



Bakerloo line extension

Consultation Report
November 2020

MAYOR OF LONDON



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1. Executive summary

1.1 Overview

This report details the results of a public consultation held between 14 October and 22 December 2019 on our proposals to extend the Bakerloo line beyond Elephant & Castle to Lewisham, serving Old Kent Road and New Cross Gate. The consultation also sought to understand the level of support for a further extension beyond Lewisham to Hayes and Beckenham Junction. We have carried out previous consultations relating to the Bakerloo line extension: in autumn 2014 on possible route options for an extension; and in spring 2017 on potential station and shaft locations.

We received 8,749 responses to the autumn 2019 consultation. We received 8,640 responses from members of the public and 109 were from stakeholders. Stakeholders who responded to the consultation included politicians, local authorities, transport groups, businesses, property developers, environmental groups, resident groups and other organisations.

We also received a consultation response from the Back the Bakerloo coalition on behalf of the 20,600 individuals who had signed up to their own campaign on the proposals. The coalition was set up by Southwark and Lewisham councils to support the proposals for the Bakerloo line extension and includes business organisations.

This report provides a factual summary to the responses we received. We have also published our response to the issues raised in the consultation tfl.gov.uk/bakerloo-extension

1.2 Summary of responses received

Below is a summary of the responses received to each question we asked in the consultation. For detailed analysis of the responses received please refer to Chapter 5 of the report.

Overall proposals

We asked for comments about our proposals and how these may impact people whether in a positive or negative way (question 1).

The majority of respondents made positive or supportive comments about our proposals (89 per cent). Seven per cent made comments which were negative or opposing the proposals and four per cent made neutral comments.

Elephant & Castle station

We asked for comments on our proposals for a new combined Bakerloo line and Northern line ticket hall at Elephant & Castle (question 2).

The majority of comments received in response to this question were generally positive and supportive of our proposals for the combined ticket hall (74 per cent). In addition to general support, comments included that the proposals would mean improved interchange and connections, that the current station layout is confusing, and a better station layout is needed. A further three per cent of comments were supportive with caveats such as ensuring accessibility for disabled people and minimising construction disruption.

Nine per cent of comments made in response to this question were neutral including that the respondent had nothing further to add.

Three per cent of comments were negative about the proposals.

Eight per cent of comments focussed on suggestions for the station. Two per cent of comments were unsure or needed more information and two per cent commented on the wider proposals.

Proposed new route for the Bakerloo line extension between Lambeth North and Elephant & Castle

We asked for comments on our proposals for a new route for the line between these two stations (question 3).

The majority of comments received in response to this question were generally positive and supportive (59 per cent). Comments included that the route would be shorter and/or that journey times would be reduced. A further three per cent were supportive with caveats such as concern about cost and disruption.

27 per cent of comments were neutral, in the majority of which the respondent stated they had nothing further to add or couldn't comment.

Five per cent of comments received in response to this question were negative, including two per cent which stated that the proposal isn't really needed and/or existing transport is fine.

The remaining six per cent of comments focused mainly on suggestions for other destinations or comments on the wider proposals.

Proposed route for the Bakerloo line extension between Elephant & Castle and Lewisham

We asked for comments on our proposed route between Elephant & Castle and Lewisham (question 4).

77 per cent of respondents were supportive of the route. Of these half (50 per cent) expressed general support for the proposed route. A further 27 per cent of comments focussed on reasons why respondents supported the route including improved transport access and connections (nine per cent), transport/traffic benefits (seven per cent), community and social benefits (five per cent) and benefits to the local economy (four per cent). In addition a further five per cent of comments were also supportive with caveats (such as good connections to National Rail/Overground) or with design suggestions.

A number of comments (seven per cent) proposed alternative locations and stations for the route including Camberwell, Peckham, Brockley and Bricklayers Arms.

A small proportion of comments (two per cent) to this question were either generally negative or raised specific negative impacts.

Five per cent of comments were neutral as respondents were unsure of the impact or it didn't affect them, and a further five per cent commented on other themes.

Possible primary tunnelling worksites for the proposed extension

We asked for comments on the possible worksites at New Cross Gate, Hither Green and Catford. We stated that our proposal is for the primary tunnelling worksite to be at New Cross Gate (question 5a).

Approximately half (51 per cent) of the comments received in response to this question were generally positive and supportive of our proposal for the primary tunnelling worksite. 18 per cent of comments were opposed to the sites mentioned or concerned about the impacts of the sites on transport disruption in the area. 14 per cent of comments were neutral in nature with nothing to say on the proposals. A further 17 per cent of comments were either suggestions about the sites, comments about the wider proposals or unsure and needing more information to comment.

When the comments are analysed considering references to specific worksites, 30 per cent mentioned they were positive about the use of the New Cross Gate worksite location. Two per cent of comments were concerned about the use of New Cross Gate mentioning disruption and road closures. Two per cent of comments specifically mentioned they were positive about using the Hither Green site, with five percent being negative about using it. Two per cent of comments specifically mentioned they were positive about using the Catford worksite location, and six per cent being negative about using it.

Use of Old Kent Road 1 as a tunnelling site

In our consultation in 2017 we proposed that there would be a worksite at Old Kent Road 1 to build the station. We have updated our proposals and we are now also considering carrying out tunnelling activities from the site towards Lambeth North. We asked for comments on this proposal (question 5b).

Approximately half (49 per cent) of the comments received in response to this question were of a neutral nature including nothing to say or no view on the proposals.

29 per cent of comments were positive and supportive. A further seven per cent of responses were supportive with caveats – for example supportive of the proposals as long as this is the fastest option to construct the extension.

There were suggestions for the use of the site after construction (four per cent of comments), including affordable housing and commercial use.

Two per cent of comments were opposed to the proposals for example due to congestion issues. A further two per cent expressed concerns about the site impacts on the community and these included the loss of the supermarket, citing no alternatives locally and negative impacts on residents.

Eight per cent of comments were on other aspects of the proposed extension.

Wearside Road Council depot site

We asked for comments on our proposals for this site where empty trains would be stabled (question 6).

Just under half (46 per cent) of the comments received in response to this question were of a neutral nature, with nothing to say or no view on the proposed use of the depot site.

Approximately one third (35 per cent) of comments were positive and supportive of the use of the site. A further seven per cent of comments were supportive of this use with caveats including the importance of minimising the impact on the surrounding environment and residential properties.

Five per cent of comments expressed concern or opposition about the use of the depot site, including two per cent concerned about noise, disruption or pollution.

Four per cent of comments were unsure or wanted to know what would happen to the existing depot and four per cent made comments about the wider proposal for the extension.

Station naming

We asked for suggestions for the names of the two proposed stations which we currently describe as Old Kent Road 1 and Old Kent Road 2 (questions 7 and 8) and gave two suggestions for each station.

Old Kent Road 1

Over half of responses (59 per cent) supported the station name Burgess Park and 15 per cent expressed a preference for Old Kent Road. A further two per cent commented on their support for the names including the name Old Kent Road is iconic and Burgess Park would make the park popular.

Seven per cent of comments made other suggestions for the name of the station. The most frequent was Mandela Way mentioned in one per cent of comments.

Seven per cent were neutral comments including nothing to say on this issue.

Seven per cent made comments about the wider proposal.

Two per cent opposed Old Kent Road as a name for the station as the road is too long and it would be difficult to work out where on the road the station should be.

Old Kent Road 2

Opinion about the name for the Old Kent Road 2 station was more evenly distributed, with Old Kent Road receiving the greatest number of supportive responses. Old Kent Road was supported in 32 per cent of responses and Asylum was supported in 24 per cent of responses.

Sixteen per cent of comments made other suggestions for the name of the station. The most frequent was to have (rather than Asylum) Asylum Road, which was mentioned in three per cent of these comments.

Thirteen per cent of comments opposed Asylum as a name for the station for example because of negative connotations. Two per cent opposed Old Kent Road for example because the road is too long and it would be difficult to work out where on the road the station should be.

Ten per cent were neutral comments including nothing to say on this issue.

Four per cent of comments were about the wider proposal.

Possible further extension of the route beyond Lewisham to Hayes and Beckenham Junction

We asked whether people supported or opposed the possible further extension beyond Lewisham to Hayes and Beckenham Junction in a closed question (9a). We also asked for comments on this proposal in an open question (9b).

The further extension was supported by 82 per cent of respondents (73 per cent strongly and nine per cent partially). It was opposed by nine per cent of respondents

(seven per cent strongly and two per cent partially). Nine per cent of respondents neither supported nor opposed the further extension.

The majority of comments received in response to the open question were positive or supportive about the proposed further extension (61 per cent). A further five per cent were supportive with caveats (for example concerns about a further phase delaying the initial phase, or the potential impact on National Rail services). 19 per cent of comments were negative or in opposition to the proposals with the most common reasons being a negative impact on rail services such as the loss of services to London Bridge and Cannon Street. Alternative destinations were suggested by five per cent. Eight per cent of comments were about the wider proposal. Two per cent were neutral including requiring more information to comment.

1.3 Summary of next steps

We have published our response to the issues raised in the consultation tfl.gov.uk/bakerloo-extension

TfL and the Mayor remain committed to delivering the Bakerloo line extension. This however remains dependent on a viable funding package being put together. A commitment from Government to support funding for the scheme is essential in developing a funding package. We will continue discussions with the Government, whilst being realistic about the funding London could contribute to delivering an extension over the coming years.

Mindful of the issues raised during the consultation, we will progress towards statutory safeguarding of the proposed extension between Lambeth North and Lewisham. Safeguarding is a formal process, undertaken by the Department for Transport, to protect land required for major new infrastructure projects from future development.

We are also investigating how we could deliver the possible further extension beyond Lewisham to Hayes and Beckenham Junction in more detail, considering in our work the feedback received from the public and stakeholders. This further extension would involve converting the current National Rail line to Hayes to accommodate Bakerloo line services. We are therefore not seeking safeguarding of the possible extension beyond Lewisham.

Subject to funding and design development we propose to apply for permission to build the extension through a Transport & Works Act Order.

There will be further opportunities to provide feedback on aspects of the Bakerloo line extension as our proposals develop, including subsequent rounds of consultation.

2. About the proposals

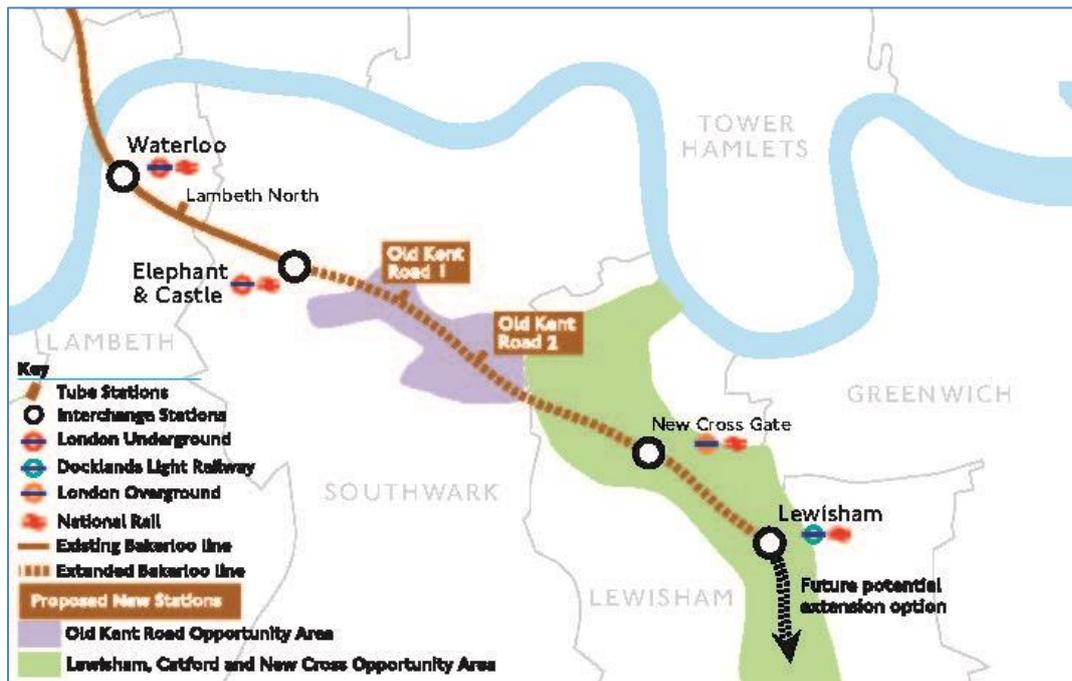
2.1 Overview

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

We are also considering a second phase of the extension beyond Lewisham to Beckenham Junction and Hayes, involving a conversion of the National Rail line via Catford to Hayes to London Underground operation.

The proposals are part of the commitment by the Mayor, Sadiq Khan and TfL to develop plans that improve public transport for all Londoners and to help London grow by supporting new homes and jobs.

