hospital	1
	Run 354 route on Sundays	1
	Extend night bus route N89 to serve Crayford and Dartford	1
	More buses on the 21 route	1
	Improve bus services from East Dulwich	1
	More bus routes on the Old Kent Road	1
	Beckenham Junction site to be expanded to accommodate more buses,	1
	TOTAL	82
Extension of London's bus network	Extending 63 bus route to Honor Oak station	11
	Improve bus routes (generic)	8
	Night buses between South East and East London	3
	More orbital routes	3
	Introduce bus routes serving Greenwich Park	2
	Bus route between Bromley and Canada Water via North Greenwich	2
	Can we at least have a bus or improvements at Honor Oak Park Station	2

Dedicated high speed bus only routes on existing roads	2
Bus options from South East London to South West London	2
A limited stop bus service between Bromley, Chislehurst or Orpington and Ebbsfleet International station.	2
Bromley buses should be running services on par with rest of London	2
Increase direct bus routes between southeast London and east London	1
New bus route from Greenwich – Deptford – Brockley – Dulwich	1
New bus route from New Cross Gate that passes up Blackfriars Bridge to King’s Cross / St Pancras	1
Increase bus routes from Bromley to places such as Forest Hill, Dulwich	1
Increase buses between Deptford and London Bridge	1
Albany Road, Camberwell to Brixton and Balham	1
More bus routes to London Bridge, Bermondsey from Old Kent Road	1
Bus service for Camberwell if option 1a goes ahead	1
More buses direct to east form Peckham / Camberwell	1
Ensure greater synergy between buses and Bakerloo line extension	1
Increase services to Dulwich	1
Cross river Night Bus (e.g. Blackwall Tunnel)	1
Better integration between bus routes and train station in Lewisham (to improve resilience if one experiences delays)	1
A bus route servicing “The Blue” in Bermondsey; along Grange Road and on to London Bridge	1
Improve bus services through Ladywell Village to go past Lewisham and on to Greenwich and Blackheath.	1
More bus routes along Southwark Park Road / Grange Road	1
Grade separated bus lanes down (or parallel to) the Walworth road	1
Reroute 358 so it doesn’t go via Penge	1
Bus route linking Brockley / New Cross / Dulwich with Brixton, Camberwell, Clapham, Battersea	1
More radial routes	1
Bus route from Waterloo to Canada Water / Greenwich	1
More buses to Brixton	1
A bus route between New cross gate and Bermondsey	1
Regular bus service between Crystal Palace Parade and Elmers End	1
More buses from Camberwell to City / Blackfriars	1
Extend 63 route to Brockley Rise and Honor Oak Park	1
Having bus route 1 split so that half of them go past London Bridge station, Southwark Street to Waterloo roundabout; the other half going current route via Elephant	1
Forest Hill, London Road Dulwich Common Road, West Dulwich, South Circular Road, Christchurch Road; Streatham Place, South Circular Road, Cavendish Road, Leaving you at Clapham South tube station (Northern line).	1
Direct Bus service from Crystal Palace Parade to Elmers End Green	1
Kibdroke and Shooters to North Greenwich and Lewisham	1
Another change could make a new route bus. (Similar to the old 141 bus) but to have a route to Lewisham via Shardeloes road, Brockley, Catford, then Lewisham.	1
Route between Shirley, West Wickham, Coney Hall and Farnborough	1
Direct bus route between Lee and North Greenwich	1
TOTAL	72