Figure 1: Bakerloo line extension to Lewisham



2.2 Why the extension is needed

South east London is currently relatively poorly served by the Underground network. London's population is forecast to grow to more than 10 million people by 2030.

South east London has significant potential to support this growth, in particular the corridor stretching from Elephant & Castle to Lewisham and Catford.

Improved transport services in south east London are required to unlock this growth and improve customer journeys – especially along Old Kent Road where existing bus services suffer from traffic delays and will not support the area’s growth potential alone.

The extension would benefit existing and new communities by:

- Offering a new direct link into central London
- Providing capacity for at least 60,000 extra journeys in both the morning and evening peak periods¹
- Relieving congestion on roads, reducing CO₂ emissions and air pollution
- Reducing journey times along the extension to central London by up to nine minutes
- Providing an Underground train every two to three minutes between Lewisham and central London
- Supporting new homes and jobs in south east London

We are working in partnership with the London Boroughs of Southwark and Lewisham to develop our proposals for the extension so that it can support both, current and planned communities and businesses.

Opportunity Areas are areas in London which have significant capacity for development – such as housing or commercial use - and existing or potentially improved public transport access.

The Old Kent Road Opportunity Area in the London Borough of Southwark has the potential to deliver at least 20,000 new homes and 10,000 new jobs.

There are two Opportunity Areas in the London Borough of Lewisham:

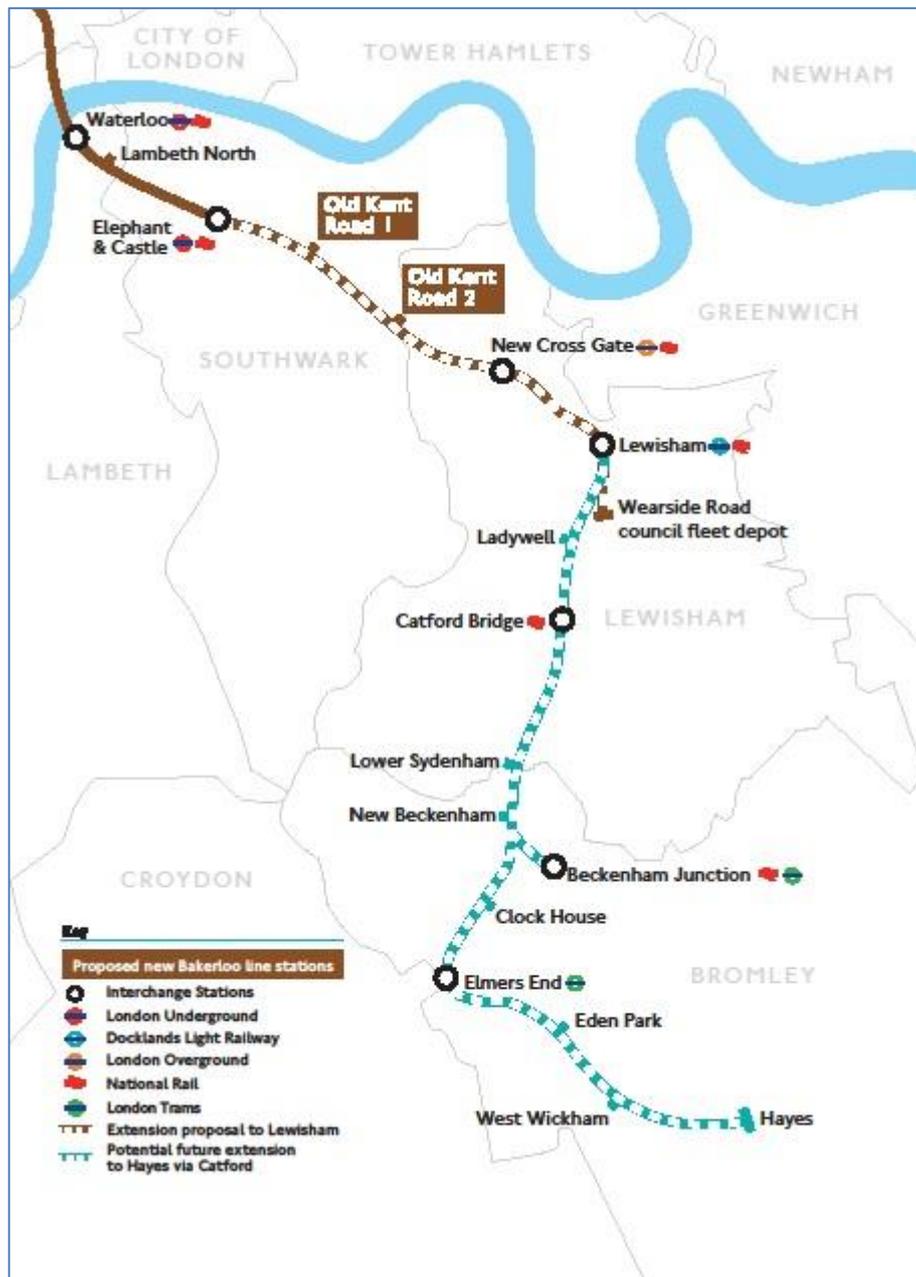
- New Cross, Lewisham and Catford
- Deptford Creek and Greenwich Riverside

These offer the potential for another 27,500 new homes and 6,000 new jobs.

We are also considering a second phase of the extension beyond Lewisham to Hayes and Beckenham Junction, involving a conversion of the National Rail line via Catford to Hayes to London Underground operation. This would help improve public transport connections and support growth in both the London Boroughs of Lewisham and Bromley.

¹ This figure is based on 27 trains per hour to Lewisham and will be further updated as we develop our proposals

Figure 2: Option to extend beyond Lewisham to Hayes and Beckenham Junction



2.3 What we have already consulted about

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

The consultation and our response to the issues raised can be viewed here [Bakerloo line extension 2014](#)

In autumn 2017 we asked for views about potential station and shaft locations. The consultation and our response to the issues raised can be viewed here [Bakerloo line extension 2017](#)

2.4 Our proposals

Following the feedback from the 2017 consultation we have further developed our plans for the extension.

2.5 Stations

We are developing plans for the following new stations; each of which would be fully accessible and would provide step-free access from street to train:

- Old Kent Road 1, on a site near to the junction with Dunton Road
- Old Kent Road 2, on a site near to the junction of Asylum Road
- New Cross Gate, providing an interchange to London Overground and National Rail services at the existing station
- Lewisham, providing an interchange to National Rail and DLR services at the existing station and serving the town centre

At Elephant & Castle we are proposing to provide a combined station entrance and ticket hall for the Northern and Bakerloo lines. It would be built as part of the proposed new shopping centre development. This would provide customers with an easier interchange with both the Northern line and Thameslink services and help reduce congestion at the busiest times. Step-free access and interchange would also be provided at this station.

[Click here for more detailed information about our proposals.](#)

2.6 Tunnel alignment

As part of the extension we have developed a new alignment for the Bakerloo line between Lambeth North and Elephant & Castle. The proposed new alignment would allow us to build a new Bakerloo line station at Elephant & Castle (compared with the existing station location) and would enable a shorter, quicker route for the existing line from Lambeth North to Elephant & Castle.

Now we have decided on the location of the proposed stations and shafts we have a better understanding of the alignment of the two tunnels to run from Elephant & Castle to Lewisham.

The end of the line is proposed as the Wearside Road council fleet depot site where empty trains would be stabled.

[Click here for more detailed information about our proposals.](#)

2.7 Worksites

In addition to a primary worksite there would be a requirement for worksites at each station and shaft location.

We have considered three possible primary worksites for the extension where tunnel boring machines would be launched. These sites are:

- New Cross Gate (our proposed option)
- Hither Green
- Catford

We are also proposing a secondary tunnelling worksite as part of the Old Kent Road 1 station site to support construction of the tunnels as well as building the proposed new station. This worksite has been proposed as we have developed our plans and was not included in the 2017 consultation.

[Click here for more detailed information about our proposals.](#)

2.8 Shafts

Changes to our plans have removed the need for a shaft between Elephant & Castle and the Old Kent Road stations due to the shorter and more direct tunnel alignment.

We are proposing to build a shaft at a site off Lewisham Way at Alexandra Cottages, between New Cross Gate and Lewisham stations. The shaft would provide an emergency access and evacuation route in the unlikely event of a fire or other incident. The shaft would also provide access for maintenance of the line and enable ventilation of the tunnels. At the surface, a structure known as a head house would be built that contains the equipment for the shaft to function.

Our former plans for a shaft at the Wearside Road Council depot site have developed into new proposals for train stabling and a shaft is no longer required.

[Click here for more detailed information about our proposals.](#)

2.9 Extending the route beyond Lewisham to Hayes and Beckenham Junction in Bromley

We have carried out an assessment of options for extending the route beyond Lewisham. The option with the most benefits would be a conversion of the National Rail line via Catford to Hayes to an Underground operation.

[Click here for more detailed information about our proposals.](#)

2.10 Key issues we consulted on

We wanted to hear views about these proposals and in particular on:

- A new integrated station entrance at Elephant & Castle
- The route of the proposed tunnels from Lambeth North to Elephant & Castle
- The route of the proposed tunnels from Elephant & Castle to Lewisham

- The location of the primary and secondary work sites for the scheme
- The naming of the two proposed stations on Old Kent Road
- A possible further extension of the route from Lewisham to Hayes and Beckenham Junction in Bromley, involving a conversion of the National Rail line

3. About the consultation

The consultation enabled us to:

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

3.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public easy to understand information about the proposals so they could provide informed feedback
- To understand how the proposals would impact respondents and to understand the level of support or opposition for key aspects of the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

3.2 Potential outcomes

The potential outcomes of the consultation, following careful consideration of the consultation responses, will include:

- Proceeding with the proposals as set out in the consultation
- Modifying the proposals in response to issues raised and proceeding with a revised scheme
- Not proceeding with the proposals

Our conclusion and next steps to reach decisions on the potential outcomes of the consultation are set out in Chapter 7 of this report.

3.3 Who we consulted

The consultation sought the views of people living and working in the areas along the proposed extension as well as transport users in south east London.

As well as consulting local residents and business owners in the boroughs of Lambeth, Southwark, Lewisham and Bromley we consulted people using transport in the area. This included for example existing Bakerloo line customers, customers that use the DLR at Lewisham, London Overground customers at New Cross Gate, customers that use bus services and people along the National Rail line from Lewisham to Hayes via Catford and who use Beckenham Junction.

In addition we consulted stakeholders including the Metropolitan Police, Members of Parliament, Assembly Members and local interest groups.

A list of the stakeholders we consulted is shown in Appendix A and a summary of their responses is given in Chapter 6 of this report.

3.4 What was outside the scope of the consultation

We are planning to upgrade the whole Bakerloo line involving new trains and signalling. We need to upgrade the existing Bakerloo line in order to extend it to Lewisham and beyond. The upgrade would increase capacity, improve safety and reliability, improve customer journeys and reduce the long term costs of the line. These proposals did not form part of the consultation.

3.5 Dates and duration

The consultation took place between 14 October and 22 December 2019. The consultation was carried out over a ten week period to give people enough time to read the consultation material and provide us with their response.

3.6 What we asked

We asked 11 specific project questions in the consultation. Of these, 10 questions were open providing rich qualitative information, and one was a closed question about the level of support/opposition on the possible further extension from Lewisham to Hayes and Beckenham Junction. In addition we asked questions about the quality of the consultation, the profile of respondents and equalities.

A full list of consultation questions is set out in Appendix B.

3.7 Methods of responding

We invited people to respond to the consultation by completing an online questionnaire on the Bakerloo line extension webpage tfl.gov.uk/bakerloo-extension, by writing to us at FREEPOST TFL CONSULTATIONS (BLE) or by emailing us at ble@tfl.gov.uk

We had a dedicated consultation phone number that people could call to ask for further information or request that a paper questionnaire be sent to them.

3.8 Consultation materials and publicity

We carried out a comprehensive advertising campaign to promote the consultation and encourage as much participation as possible. We focussed on south east London. Our advertising methods are listed below.

Website: The primary method for capturing views was on the dedicated Bakerloo line extension webpage tfl.gov.uk/bakerloo-extension. All consultation documents and materials were published on this site. The site had a landing page and then people could click to five more detailed pages on stations, tunnel alignment, worksites, shafts and extending the route beyond Lewisham to Hayes and Beckenham Junction.

The website had 30 supporting documents which are listed in Appendix C. These included:

- 16 factsheets
- Four supplementary reports on detailed aspects of the scheme
- Nine Equality Impact Assessments
- An “easy read” version of the proposals

The website had 19 maps. These included:

- Two route maps – of the proposed route overview between Lambeth North and Lewisham, and the possible further extension to Hayes and Beckenham Junction
- A map of the proposed new route alignment between Lambeth North and Elephant & Castle
- Six maps of the proposed alignment for two new tunnels from Elephant & Castle to the end of the line at the Wearside Road Council depot site near Lewisham town centre, with a separate map for the depot site
- Five maps of the proposed new station sites
- Three maps of the proposed primary worksites for the extension where tunnel boring machines would be launched
- A map of the shaft site at Lewisham Way

People could request copies of the consultation materials, including a response form, in other formats such as in Braille, large text, another language, in “easy read” and audio.

Leaflets and letters: We distributed more than 62,000 leaflets detailing information about the proposals to residents living in areas along the proposed extension including dates of the public exhibitions (Appendix D). We also sent a further 21,025 leaflets

along the route of the Hayes and Beckenham Junction extension detailing additional exhibitions that had been organised.

We sent 3,428 letters to those properties along the proposed tunnel corridor (Appendix E) and/or close to possible worksites (Appendix F). This letter included a telephone number to contact our Operational Property team to address any concerns relating to property or land.

If our distribution partner could not gain access to a property to post a leaflet/letter then they posted this first class the next day.

We sent multiple copies to GPs, hospitals, places of worship, community centres and libraries.

Emails to the public and stakeholders: At the opening of the consultation we sent 344,555 emails to registered Oyster Card users who are residents or customers using our public transport services in the area. A copy of the email can be seen in Appendix G.

We notified stakeholders at the opening of the consultation by emailing them. These stakeholders included local MPs, London Assembly members, local councillors, local businesses and local resident groups. A copy of the email can be seen in Appendix H.

Press activity: We had a press release at the start of the consultation (Appendix I) and placed adverts in the local press including Southwark News, Lambeth Weekend, Bromley News and Bromley News Shopper (Appendix J). We liaised with council colleagues who placed features in their community papers in Southwark and Lewisham and carried out a range of promotional activity. The Back the Bakerloo campaign supported by Southwark and Lewisham Councils also notified people about the consultation when it launched and throughout the consultation period.

Social Media activity: The Transport for London twitter account tweeted links to the consultation proposals at the launch and during the consultation period.

On-site advertising: We advertised the consultation using posters at stations where advertising space was available.

Digital advertising: We advertised the consultation digitally to mobile devices on 3/4G and Wi-Fi (home and business). Users could click through from the advertisement to find out more.

A copy of the advertisement is included in Appendix K.

Radio adverts: We advertised the consultation through radio adverts on digital radio stations in the area. Our media partner estimated that the advert would have been played approximately 2.8 million times. A copy of the radio advert script is in Appendix L.

Public exhibitions: We held 15 public exhibitions, two in Elephant & Castle, four along the Old Kent Road (two near each of the proposed stations Old Kent Road 1 and Old Kent Road 2), three in New Cross Gate, two in Lewisham, two in Catford, one in Beckenham and one in Hayes.

The exhibitions were designed to give people the opportunity to ask our staff questions about the proposals. For the exhibitions we designed 11 banners explaining the proposals (Appendix M). Copies of the factsheets, supplementary reports and Equality Impact Assessments were available at the exhibitions. Large scale copies of the route alignment maps were available to view. We estimated that we discussed our proposals with just under 1,000 people, with the highest number of people being at the shopping centre events.

Saturday 19 October 2019 (10:00 - 16:00) Lewisham Shopping Centre, Central Square, Molesworth Street, London SE13 7EP

Saturday 26 October 2019 (10:00 - 16:00) Elephant & Castle Shopping Centre, Lower Floor, New Kent Road, London SE1 6TE

Thursday 31 October 2019 (14:00 - 20:00) Lewisham Shopping Centre, Central Square, Molesworth Street, London SE13 7EP

Saturday 2 November 2019 (10:00 - 16:00) Goldsmiths, University of London, The Refectory (ground floor of the Richard Hoggart building), 8 Lewisham Way, New Cross, London SE14 6NW

Saturday 9 November 2019 (10:00 - 16:00) 231 Old Kent Road, London SE1 5LU

Monday 11 November 2019 (17:00 - 21:00) Pilgrims' Way Primary School, Tustin Estate, Manor Grove, London SE15 1EF

Wednesday 13 November 2019 (14:00 - 20:00) Elephant & Castle Shopping Centre, Lower Floor, New Kent Road, London SE1 6TE

Monday 18 November 2019 (15:00 - 20:00) Goldsmiths, University of London, The Refectory (ground floor of the Richard Hoggart building), 8 Lewisham Way, New Cross, London SE14 6NW

Sunday 24 November 2019 (10:00 - 16:00) Catford Food Market, Unit 23-24, Catford Shopping Centre, London SE6 4JU

Monday 25 November 2019 (17:00 - 21:00) Pilgrims' Way Primary School, Tustin Estate, Manor Grove, London SE15 1EF

Wednesday 27 November 2019 (14:00 - 20:00) Beckenham Library, Beckenham Road, Beckenham, BR3 4PE

Thursday 28 November 2019 (14:00 - 20:00) 231 Old Kent Road, London SE1 5LU

Wednesday 4 December 2019 (10:00 - 16:00) New Cross Learning, 283-285 New Cross Road, London SE14 6AS

Thursday 5 December (12:00 - 18:00) Catford Mews, 32 Winslade Way, Catford Shopping Centre, London SE6 4JU

Wednesday 18 December (14:30 - 19:30) Hayes Village Hall, Hayes Street, Hayes, Bromley BR2 7LE

Meetings with stakeholders: We contacted a number of stakeholders and offered a meeting as part of the pre-consultation engagement exercise. These included local accessibility forums, ward councillors and community and resident associations. We met with the following stakeholders leading up to and during the consultation period:

- 812 Old Kent Road
- Ark Walworth Academy
- Bellingham Interagency Group
- Big Yellow Storage Company
- Bromley Labour ward councillors
- Director of Bromley Council
- Friends of Peckham East
- Gareth Bacon, Assembly Member
- Janet Daby, MP
- Keith Prince, Assembly Member
- Ladywell ward area assembly – we were scheduled to attend all ward assemblies in the borough of Lewisham and the Old Kent Road ward assembly in Southwark, however these were cancelled during the General Election pre-election period
- Lambeth council officers
- Lewisham Council Cabinet Members and ward councillors
- Lewisham Public Transport Liaison Committee
- Lewisham, Southwark and Bromley council officers
- Mark Morris (Office of Caroline Pidgeon, Assembly Member)
- Network Rail
- New Cross Assembly
- New Cross Gate Action Group
- New Cross Gate Trust
- Perronet House and Princes Street Residents Association
- Sainsbury's and Mount Anvil
- Southwark Council Cabinet Members and ward councillors
- Southwark Travellers Action Group and residents of Burnhill Close travellers site
- St Dunstan's College
- Sydenham Society
- Telegraph Hill Society
- Tesco-Invesco
- Vicky Foxcroft, MP

There is a summary of stakeholder responses in Chapter 6.

We also contacted local schools close to the route and offered to provide a session engaging with students on the names of the future Old Kent Road stations. We met with students from Pilgrim's Way Primary School and Surrey Square Primary School.

3.9 Equalities Assessment

In deciding who to consult, we had regard to our public sector equality duty under the Equality Act 2010 and the need to consider any impacts (positive or negative) of the proposals on people with protected characteristics. To ensure that any such impacts were brought to our attention through the consultation, we took steps to ensure that a number of groups representative of people with protected characteristics in the community, including elderly, disabled persons or faith organisations, were made aware of our consultation. The measures we took to ensure these groups could participate in the consultation included:

- Identifying and emailing relevant stakeholders such as Age UK and the Royal National Association of Blind People and inviting them to respond to the consultation
- Ensuring that the materials were written in plain English, and available on request in different formats (for example, Braille, large print, other languages)
- Ensuring that consultation events were held in accessible locations and at different times of the day
- Making staff available to attend public meetings or meetings with specific stakeholders upon request, often attending a venue of their choosing to make engagement as easy as possible for them.
- Considering how best to reach our target audiences and tailoring the way of communicating with them. For example, by preparing hard copies of our online material for those not able to access our website
- Producing an "easy-read" version of the consultation materials
- Meeting with gypsy and traveller families at the Burnhill Close site close to the possible Old Kent Road 2 site
- Targeting womens groups including the Catford Women's Institute and Mummy's Gin Fund
- Sending copies of leaflets to local GP surgeries, libraries and places of worship
- Publishing Equality Impact Assessments within our consultation materials – this allows consultees to identify any significant gaps in our thinking and bring to our attention any impacts which we have not already identified
- Our first question asked "Please let us have any comments about our proposals, including how these may impact you whether in a positive or negative way" in order to identify any unforeseen impacts of our proposals, including those to individuals with protected characteristics

We commissioned AECOM to draft nine Equality Impact Assessments for the worksites and stations for the scheme and these were published as part of the consultation:

- Catford Bridge Worksite EqIA

- Elephant & Castle Station EqIA
- Hither Green EqIA
- Lewisham Station EqIA
- Lewisham Way Shaft EqIA
- New Cross Gate Station and Worksite EqIA
- Old Kent Road 1 Station and Worksite EqIA
- Old Kent Road 2 Station EqIA
- Wearside Road Worksite and End of Line Facilities EqIA

We are fully aware of our obligations under the Equality Act 2010, in particular the importance of the public sector equality duty on our decision-making. Some responses to the consultation raised issues relating to equalities and these will be taken into account in the development of our thinking on the proposals, with mitigation of any adverse impacts being considered. The EqIAs will be kept under review and updated throughout the decision-making process.

3.10 Analysis of consultation responses

We commissioned WSP, an independent agency to analyse the consultation responses. We removed personal information from the public response data we sent to WSP, including name, email address and IP address.

All closed questions were reviewed and the results tabulated and reported. The results are set out in the next chapter.

The open questions, where respondents provided comments, were read and analysed in detail. All comments and suggestions received, whether by email, letter or through our online questionnaire, were reviewed in order to identify common themes raised by respondents. We reviewed the responses we received for any duplicate responses by individuals.

WSP developed a ‘code frame’ for the open questions. A code frame is simply a list of the issues raised during the consultation; together with the frequency each was raised. Every open text response was analysed and either a new code was created or the response was added to one or more of the existing codes within the code frame. Each response could be coded into multiple codes, depending on the number of issues raised by the individual. Where it was determined that a comment was providing context to an issue (rather than forming a separate point), these did not form a separate code. The code frame is provided in Appendix P.

Quality was paramount in the coding process. Coding was carried out by highly experienced coders with many years of experience. To ensure consistency in the way coding was approached and to minimise subjectivity, the number of coders working on each question was limited. Checks were carried out on a regular basis by WSP (and on a sample by ourselves) to ensure quality and consistency of coding.

WSP analysed the data to see if there were any statistically significant differences in the views of different demographic groups. They used “placeholder codes” for the coding

team to be specifically mindful of any impacts on groups with protected characteristics under the Equalities Act. We looked at results in particular where a sub group of respondents totalled more than 100. No statistically significant differences were found. However nine respondents to the consultation described themselves as being of ethnic group gypsy and Irish traveller (see appendix O). There is a gypsy and traveller site in Burnhill Close, close to the proposed Old Kent Road 2 station. We have outlined their concerns in question 4 on the proposed route between Elephant & Castle and Lewisham.

4. About the respondents

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

4.1 Number of respondents

There were 8,749 responses to the consultation split between members of the public and stakeholders as shown in Table 1.

Table 1: Total responses to the consultation split by public and stakeholders

Respondents	Total	%
Public responses	8,640	98.8%
Stakeholder responses	109	1.2%
Total	8,749	100.0%

4.2 How respondents heard about the consultation

We asked respondents how they heard about the consultation, with the results shown in Table 2. Nearly half (49 per cent) had received an email from us, and 20 per cent had heard about the consultation on social media.

Table 2: How respondents heard about the consultation

How respondents heard	Total	%
Received an email from TfL	3,933	49
Received a letter from TfL	94	1
Received a leaflet from TfL	304	4
Read about it in the press	754	9
Heard an advert on the radio	111	1
Saw it on TfL website	245	3
Social media	1,635	20
Other e.g. word of mouth, local news advert, council social media post	1,061	13
Total	8,137	100

This question was answered by 8,137 respondents (612 respondents did not answer the question).

4.3 Methods of responding to the consultation

The majority of responses (98 per cent) were received via the consultation website as shown in Table 3.

Table 3: Methods of responding to the consultation

Methods of responding	Total	%
Website	8,603	98%
Email, letter or paper response form	146	2%
Total	8,749	100%

4.4 Who responded

Respondents were asked to state which respondent type best described them, with the results shown in Table 4. Respondents could choose more than one of the respondent types to describe themselves. The majority of respondents identified themselves as a local resident (66 per cent).