'OTHER PUBLIC TRANSPORT INFRASTRUCTURE SUGGESTIONS' TOTAL
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847

OTHER INFRASTRUCTURE SUGGESTIONS

Theme code	Comment description	Number of comments
Improved cycle facilities and infrastructure	Better cycle infrastructure	40
	More segregated cycleways	18
	Improve cycle lanes on Old Kent Road	9
	Increase cycle superhighways serving south east London	4
	Increased support for cycle safety	4
	Space dedicated for cycles in trains	3
	Increased provision of secure cycle parking at train stations	3
	Reinstate CS6	2
	Ensure cycling fully integrated into current Bakerloo line extension proposals	2
	Cycle bridge between Canary Wharf and Rotherhithe	2
	Improve LCN22 and LCN23	1
	Remove the bottlenecks and breaks in the 21 cycle route between Ladywell and Langley Bridge Road	1
	Segregated cycle lanes along the Woolworth Road	1
	Improving bicycle facilities in the outer boroughs	1
	Include cycle track alongside any rail development	1
	Improve cycle facilities at the south circular at Catford	1
	Bicycle docking station at King's College Hospital	1
	Better cycle networks and superhighways between Camberwell, Elephant, Kennington, Brixton and Peckham	1
	Traffic light headstart for cyclists	1
	Dedicated cycle lane on Camberwell Road, Walworth Road and Denmark Hill	1
	Improved cycle access to Lewisham	1
A cycle only tunnel, perhaps using the old Crystal Palace train line could help encourage new cyclists commuting from these areas.	1	
TOTAL	99	
Cycle hire scheme expansion	Extend / Expand location Availability of Barclays Cycle Hire	27
	Extension to Camberwell	7
	Extension to Old Kent Road	5
	Extension to Burgess Park	4
	Extension to Peckham	4
	Extend to New Cross	2
	Extension to Lewisham	1
	Extend along A2 corridor as far as Deptford Bridge	1
	TOTAL	51
Roads	Expansion of South Circular	7
	Build Thames Gateway Bridge	3
	Overpass / road widening on congested road (e.g. Catford Hill / Bridge)	3
	Reduce number of HGVs using New Cross Road	3

	Improve roads (generic)	3
	Reduce traffic at peak times by preventing commercial lorries and vehicles travelling (Low Emission Zone)	2
	New road crossing (tunnel / bridge) in East London / alternative to Blackwall Tunnel and Dartford Crossing	2
	New road crossing in London	2
	Sort out traffic in the centre of Catford	2
	Phasing out of motor vehicles (esp. diesel)	1
	Improve the Junctions	1
	Pedestrianise Oxford Street	1
	Expand Blackwall Tunnel	1
	TOTAL	32
Other infrastructure	Improved river crossings in London	14
	Upgrade disabled access across London	10
	Improve river crossings in East London (East of Tower Bridge)	9
	Another tube line	6
	Improve the existing network	5
	Improve interchange between Catford and Catford Bridge	4
	Lift free access in Peckham Rye station	4
	Remodelled Peckham Rye station	3
	Cross River Transit system	3
	Monorail	3
	New stations need to be completely Wheelchair accessible and should have safety doors	3
	Support the south west more	3
	More links between south east and north east London	3
	Interchange between Overground and Victoria line at Brixton to relieve congestion	2
	Extend oyster card to all stations within the M25	2
	Park and Ride extension for Tramlink	2
	Increase use of river boats on the Thames	2
	Improve access to Lewisham Station	2
	Go ahead with Brighton Main Line 2's proposals for a new heavy rail line (tunnel) with stops at Stratford, Canary Wharf, Lewisham, Bromley, Croydon.	2
	Interchange between New Cross Gate and New Cross	2
	Elephant & Castle will need work to be able to handle the capacity incoming from the new development on the Heygate site	2
	More transport around Walworth, Aylesbury, Burgess Park	2
	Lift at all interchanges	2
	River Boat pier at Rotherhithe	1
	Foot bridge between Rotherhithe & Canary Wharf linking cycle paths	1
	Canary Wharf to Southwark accessible on foot or bike via bridge / foot tunnel	1
	Escalators at Elephant & Castle	1
	Add gates to unused doors at Crystal Palace station , one entrance and one exit	1
	Ban Cyclists	1
	No more cable cars	1
Lift at Loughborough Junction	1	
Future transport considerations should leave options open for development.	1	