Table 4: Type of respondent to the consultation

Respondent type	Total	%
A local resident	7,233	66%
A resident living above the proposed tunnel alignment	281	3%
A local business owner	235	2%
Employed locally	719	7%
A visitor to the area	440	4%
A commuter to the area	1,171	11%
Not local but interested in the scheme	566	5%
A taxi/private hire vehicle driver	9	<1%
Other (please specify)	258	2%
Total	10,912	N/A

This question was answered by 8,102 respondents (647 respondents did not answer the question). Percentages are calculated from the number of respondents, so do not add to 100 per cent.

4.5 Distribution of respondents

Of the 8,749 people that responded to the consultation, 7,398 gave us their postcode. The maps below show the distribution of the respondents within Greater London.

Figure 3 shows this across London and Figure 4 along the line of route.

Figure 3: Distribution of respondents across all London boroughs

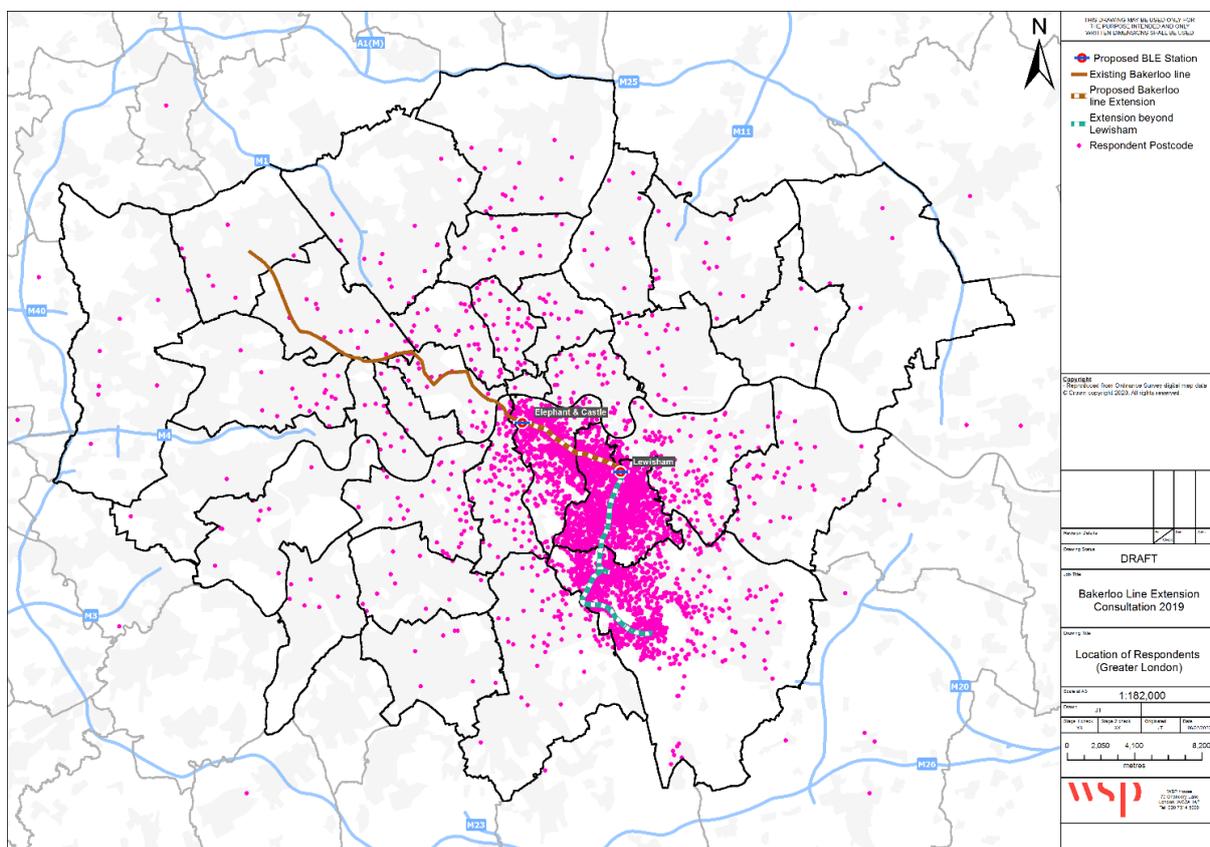
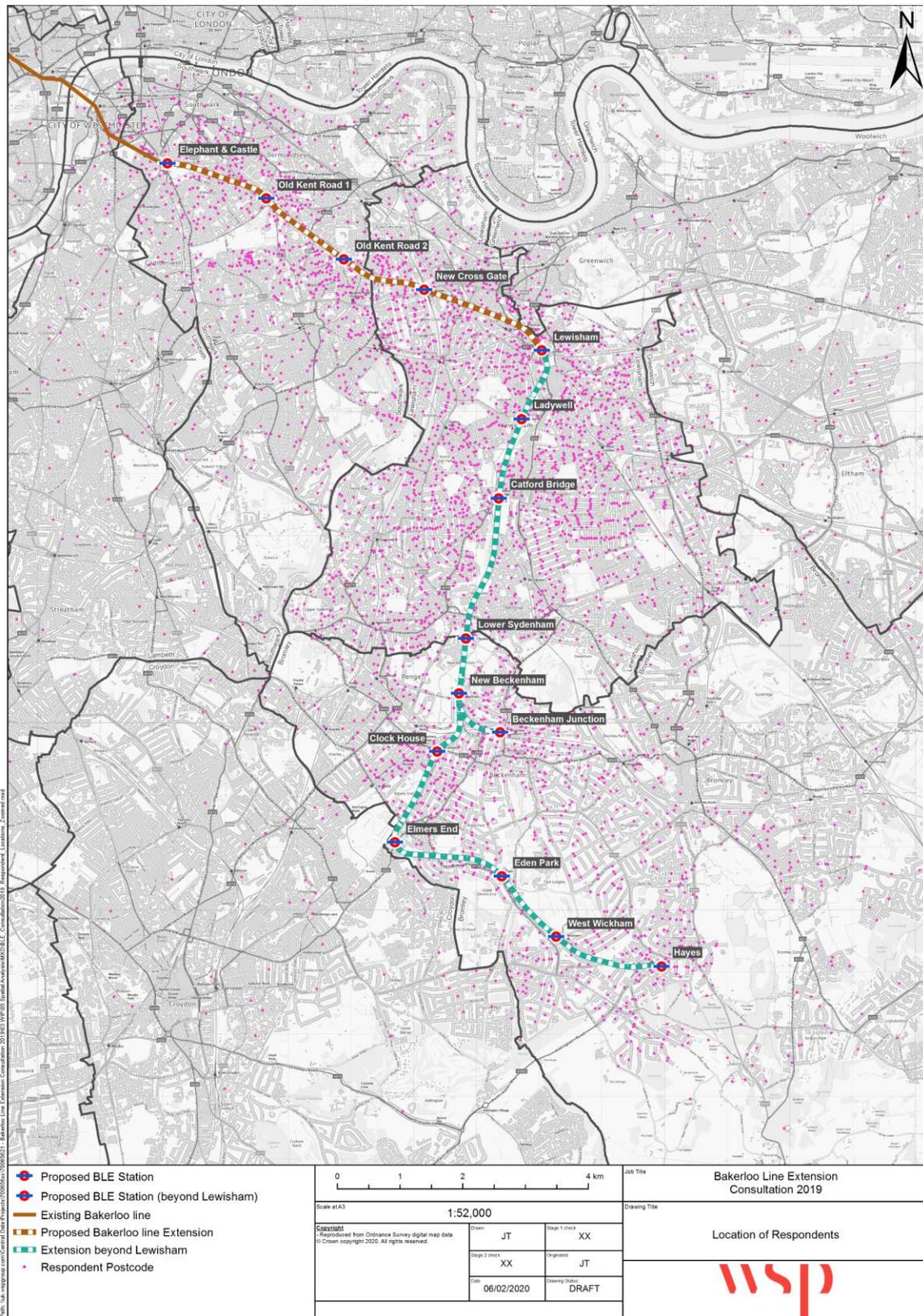


Figure 4: Distribution of respondents along the proposed route



The table below shows the twenty-five most frequent postcodes of respondents

Table 5: Highest frequency of postcodes of respondents

Postcode	No. of respondents who identified as resident in this post code
SE13 7	399
SE14 5	343
SE6 4	339
SE6 1	278
BR3 4	265
SE13 5	255
SE4 1	248
SE6 2	227
SE13 6	221
BR3 3	188
BR3 1	183
BR2 7	159
SE1 5	133
BR3 5	131
SE23 2	130
SE15 2	126
SE26 5	121
BR4 0	113
BR4 9	110
SE14 6	109
SE6 3	109
SE15 6	106
SE26 4	98
SE4 2	97
SE1 4	95

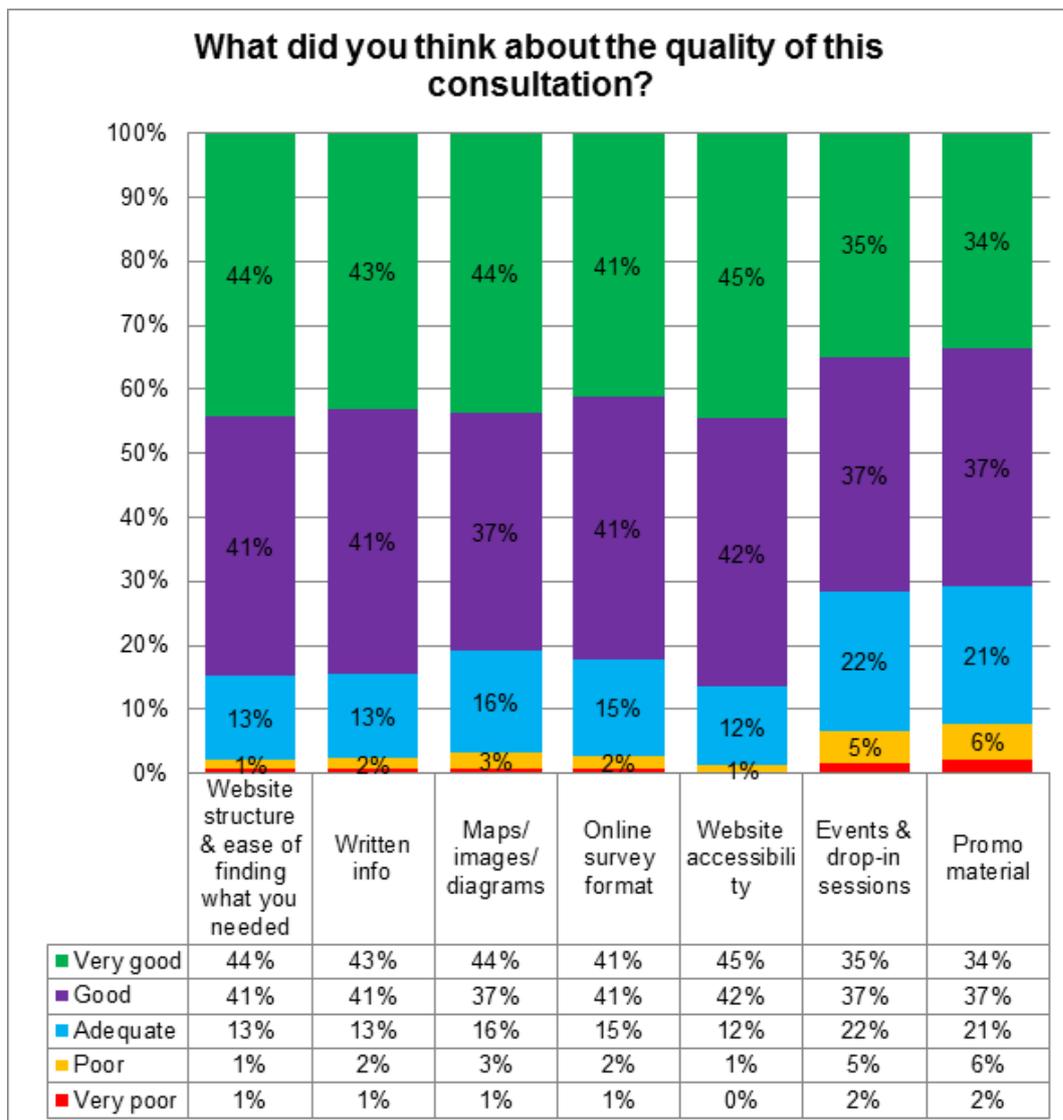
4.6 Comments on the consultation process and material

We asked respondents to let us know what they thought about seven aspects of the consultation process:

- Website structure & ease of finding what you needed
- Written information
- Maps, images & related diagrams
- Online survey format
- Website accessibility
- Events & drop-in sessions
- Promotional material

The graph below shows the responses to these questions.

Figure 5: Respondents views on the quality of consultation



The graph does not include numbers for those who did not answer each question or who responded 'not applicable', in order to show the numbers of people who had a view on each of these aspects of the quality of the consultation.