More park and ride locations around all of London	1
Increase congestion charging zone (towards South East)	1
A more direct way to get from Herne Hill to Clapham Junction by rail / tube / Overground	1
Pontoon Bridge to allow large vessels through in Woolwich	1
Link Brixton with Peckham by a non-bus transport option	1
DLR / Road to accompany the new Thames barrier	1
Don't lose all the car parking around Lewisham, Bromley Stations	1
Wider platforms at South Bermondsey	1
Better air conditioning on all trains (winter & summer)	1
Stan-wick line between Gatwick and Stansted via Canary Wharf	1
Direct access to hospitals (Kings Denmark Hill)	1
Upgrade the Brixton Overground Station	1
Concern at rat running through London, improve transport to encourage offenders to use Public Transport	1
Embankment station should be connected to Charing Cross via Underground Walkways.	1
Upgrade lighting in Elephant & Castle	1
An separate Bakerloo extension down the A23 should be considered	1
Another line running from Vauxhall-Oval-Camberwell-Peckham-New Cross-Lewisham-Catford-Bromley-Woolwich-Thameshead and possibly beyond	1
The Hayes line service to Charing Cross service serve London Bridge in the mornings	1
Link New Cross and New Cross Gate with a walkway or travelator	1
Run a shuttle based service in option1 on the route of the proposed section so people on both sides can take advantage on the tube.	1
Better connections towards (or through) central London- for example trains from Crystal Palace or Croydon direct to St Albans, making use of Thameslink routes	1
Better transport links in Catford	1
Open another entrance / exit at Denmark Hill station.	1
Entrance to Camberwell facing to Denmark Hill for access to KCH	1
Relocate Lower Sydenham back to its original site at Southend Lane	1
'Park / ride' station beyond Hayes to improve accessibility for Biggin Hill	1
Provide maps in future consultation materials	1
Greenwich to North Greenwich needs a connection. Extend the cable car?	1
Double-decker trains	1
Double-ended platforms at Lewisham	1
Improve Old Kent Road Station	1
A line through to the isle of dogs and linking the Crossrail route at north Woolwich then on to Barking , a sort of southern Crossrail	1
rebuild of the railway bridges at Catford & Catford bridge	1
Build completely new rail lines	1
Introducing clearly routed links from the Old Kent Road station2 to the new Overground station at surrey canal road	1
The island platform at forest hill should be re-introduced or one put in at Sydenham	1
TOTAL	135

'OTHER INFRASTRUCTURE SUGGESTIONS' TOTAL	317
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FARE POLICY

Theme code	Comment description	Number of comments
Fare policy	Remove Zone 1 charging for travel through Shoreditch, only charge people who get off there	2
	Look at the Southeastern franchise renewal,	2
	Mark Thameslink as a line on the tube map	2
	Outskirts are full of commuters not able to benefit from Oyster and cheaper fares	1
	Introduce outer (lower) congestion charge to reduce number of drivers on the road.	1
	Bus fares need to be reduced	1
	Oyster extended to Dartford and Swanley	1
	Bring all transport under public sector and nationalise all means of transport for a more affordable and efficient service.	1
	Stagger pricing on earlier trains to make these trains more attractive to commuters and alleviate peak time overcrowding	1
	The zones need to be reconsidered and maybe bring more stations and bus routes into zones 5 & 6 so all stations and bus routes within the M25 are in zone 6.	1
	Overhaul the Tube Zones. Three zones only, expand zones 1 & 2.	1
	Take Shoreditch out of Zone 1	1
	Can the oyster travel zones be extended to stations further out and readers installed	1
	Road user charging through London	1
	Also, you could create integrated tickets, with time restrictions as is common in many parts of Europe. One ticket for say 60 minutes allows you travel on all forms of transport, including the hire bikes, and is transferable to other forms of transport.	1
	TOTAL	18

'FARE POLICY' TOTAL	18
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QUESTION 19 TOTAL	7,868
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Appendix L: Free format response code frame