The majority of respondents considered the quality of consultation to be very good or good (ranging from 85 per cent for the website structure & ease of finding what you needed to 71 per cent for the promotional materials).

Comments on the quality of consultation

Table 6: Comments on the quality of consultation

Most frequent comments (>2%)			
Theme	Title	Count	%
Negative comment about consultation	Total	364	25%
	Reasons included		
	Didn't hear about this / better advertising needed	101	7%
	Information was too complicated / technical / too much / confusing	36	2%
	Not enough information provided	32	2%
	Important aspects were ignored / omitted / left out	27	2%
	Consultation exhibitions / events should have been conducted in more places / more times / more notice	23	2%
No comments	Total	328	22%
	Reasons included		
	Nothing to add / nothing further	306	21%
Comments on wider proposal	Total	206	14%
	Reasons included		
	Comments on other aspects of Bakerloo line extension not applicable to this question	206	14%
Suggestions for future consultations	Total	137	9%
	Reasons included		
	Advertise the consultation at stations / on route / on site (incl. desire for more/improved/better advertising)	32	2%
Positive comment about consultation	Total	133	9%
	Reasons included		
	Consultation was good	84	6%

Most frequent comments (>2%)			
Issue with website	Total	89	6%
	Reasons included Issue with weblinks / weblinks go to wrong information	33	2%
Negative comment about questionnaire / suggested improvement	Total	74	5%
	Reasons included Box tick / multiple choice / closed question (dropdown) questionnaire would be easier	32	2%
Positive comment about consultation materials	Total	59	4%
	Reasons included Clear language / non-technical	26	2%
Issue with maps	Total	54	4%
	Reasons included Maps are oversimplified / more detail needed / more area context / zoomed out	32	2%
All other themes		34	2%
Total		1,478	100%

This question was answered by 1,178 respondents with 1,478 individual comments.

Respondents answering the open question about the quality of consultation were most likely to make negative comments (25 per cent) with the main issue being that the consultation should have been better promoted (seven per cent). An additional five per cent of responses made negative comments about the questionnaire.

9 per cent of responses were positive about the consultation and a further four per cent positive about the consultation materials.

5. Summary of consultation responses

This Chapter provides an analysis of the 8,640 responses received from members of the public. Responses from stakeholders are discussed separately in Chapter 6.

Table 7: Response levels for each question

Number	Type	Question	Level of response	
			No. of respondents answering this question	Percentage of total respondents answering this question
1	Open	Please let us have any comments about our proposals, including how these may impact you whether in a positive or negative way.	6,679	77%
2	Open	Please let us have any comments on our proposals for a new combined Bakerloo line and Northern line ticket hall at Elephant & Castle station.	4,947	57%
3	Open	Please let us have any comments on our proposed new route for the Bakerloo line between Lambeth North and Elephant & Castle.	3,961	46%
4	Open	Please let us have any comments on our proposed route for the Bakerloo line extension between Elephant & Castle and Lewisham.	5,117	59%
5a)	Open	We have considered three possible primary tunnelling worksites for the proposed extension at New Cross Gate, Hither Green and Catford. Our proposal is for the primary tunnelling worksite to be at New Cross Gate. Please let us have any comments on the possible primary tunnelling worksites.	4,162	48%
5b)	Open	In our previous consultation in 2017 we discussed that there would be a worksite at Old Kent Road 1 to build the station. We have updated our proposals and we are now also considering carrying out tunnelling activities from the site towards Lambeth North. Please let us have any comments on our updated proposal for how we could use the Old Kent Road 1	2,747	32%

Number	Type	Question	Level of response	
			No. of respondents answering this question	Percentage of total respondents answering this question
		worksite.		
6	Open	Please let us have any comments for our proposals for the Wearside Road Council depot site where empty trains would be stabled.	2,954	34%
7	Open	Please let us have your views on the name of Old Kent Road 1 station. Suggestions for this station have included Old Kent Road or Burgess Park. This is a popular nearby park and there is a history of Tube stations being named after parks (e.g. Green Park, Regents Park). We welcome your views on the name of the station.	5,168	60%
8	Open	Please let us have your views on the name of Old Kent Road 2 station. Suggestions for this station have included Old Kent Road or Asylum which reflects the nearby road of that name and the history of buildings in the area. We welcome your views on the name of the station.	5,066	59%
9a)	Closed	Do you support or oppose our plans for a further extension of the route beyond Lewisham to Hayes and Beckenham Junction?	7,984	92%
9b)	Open	Please let us have any comments about our proposals for a further extension of the route beyond Lewisham to Hayes and Beckenham Junction.	4,455	52%
Quality	Closed/ Open	What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)? - Do you have any further comments about the quality of the consultation material?	1,178	14%

5.1 Question 1

Question 1: Please let us have any comments about our proposals, including how these may impact you whether in a positive or negative way.

Of the 8,731 members of the public who responded to the consultation, 6,679 people (76 per cent) answered this question.

Table 8: Most frequent comments in response to question 1

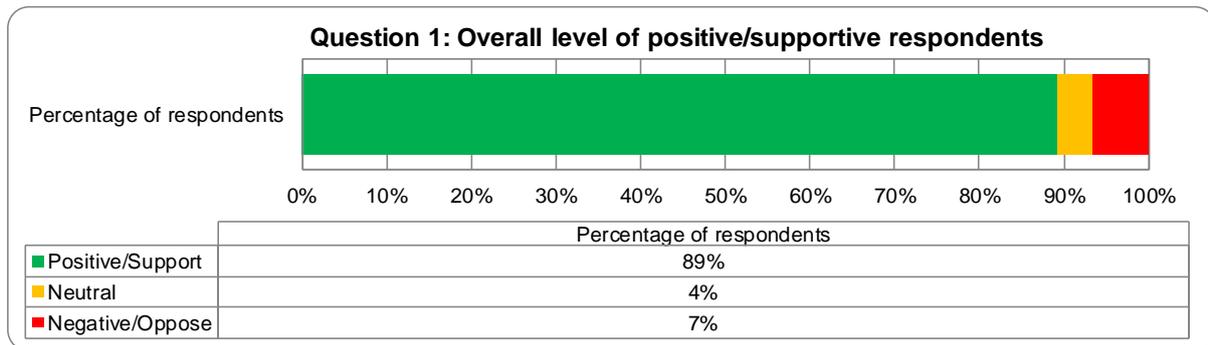
Most frequent comments (>2%)			
Theme	Title	Count	%
Generally supportive comments	Total	6,947	33%
	Reasons included		
	Proposals are a good idea / support the scheme / much needed improvement / will make travelling convenient	5,111	24%
	Support, but go even further / do Phase 2 too / go beyond Lewisham	1,096	5%
	Don't delay / get on with it / start work as soon as you can	360	2%
	Overdue / should have been done sooner / has taken too long	324	2%
Reasons for support: Access / connectivity benefit	Total	4,283	20%
	Reasons included		
	Will improve access to London Underground in areas with poor existing links	1,018	5%
	Will provide better access to Central London / London amenities	902	4%
	Will provide better access to employment / easier commuting / more job opportunities	849	4%
	Will provide better connections to London Underground / Overground / DLR network	434	2%
	Will provide better access generally (no location given)	399	2%
Reasons for support: Transport / Traffic benefit	Total	3,106	15%
	Reasons included		
	Will provide a new option for transport	643	3%
	Will provide faster service / quicker / shorter journey times	530	3%
	Will reduce pressure/crowding on National Rail / Overground services	492	2%
	Will reduce pressure/congestion on the road network /	342	2%

Most frequent comments (>2%)			
	less traffic		
Suggested alternative / additional locations for the Bakerloo line to serve	Total	1,570	7%
	Reasons included		
	Extension should continue to Hayes	407	2%
	Extension should continue to Catford	339	2%
Reasons for support: Community / Social benefit	Total	1,319	6%
	Reasons included		
	Will benefit local residents / communities	867	4%
Reasons for support: Local Economic benefit	Total	986	5%
	Reasons included		
	Will help attract investment / deliver regeneration / development	544	3%
Support, with caveats or conditions	Total	577	3%
	No individual comments over 2% but main comments include recognition that the disruption is worthwhile, that the extension is not needed beyond Lewisham		
Reasons for support: Environmental benefit	Total	387	2%
	Reasons included		
	Will reduce the need to use private car / lower emissions / fewer accidents / use greener transport instead	318	2%
Generally Negative comments	Total	356	2%
	No individual comments over 2% but main comments included that the proposal is not a good idea, not needed and that existing transport is fine		
All other themes		1,559	7%
Total		21,090	100%

This question was answered by 6,679 respondents with 21,090 individual comments.

We assessed an overall level of positive/supportive for this question based on the frequency of positive, negative or negative comments expressed by each respondent. This can be seen in the figure below.

Figure 6: Level of support for overall proposals



The majority of respondents made positive or supportive comments about our proposals (89 per cent). Seven per cent made comments which were negative or opposing the proposals and four per cent made neutral comments.

Of the 6,679 people who responded to Question 1, 5,979 provided us with their postcode. Figure 7 below displays the level of general support or opposition for responses from the six boroughs with the highest number of respondents. All other boroughs had less than 35 respondents identified as being resident in them.

Figure 7: Distribution of positive/negative responses by Borough (Top 6)

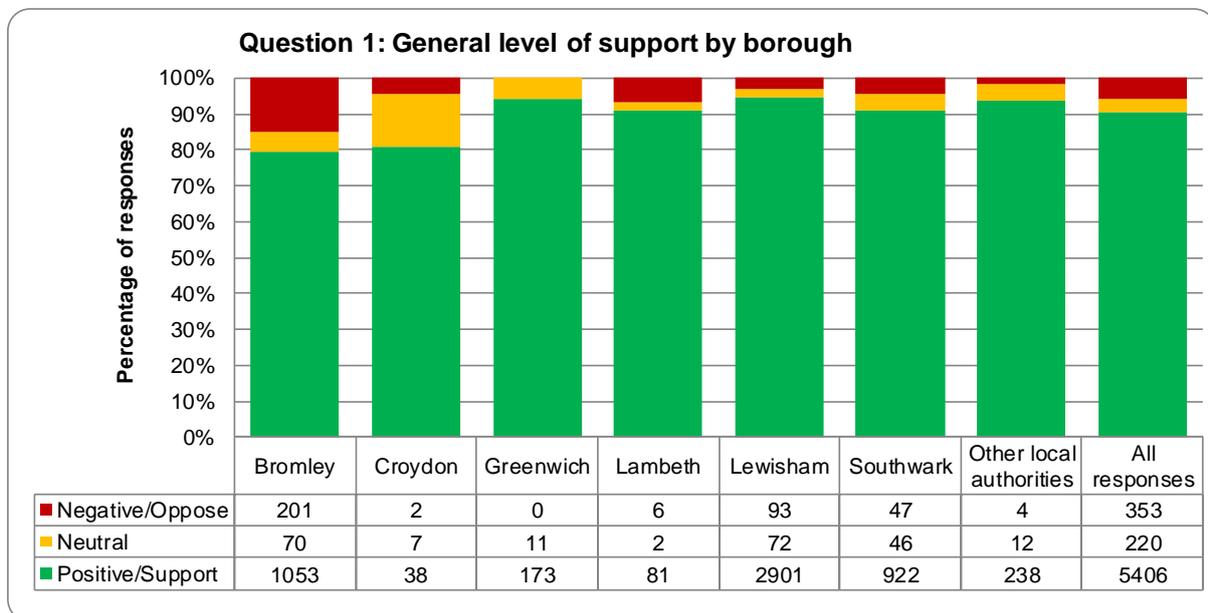
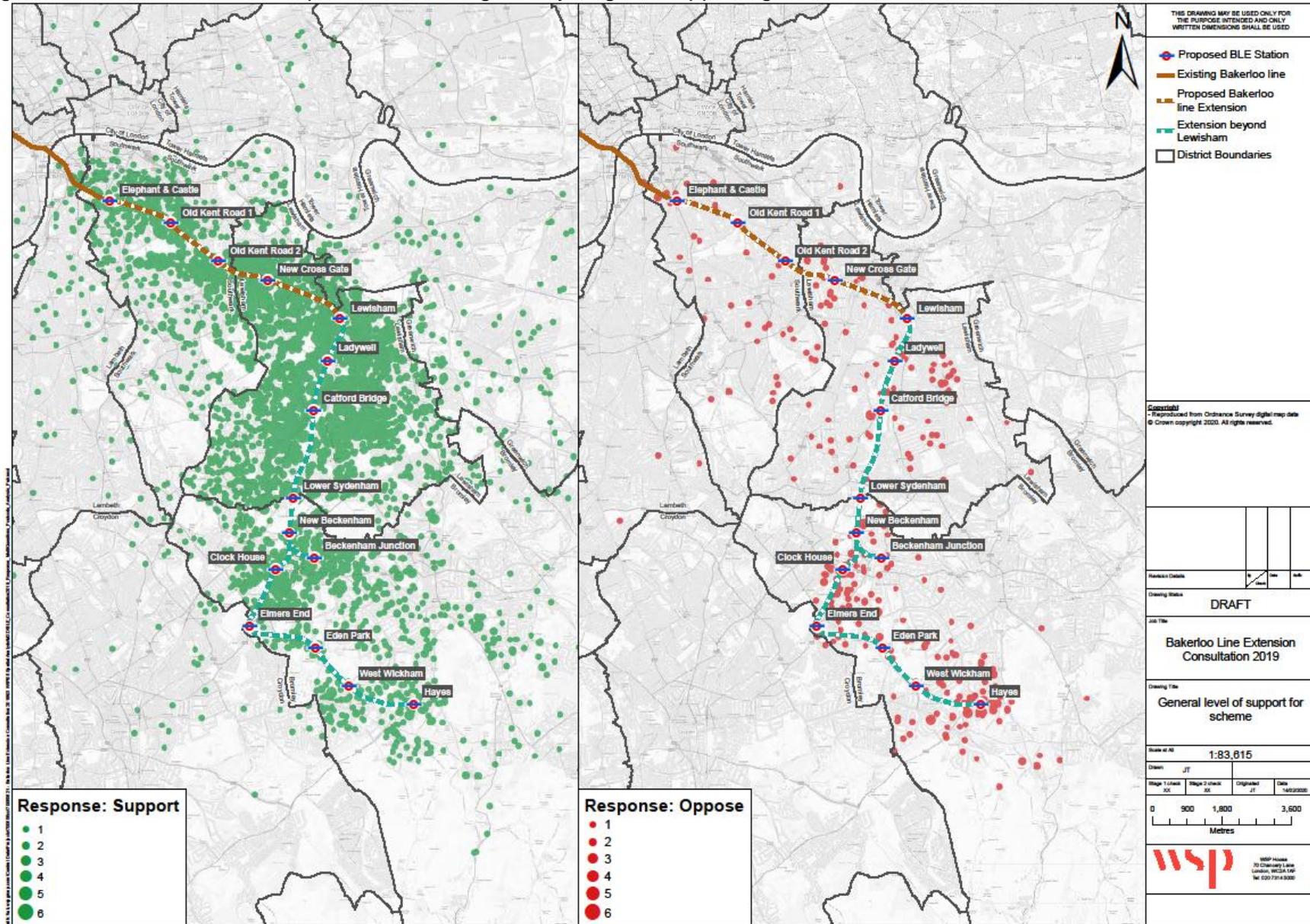