APPENDIX L

Free-format responses to the Bakerloo line extension consultation

Theme code	Comment description	Number of comments
Route options	Prefers Option 1b (Camberwell and Peckham Rye) over Option 1a	86
	Supports extension to Hayes	64
	Supports extension to Bromley	36
	Prefers Option 1a (Old Kent Road) over Option 1b	24
	Did not specify a preference of Option 1	23
	Suggests a station at Streatham	13
	Recognises there is a strong case for both options (supplementary code to either 011 and 012)	11
	The Hayes branch should not be pursued and should remain as National Rail	10
	Supports extension to Lewisham (no indication of preference over further extension)	9
	Should terminate at Lewisham (and not continue)	8
	Supports construction of both Option 1 routes	7
	Suggests a station at Lee	5
	Suggests a station at Walworth Road	4
	Peckham area is already well-served by public transport	4
	Old Kent Road area is already well-served by public transport	4
	Should continue to Eltham	3
	Suggests a station at Bexley or Bexleyheath	3
	Suggests a station at Catford	3
	The current route is adequate	3
	Branch to Hayes should complement and not replace existing services	3
	Should continue to Croydon	2
	Suggests a station at West Norwood / Gipsy Hill	2
	Suggests a station at Deptford	2
	Suggests a station at Hither Green	2
	Extension should terminate at Lewisham	2
	Should continue to Orpington	1
	Asks why the Tramlink is not being extended to Hayes / Bromley	1
	Not sure about Bromley (no reason given)	1
	Suggests a station at Dartford / Bluewater	1
	Asks why is the Bakerloo line extension considering Bromley if it's already well connected	1
	Suggests a station at Lambeth	1
	Peckham is already served by public transport	1
	Suggests extension to Croydon	1
	Suggests a station at West Greenwich	1
Asks why the connection is at New Cross Gate and not New Cross	1	
Suggests a station at Northumberland Park	1	
Suggests a station at Carpender Park	1	
Hayes is too far for an Underground service	1	

	No indication of support or opposition over Option 1, although opposes Option 2	1
	Lewisham is already well-connected by public transport	1
	TOTAL	348
Overall opinion	Supports the extension.	244
	Did not express support or opposition / reply was irrelevant	65
	Opposes the extension	12
	This is a much needed extension.	6
	Did not fully understand proposals / expressed misunderstanding or lack of awareness of the Bakerloo line extension project scope	6
	Thinks the extension will do more harm than good	2
	Commuter on existing Hayes Line	2
	TOTAL	337
	Connectivity	Supports improved connectivity to Central London
Highlights the current lack of alternative modes during disruptions on the rail network		18
Supports the need to improve access to King's College Hospital		16
The current connectivity to London Bridge and Cannon Street is convenient and sufficient		12
Supports the need to improve connections between hospitals		7
Removing National Rail Services would reduce connectivity		6
An interchange at Lewisham is inconvenient		6
Considers the connection to Central London as beneficial		5
Supports the need to improve access to other Hospitals (Princess Royal and Orpington)		2
Supports the need to improve access to other specialists institutions and establishments		2
Supports the creation of a hub with Underground and bus network		1
Notes that transferring / ceasing National Rail services on the Hayes Line means users gain nothing		1
Notes that connecting Streatham would improve connectivity		1
Disappointed with TfL upgrades in the past		1
Connecting to West London presents no advantage		1
TOTAL		148
Congestion / crowding	Current network is overcrowded and more capacity is needed	71
	Current network is over-reliant on buses	23
	Population of area has increased	15
	Concerned about the crowding at Lewisham station	4
	Tube trains are smaller than National Rail trains and will become overcrowded	3
	Highlights that crowding at Lewisham should be a priority to solve	2
	Concerned about the effects of interchanges	1
	No current overcrowding, especially on National Rail services	1
	TOTAL	120
Journey impact / capacity / frequency	Bakerloo line extension will reduce journey times	13
	Bakerloo line extension will provide additional capacity	13
	Bakerloo line extension will make journey more enjoyable	9
	Bakerloo line extension should not reduce rail capacity on the network	8
	Journey times will increase	8
	Tube trains are smaller than National Rail trains	4