Figure 8 shows the distribution of respondents making either mainly positive/supportive or negative/opposing comments about the overall proposals across London as a whole.

Figure 8: Distribution of respondents making positive/supportive and negative/opposing comments about the overall proposals

In Figure 8, below, the diagram on the left shows location of respondents making mainly positive/supportive comments. The diagram on the right shows the location of respondents making mainly negative/opposing comments.



5.2 Question 2

Question 2: Please let us have any comments on our proposals for a new combined Bakerloo line and Northern line ticket hall at Elephant & Castle.

Table 9: Most frequent comments in response to question 2

Most frequent comments (>2%)			
Theme	Title	Count	%
Support ticket hall proposal	Total	5,678	74%
	Reasons included		
	Good idea / support this idea	3,899	51%
	Will improve interchange / connections	558	7%
	Better station layout needed / current layout is confusing	373	5%
	Will improve access within the station	170	2%
	Good, as part of wider regeneration of the area / supports jobs and homes	163	2%
	Less crowded / much easier to move around inside the station	139	2%
Nothing to add / say	Total	689	9%
	Reasons included		
	No comment / nothing to say / n/a	644	8%
Suggestions for new ticket hall	Total	254	3%
	No individual comment over 2% but key suggestions include ensure there is good signage and install escalators		
Support ticket hall proposal, with caveats/conditions	Total	217	3%
	No individual comment over 2% but caveats included ensure accessibility for disabled and minimise construction disruption		
Generally negative comments on ticket hall proposal	Total	209	3%
	No individual comment over 2% but comments included proposal isn't really needed and preference to not have to use lifts		
Suggestions / matters to account for	Total	193	3%
	No individual comment over 2% but suggestions included retaining existing entrances and use of multiple entrances		

Most frequent comments (>2%)			
Suggestions for Elephant and Castle station	Total	156	2%
	Reasons included Connect Underground station with Thameslink Train Line / National Rail	154	2%
Unsure of impact	Total	135	2%
	No individual comment over 2% but comments included needing more information and concern about impact on nearby business / supermarkets		
All other themes	Total	125	2%
	Other themes included comments on other aspects of Bakerloo line extension not applicable to this question.		
Total		7,702	100%

This question was answered by 4,947 respondents with 7,702 individual comments.

The majority of comments received in response to this question were generally positive and supportive of our proposals for the combined ticket hall (74 per cent). In addition to general support, comments included that the proposals would mean improved interchange and connections, that the current station layout is confusing, and a better station layout is needed. A further three per cent of comments were supportive with caveats such as ensuring accessibility for disabled people and minimising construction disruption.

Nine per cent of comments made in response to this question were neutral including that the respondent had nothing further to add.

Three per cent of comments were negative about the proposals.

Eight per cent of comments focussed on suggestions for the station. Two per cent of comments were unsure or needed more information and two per cent commented on the wider proposals.

5.3 Question 3

Question 3: Please let us have any comments on our proposed new route for the Bakerloo line extension between Lambeth North and Elephant & Castle.

Table 10: Most frequent comments in response to question 3

Most frequent comments (>2%)			
Theme	Title	Count	%
General positive / supportive comments	Total	2,718	59%
	Reasons included		
	Support route proposed / good idea / this is necessary	2,179	47%
	Route will be shorter / reduce journey time	247	5%
	Improved connections / easier to travel around	78	2%
Neutral, nothing to add or say	Total	1,056	23%
	Reasons included		
	No comment / nothing to say / unable to comment	942	20%
	Don't mind where the route goes	114	2%
General negative comments	Total	222	5%
	Reasons included		
	Proposal is pointless / isn't really needed / existing transport is fine	101	2%
Neutral, unsure or has questions	Total	195	4%
	Reasons included		
	Need more information / don't know enough to comment	107	2%
Support proposed route, but with caveats	Total	139	3%
	No individual comment over 2% but caveats include concerns about cost and disruption		
Suggested alternative destination or location for the line to serve	Total	86	2%
	No individual comment over 2% but key destinations raised included Camberwell and Bricklayers Arms		
Comment on wider proposal	Total	78	2%
	Reasons included		
	Comments on other aspects of Bakerloo line extension not applicable to this question	78	2%
All other themes		151	3%
Total		4,645	100%

This question was answered by 3,961 respondents with 4,645 individual comments.

The majority of comments received in response to this question were generally positive and supportive (59 per cent). Comments included that the route would be shorter and/or that journey times would be reduced. A further three per cent were supportive with caveats such as concern about cost and disruption.

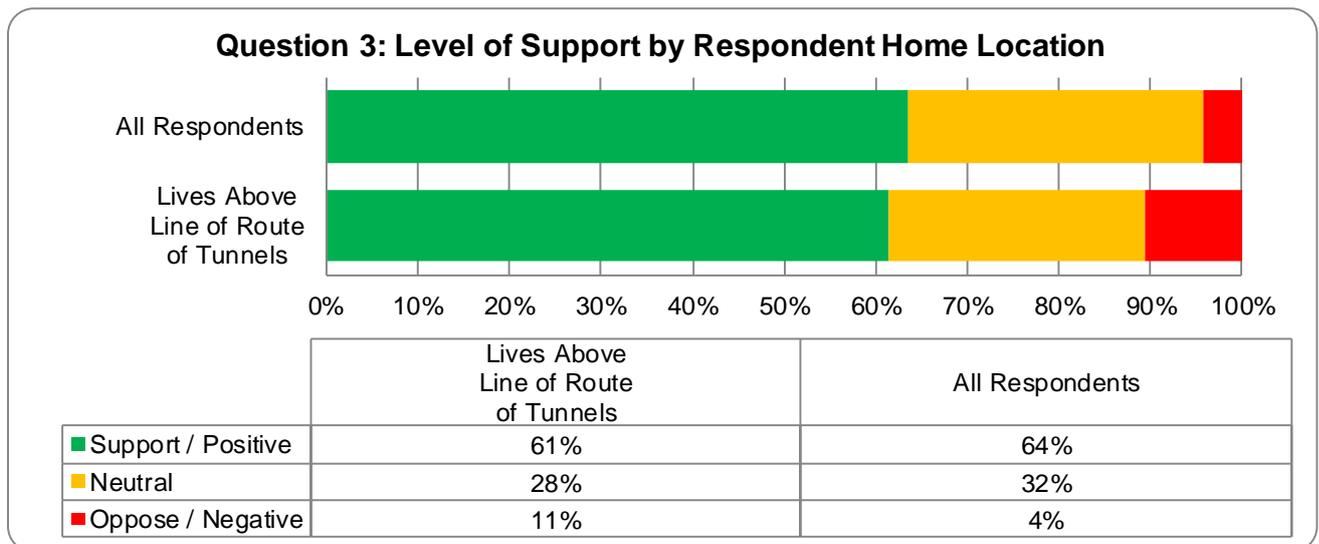
27 per cent of comments were neutral, in the majority of which the respondent stated they had nothing further to add or couldn't comment.

Five per cent of comments received in response to this question were negative, including two per cent which stated that the proposal isn't really needed and/or existing transport is fine.

The remaining six per cent of comments focused mainly on suggestions for other destinations or comments on the wider proposals.

We investigated if the level of support for the line of route between Lambeth North and Elephant & Castle varied based on whether or not the respondent lived above the line of route of the tunnels. This is shown in figure 9 below:

Figure 9: Level of Support by Respondent Home Location



Of these 3,961 respondents, three per cent (132) stated they lived above the line of route of the tunnels.

Support for the line of route is slightly lower for respondents who live above the line of route of the tunnels: 61 per cent are supportive compared to 64 per cent of all respondents to Question 3. Opposition to the line of route is higher for respondents who live above the line of route of the tunnels: 11 per cent are in opposition compared to four per cent of all respondents to Question 3.

5.4 Question 4

Question 4: Please let us have any comments on our proposed route for the Bakerloo line extension between Elephant & Castle and Lewisham.

Table 11: Most frequent comments in response to question 4

Most frequent comments (>2%)			
Theme	Title	Count	%
Generally supportive comments	Total	4,307	50%
	Reasons included		
	Proposed route is good / support the proposals / much needed improvement	3,348	39%
	Good - South East London is poorly served by London Underground / poor relation	340	4%
	Don't delay / get on with it / start work as soon as you can	205	2%
Reason to support: Access / connectivity benefit	Total	752	9%
	Reasons included		
	Will improve access in South / South East London	255	3%
	Will improve access to Central London / London amenities	198	2%
	Will improve access to employment / easier commuting	150	2%
Reason to support: Transport / Traffic benefit	Total	622	7%
	Reasons included		
	Faster service / quicker / shorter journey times	146	2%
Unsure of impact	Total	461	5%
	Reasons included		
	No comment / does not affect me	384	4%
Reason to support: Community / Social benefit	Total	441	5%
	Reasons included		
	Will benefit local residents / communities	262	3%
Suggested alternative / additional locations for the Bakerloo line to serve	Total	422	5%
	No individual comments over 2% but suggestions include Camberwell and Peckham		
Reason to support: Local Economic benefit	Total	310	4%
	Reasons included		
	Will help attract investment / deliver regeneration /		

Most frequent comments (>2%)			
	development	146	2%
Support, with caveats or conditions	Total No individual comment over 2% but caveats include ensure good connections to National Rail / Overground services and concerns that more stations are needed on this section of the route	216	3%
Support proposed station location	Total No individual comments over 2% but suggestions include spacing between stations and support for the New Cross Gate station proposal	196	2%
Generally negative comments	Total No individual comments over 2% but concerns included were proposal is a bad idea and it isn't really needed	172	2%
Support, but suggest design changes / considerations	Total No individual comments over 2% but suggestions include station design and ensure good pedestrian access to stations	140	2%
Suggested locations for stations on the Bakerloo line route	Total No individual comments over 2% but suggestions include stations at Bricklayers Arms and Brockley	140	2%
All other themes		440	5%
Total		8,619	100%

This question was answered by 5,117 respondents with 8,619 individual comments.

77 per cent of respondents were supportive of the route. Of these half (50 per cent) expressed general support for the proposed route. A further 27 per cent of comments focussed on reasons why respondents supported the route including improved transport access and connections (nine per cent), transport/traffic benefits (seven per cent), community and social benefits (five per cent) and benefits to the local economy (four per cent). In addition a further five per cent of comments were also supportive with caveats (such as good connections to National Rail/Overground) or with design suggestions.

A number of comments (seven per cent) proposed alternative locations and stations for the route including Camberwell, Peckham, Brockley and Bricklayers Arms.

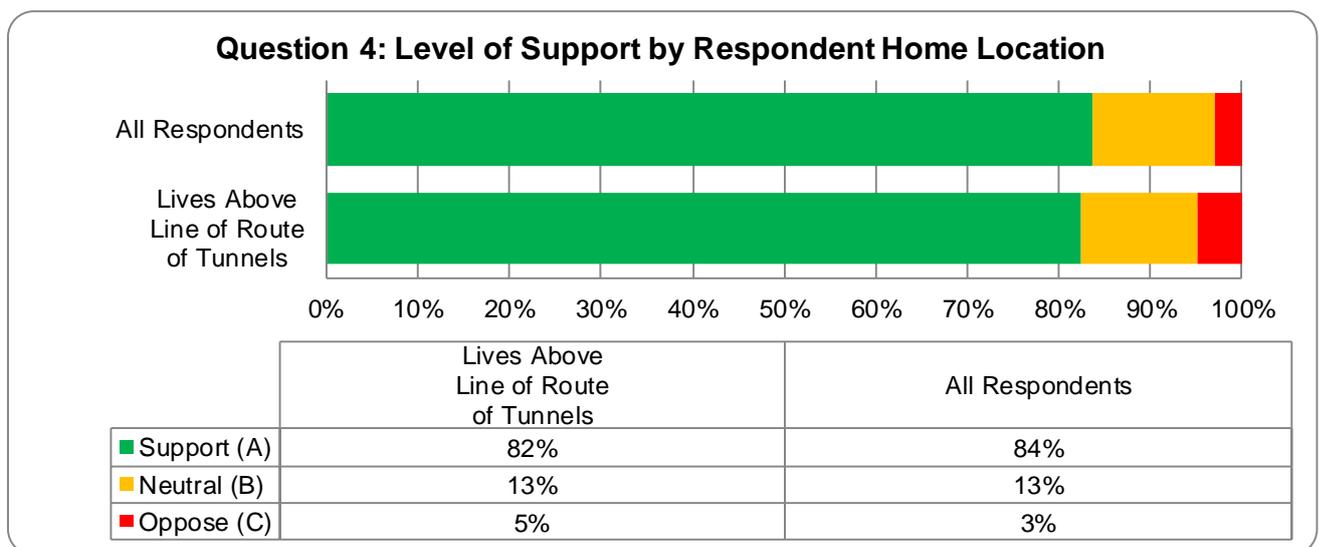
A small proportion of comments (two per cent) to this question were either generally negative or raised specific negative impacts.

Five per cent of comments were neutral as respondents were unsure of the impact or it didn't affect them, and a further five per cent commented on other themes.

There is a gypsy and traveller site at Burnhill Close, adjacent to the proposed Old Kent Road 2 station. We received seven responses from the community there and all were opposed to the proposals for the route for reasons such as the noise and disruption they consider they would experience during construction.

We investigated if the level of support of all respondents for the line of route between Elephant & Castle and Lewisham varies based on whether or not the respondent lives above the line of route of the tunnels. This is shown in the figure below:

Figure 10: Level of Support by Respondent Home Location



Of these 5,117 respondents, four per cent (187) stated they lived above the line of route of the tunnels.

Support for the line of route is slightly lower for respondents who live above the line of route of the tunnels: 82 per cent are supportive compared to 84 per cent of all respondents to Question 4. Opposition to the line of route is higher for respondents who live above the line of route of the tunnels: five per cent are in opposition compared to three per cent of all respondents to Question 4.

5.5 Question 5a) and 5b)

Question 5a): We have considered three possible primary tunnelling worksites for the proposed extension at New Cross Gate, Hither Green and Catford. Our proposal is for the primary tunnelling worksite to be at New Cross Gate. Please let us have any comments on the possible primary tunnelling worksites.

Table 12: Most frequent comments in response to question 5a)

Most frequent comments (>2%)			
Theme	Title	Count	%
General supportive comments	Total	2,581	37%
	Reasons included		
	Good idea / support the proposal (proposed New Cross Gate Site)	1,984	28%
	Disruption during construction is worthwhile	180	3%
	Good idea / support any of the sites (no preference)	112	2%
	Support given existing infrastructure / connectivity / interchange	105	2%
Nothing to add / say	Total	961	14%
	Reasons included		
	No comment / nothing to say / n/a	853	12%
	Indifferent / Does not affect me	108	2%
Comments opposing considered sites	Total	868	12%
	Reasons included		
	Oppose Catford site (Impact on residents / businesses / community facilities)	129	2%
	Oppose due to negative impact on Jubilee Grounds in Catford	123	2%
	Oppose Hither Green site (Impact on residents / businesses / community facilities)	117	2%
Suggestions for sites	Total	558	8%
	Reasons included		
	Support least disruptive site / try to minimise disruption	242	3%
	Select the least expensive / cheaper option	106	2%
Comment supporting specific site	Total	463	7%
	Reasons included		
	Favour the New Cross Gate site (Least disruptive in general / to residents / to businesses)	114	2%
Concerns about site impacts (transport)	Total	421	6%
	Reasons included		
	Concerned about disruption / road closures (at New Cross Gate)	135	2%
Support principle, but oppose specific site	Total	312	4%
	No individual comment over 2% but oppositions include do not use Catford site and do not use Hither Green site (impact on residents / businesses)		

Most frequent comments (>2%)			
Comments on wider proposal	Total	274	4%
	Reasons included		
	Respondent has misunderstood / respondent believes there will be a station at Hither Green and Catford	138	2%
	Comments on other aspects of Bakerloo line extension not applicable to this question	125	2%
Unsure / questions	Total	223	3%
	Reasons included		
	Need more information / don't know enough to comment	174	2%
Support, with caveats	Total	178	3%
	No individual comment over 2% but caveats include concerns about loss of supermarket site and to ensure a supermarket alternative is provided		
All other themes		130	2%
Total		6,969	100%

This question was answered by 4,162 respondents with 6,969 individual comments.

Approximately half (51 per cent) of the comments received in response to this question were generally positive and supportive of our proposal for the primary tunnelling worksite. 18 per cent of comments were opposed to the sites mentioned or concerned about the impacts of the sites on transport disruption in the area. 14 per cent of comments were neutral in nature with nothing to say on the proposals. A further 17 per cent of comments were either suggestions about the sites, comments about the wider proposals or unsure and needing more information to comment.

When the comments are analysed considering references to specific worksites, 30 per cent mentioned they were positive about the use of the New Cross Gate worksite location. Two per cent of comments were concerned about the use of New Cross Gate mentioning disruption and road closures. Two per cent of comments specifically mentioned they were positive about using the Hither Green site, with five percent being negative about using it. Two per cent of comments specifically mentioned they were positive about using the Catford worksite location, and six per cent being negative about using it.

Question 5b): In our previous consultation in 2017 we discussed that there would be a worksite at Old Kent Road 1 to build the station. We have updated our proposals and we are now also considering carrying out tunnelling activities from the site towards Lambeth North. Please let us have any comments on our updated proposal for how we could use the Old Kent Road 1 worksite.

Table 13: Most frequent comments in response to question 5b)

Most frequent comments (>2%)			
Theme	Title	Count	%
Nothing to add / say	Total	1,604	49%
	Reasons included		
	No comment / nothing to say / n/a	1,198	37%
	Indifferent / no view either way	304	9%
	Need more information / don't know enough to comment	102	3%
General support for proposal	Total	936	29%
	Reasons included		
	Support proposal / good idea / best location	813	25%
Content / Agree, but with caveats	Total	217	7%
	Reasons included		
	Support, as long as this is the fastest option	49	2%
Comments on wider proposal	Total	131	4%
	Reasons included		
	Comments on other aspects of Bakerloo line extension not applicable to this question	127	4%
Suggestions for re-use of Old Kent Road 1 site after construction	Total	115	4%
	Reasons included		
	No individual comment over 2% but suggestions include use for affordable housing and use for commercial purposes		
Not content / oppose proposal	Total	69	2%
	Reasons included		
	No individual comment over 2% but concerns included oppose proposed use of Old Kent Road 1 as a worksite and will cause congestion issues / disruption to bus services		
Concerns about site impacts (community / social)	Total	53	2%
	Reasons included		
	No individual comment over 2% but concerns include loss of supermarket as there are no alternatives locally and negative impacts on residents		
All other themes		135	4%
Total		3,260	100%

This question was answered by 2,747 respondents with 3,260 individual comments.

Approximately half (49 per cent) of the comments received in response to this question were of a neutral nature including nothing to say or no view on the proposals.

29 per cent of comments were positive and supportive. A further seven per cent of responses were supportive with caveats – for example supportive of the proposals as long as this is the fastest option to construct the extension.

There were suggestions for the use of the site after construction (four per cent of comments), including affordable housing and commercial use.

Two per cent of comments were opposed to the proposals for example due to congestion issues. A further two per cent expressed concerns about the site impacts on the community and these included the loss of the supermarket, citing no alternatives locally and negative impacts on residents.

Eight per cent of comments were on other aspects of the proposed extension.

5.6 Question 6

Question 6: Please let us have any comments on our proposals for the Wearside Road Council depot site where empty trains would be stabled.

Table 14: Most frequent comments in response to question 6

Most frequent comments (>2%)			
Theme	Title	Count	%
Nothing to add / say	Total	1,517	46%
	Reasons included		
	No comment / nothing to say / n/a	1,319	40%
	Need more information / don't know enough to comment	110	3%
	Indifferent / no view either way	77	2%
Content / no issue / agree with proposal	Total	1,156	35%
	Reasons included		
	Support proposal / good idea / best location	1,094	33%
Content / agree, but with caveats	Total	222	7%
	No individual comment over 2% but caveats include minimise impact on surrounding environment and on surrounding residential properties		
Unsure / questions	Total	129	4%
	Reasons included		
	What will happen to the existing council depot?	67	2%
Concerns about impact of depot (community / social)	Total	97	3%
	Reasons included		
	Concerned about noise / disruption to local residents / other pollution	55	2%
Comments on wider proposal	Total	68	2%
	Reasons included		
	Comments on other aspects of Bakerloo line extension not applicable to this question	68	2%
Not content / oppose proposal	Total	60	2%
	No individual comment over 2% but concerns include the use of the land for the proposed train depot site and suggestion to use alternative location instead		
All other themes		76	2%
Total		3,325	100%

This question was answered by 2,954 respondents with 3,325 individual comments.

Just under half (46 per cent) of the comments received in response to this question were of a neutral nature, with nothing to say or no view on the proposed use of the depot site.

Approximately one third (35 per cent) of comments were positive and supportive of the use of the site. A further seven per cent of comments were supportive of this use with caveats including the importance of minimising the impact on the surrounding environment and residential properties.

Five per cent of comments expressed concern or opposition about the use of the depot site, including two per cent concerned about noise, disruption or pollution.

Four per cent of comments were unsure or wanted to know what would happen to the existing depot and four per cent made comments about the wider proposal for the extension.

5.7 Questions 7 and 8

Question 7: Please let us have your views on the name of Old Kent Road 1 station. Suggestions for this station have included Old Kent Road or Burgess Park. There is a popular park nearby and there is a history of Tube stations being named after parks (eg Green Park, Regents Park). We welcome your views on the name of the station. *Please note we reserve the right not to proceed with any of the suggestions received. We will liaise with the council on any suggestions received.*

Table 15: Most frequent comments in response to question 7

Most frequent comments (>2%)			
Theme	Title	Count	%
Support for suggested name	Total Reasons included	4,306	75%
	Support for Burgess Park option as proposed	3,388	59%
	Support for Old Kent Road option as proposed	847	15%
Neutral comments (i.e. not necessarily supporting or opposing)	Total Reasons included	415	7%
	No comment / nothing to say / n/a	232	4%
Suggested possible names for Old Kent Road 1 station	Total No individual comment over 2%	411	7%
Comments on wider proposal	Total Reasons included	174	3%
	Made reference to the Monopoly board	113	2%
Oppose Old Kent Road name	Total Reasons included	133	2%
	Old Kent Road is too long road / difficulty working out where on Old Kent Road station would be	105	2%
Suggested name, but with reason for support	Total No individual comment over 2% but reasons included will make the park / area popular and it is iconic / known	93	2%
All other themes		226	4%
Total		5,758	100%

This question was answered by 5,168 respondents with 5,758 individual comments.

Over half of responses (59 per cent) supported the station name Burgess Park and 15 per cent expressed a preference for Old Kent Road. A further two per cent commented on their support for the names including the name Old Kent Road is iconic and Burgess Park would make the park popular.

Seven per cent of comments made other suggestions for the name of the station. The most frequent was Mandela Way mentioned in one per cent of comments.