	Cannot take bicycles on tube trains	4
	Concerned about the capacity of Underground trains, leading to crowding	3
	Tube trains do not have toilet	3
	The increase in frequency needs to be matched with an increase in speed	2
	Bakerloo line extension will need to be accessible	2
	Bakerloo line extension will be less accessible	2
	Bakerloo line extension will provide safer access to public transport in the area	1
	Bakerloo line extension will improve accessibility	1
	Existing service issues and disruptions on the Bakerloo line should be addressed first	1
	Rolling stock / infrastructure needs to be upgraded before route is extended	1
	TOTAL	75
Other	Provides alternative suggestions for transport provision / line extension	25
	Provided alternative proposal to the Bakerloo line extension	9
	Proposed alternative London Underground extensions	9
	Provided potential engineering solutions	5
	Camberwell National Rail Station should be re-opened	4
	Should connect to Tramlink	3
	Disappointed that the Bakerloo line extension is not earmarked for 24 hour services	3
	National Rail should share the route with the Bakerloo line	3
	Expresses that the core route should be to Bromley	2
	Suggested integrated station concept for Bromley in into shopping centre	2
	Concerned about the loss of direct services to London Bridge, Charing Cross and Cannon Street	2
	London Overground should serve / take over the route	2
	Better than Crossrail 2	1
	Requests cyclist provision on the Bakerloo line extension trains	1
	Expressed desire for Bakerloo line extension to continue beyond Hayes	1
	Suggests increasing service frequency to Harrow & Wealdstone	1
	None of the options are satisfactory	1
	To solve overcrowding, National Rail train lengths should be increased	1
	TOTAL	75
Regeneration / housing / economic impact	Recognises that the Bakerloo line extension would stimulate regeneration in a deprived area	35
	Recognises benefits to businesses	10
	Notes that the Bakerloo line extension would stimulate job creation	5
	The Bakerloo line extension is too late for Old Kent Road and the regeneration opportunity has been missed	2
	Bromley is already developed and thriving	2
	Recognises that the extension will cause modal shift from private car to public transport	1
	More development would add pressure to local amenities	1
	Catford is in danger of being gentrified	1
	TOTAL	57
Project cost, construction and timescales	The Bakerloo line extension should be completed sooner	17
	Believes that costs could be better spent elsewhere	3
	Thinks project is too costly and funds could be better spent elsewhere	2
	Conscious of tunnelled section costs from Beckenham to Bromley	1

	Supportive as long as it doesn't increase fares	1
	Large businesses will assist the funding of the Bakerloo line extension	1
	Concerned about the overall cost	1
	Concerned that the funding package is not appropriate	1
	Requests timescales for construction	1
	Believes that job cuts elsewhere will be used to fund the project	1
	TOTAL	29
Further information required	Requests TfL to extend the Victoria line	3
	Requests to see cost-benefit analysis for options 1a and 1b	2
	Asks about the proposed zone structure for the Bakerloo line extension stations	2
	Asked about further Underground extensions	2
	Asked for more detail in regard to exact station / route locations of Option 1a and 1b	2
	Asks if the Bakerloo line extension would be integrated in to Heygate Estate redevelopment plans	1
	Requests more station location information with regard to Option 1	1
	Requested further clarification which was never received	1
	Requested information as they were not notified about proposals (entirely unaware)	1
	Requested a new tube map including the Bakerloo line extension and NLE	1
	Asked about effects on Catford Loop and Ravensbourne Station	1
	Asks whether National Rail services to Hayes will continue if the Bakerloo line extension terminates at Lewisham	1
	Requests more details cost-benefit analysis information in relation to journey time savings	1
	Asked if direct National Rail services from Lewisham to Cannon Street would be withdrawn	1
	Asked about fare structure plans for 'trains only' ticket holders	1
	Can only form an opinion with better detail in the cost breakdown	1
	Requested consultation results and raw data	1
	Asks about the extent of service tunnels at Elephant & Castle	1
	Asks how Lewisham to London Bridge (and Cannon Street / Charing Cross) demand will be met	1
	Suggested extension of the Bakerloo line to Watford	1
TOTAL	26	
Social impact / change in character	Recognises social opportunities and access to leisure activities	3
	The Bakerloo line extension would reduce the high levels of current customer dissatisfaction	1
	The Bakerloo line extension will reduce car noise	1
	More development and growth will make the area on the Hayes line lose character	1
	TOTAL	6
Environmental impact	The Bakerloo line extension will reduce pollution	2
	Thinks extension to Hayes is not environmentally friendly	1
	TOTAL	3

FREE FORMAT RESPONSE TOTAL	1,224
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