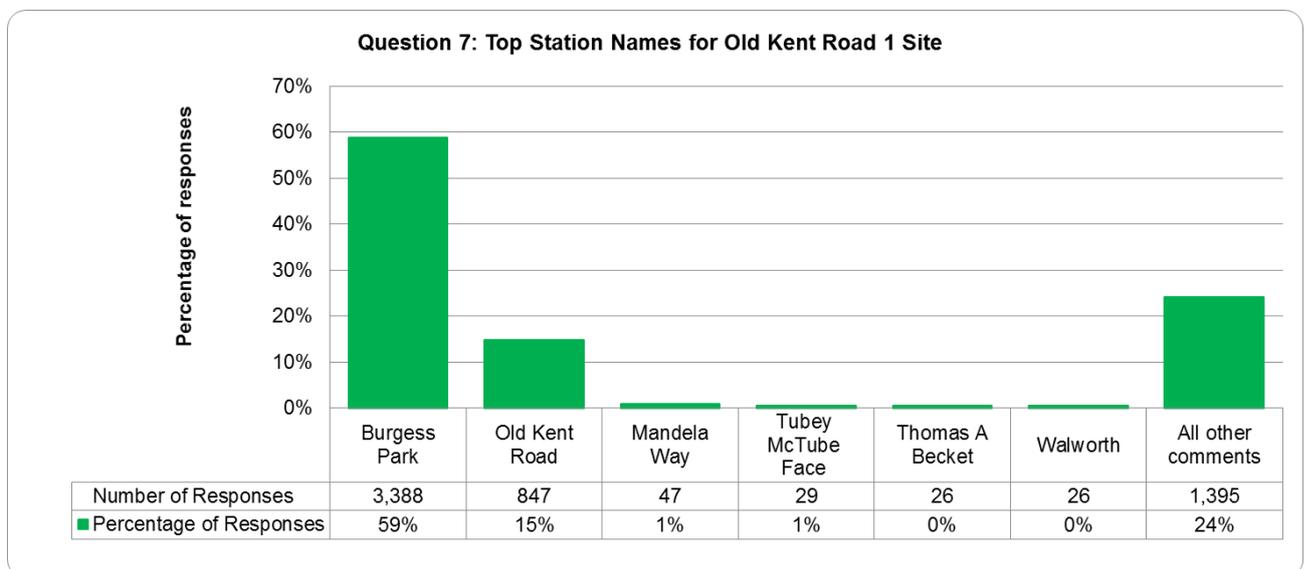
Seven per cent were neutral comments including nothing to say on this issue.

Seven per cent made comments about the wider proposal.

Two per cent opposed Old Kent Road as a name for the station as the road is too long and it would be difficult to work out where on the road the station should be.

Figure 11, below shows the station names most frequently suggested/preferred for this station.

Figure 11 Most frequently preferred station names for Old Kent Road 1 station



Question 8: Please let us have your views on the name of Old Kent Road 2 station. Suggestions for this station have included Old Kent Road or Asylum which reflects the nearby road of that name and the history of buildings in the area. We welcome your views on the name of the station. *Please note we reserve the right not to proceed with any of the suggestions received. We will liaise with the council on any suggestions received.*

Table 16: Most frequent comments in response to question 8

Most frequent comments (>2%)			
Theme	Title	Count	%
Support for suggested name / reason for support	Total	3,551	57%
	Reasons included		
	Support for Old Kent Road option as proposed	1,880	30%

Most frequent comments (>2%)			
	Support for Asylum option as proposed	1,275	20%
	Support Old Kent Road from iconic London landmark / historic value / Monopoly	124	2%
	Support Asylum name option - unique / edgy / unusual / memorable	101	2%
	Support Asylum name option - historic value / importance	96	2%
Suggested possible names for Old Kent Road 2 station	Total	981	16%
	Reasons included		
	Asylum Road	192	3%
Oppose Asylum name	Total	789	13%
	Reasons included		
	Asylum, unpleasant / confusing / negative connotations / inappropriate / unattractive for area and residents	710	11%
Neutral comments (i.e. not necessarily supporting or opposing)	Total	596	10%
	Reasons included		
	No comment / nothing to say / n/a	286	5%
Oppose Old Kent Road name	Total	129	2%
	No individual comment over 2% but concerns include the name has unpleasant connotations and the road is too long		
Comments on wider proposal	Total	112	2%
	Reasons included		
	Comments on other aspects of Bakerloo line extension not applicable to this question	96	2%
All other themes		104	2%
Total		6,262	100%

This question was answered by 5,066 respondents with 6,262 individual comments.

Opinion about the name for the Old Kent Road 2 station was more evenly distributed, with Old Kent Road receiving the greatest number of supportive responses. Old Kent Road was supported in 32 per cent of responses and Asylum was supported in 24 per cent of responses.

Sixteen per cent of comments made other suggestions for the name of the station. The most frequent was to have (rather than Asylum) Asylum Road, which was mentioned in three per cent of these comments.

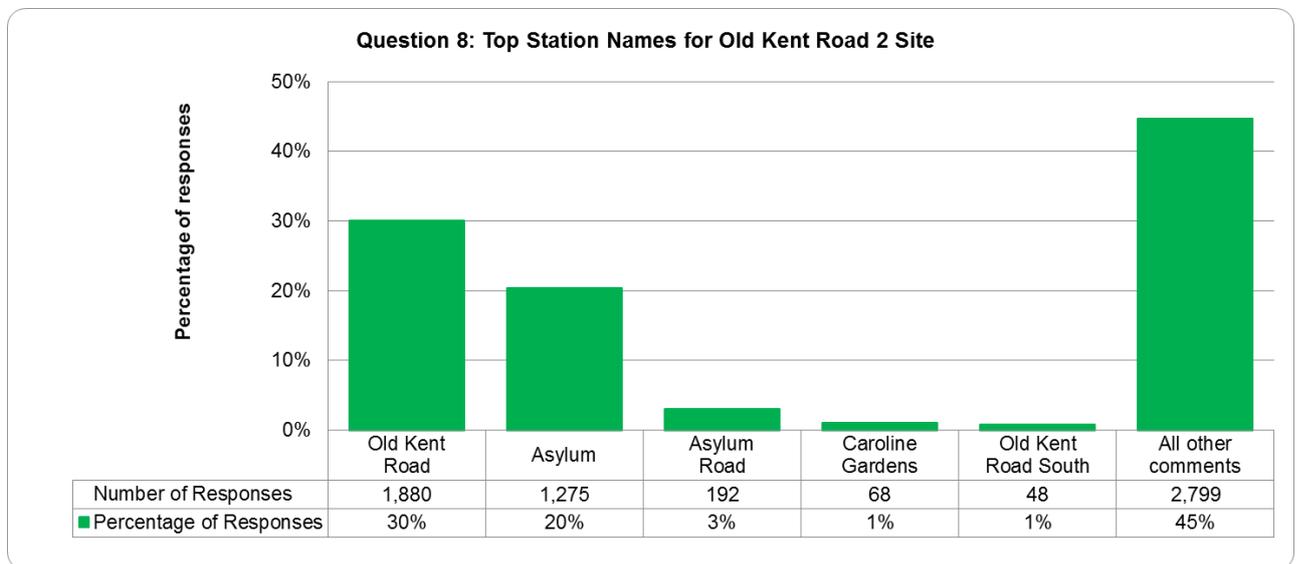
Thirteen per cent of comments opposed Asylum as a name for the station for example because of negative connotations. Two per cent opposed Old Kent Road for example because the road is too long and it would be difficult to work out where on the road the station should be.

Ten per cent were neutral comments including nothing to say on this issue.

Four per cent of comments were about the wider proposal.

Figure 12, below shows the station names most frequently suggested/preferred for this station.

Figure 12: Most frequently preferred station names for Old Kent Road 2 station

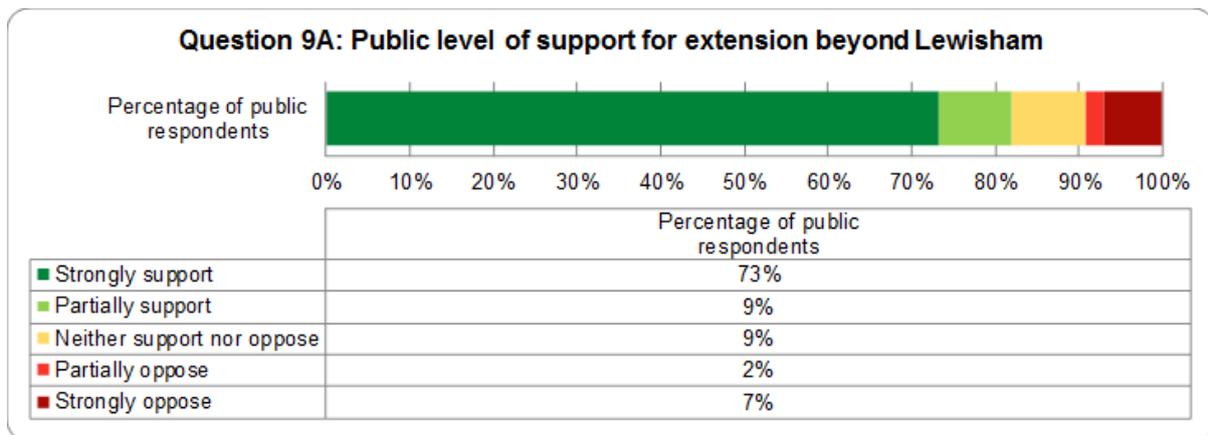


5.8 Question 9a) and 9b)

Question 9a): We are considering a further extension of the route beyond Lewisham to Hayes and Beckenham Junction. This would involve a conversion of the National Rail line via Catford to Hayes to an Underground operation.

- a) Do you support or oppose our plans for a further extension of the route beyond Lewisham to Hayes and Beckenham Junction?

Figure 13: Level of support for a further extension of the route beyond Lewisham to Hayes and Beckenham Junction

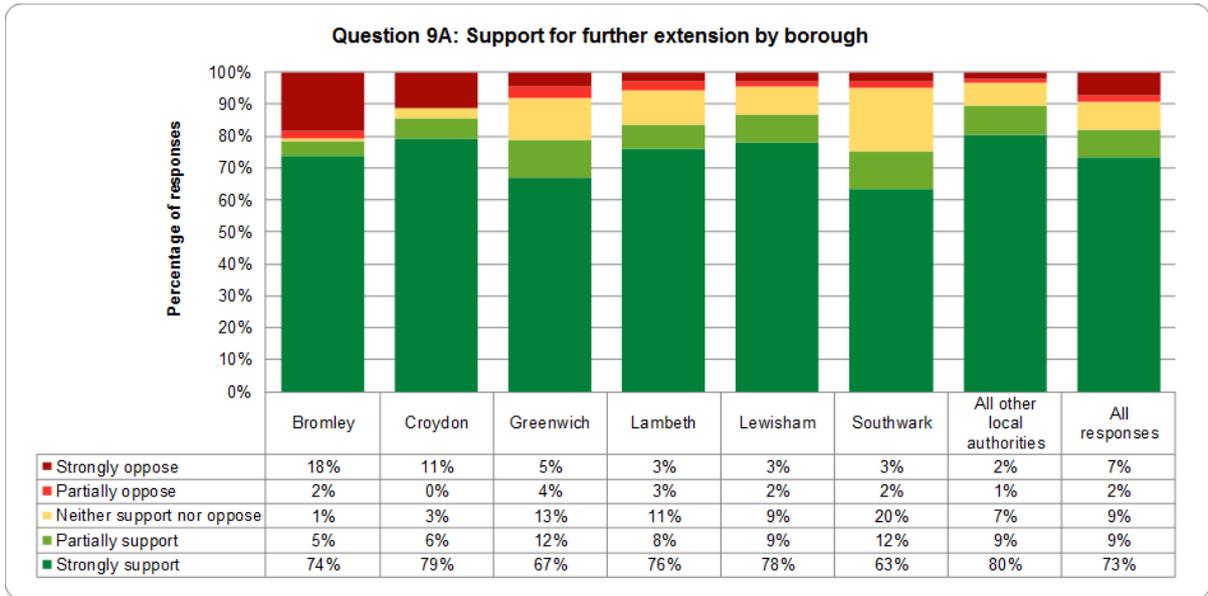


This closed question was answered by 7,984 respondents.

The further extension was supported by 82 per cent of respondents (73 per cent strongly and nine per cent partially). It was opposed by nine per cent of respondents (seven per cent strongly and two per cent partially). Nine per cent of respondents neither supported nor opposed the further extension.

Of the 7,984 people who responded to Question 9a), 6,816 provided us with their postcode. This has enabled us to assess the level of support for an extension from Lewisham to Hayes and Beckenham Junction by borough. Figure 14 displays the level of general support or opposition for responses from the six boroughs with the highest number of respondents.

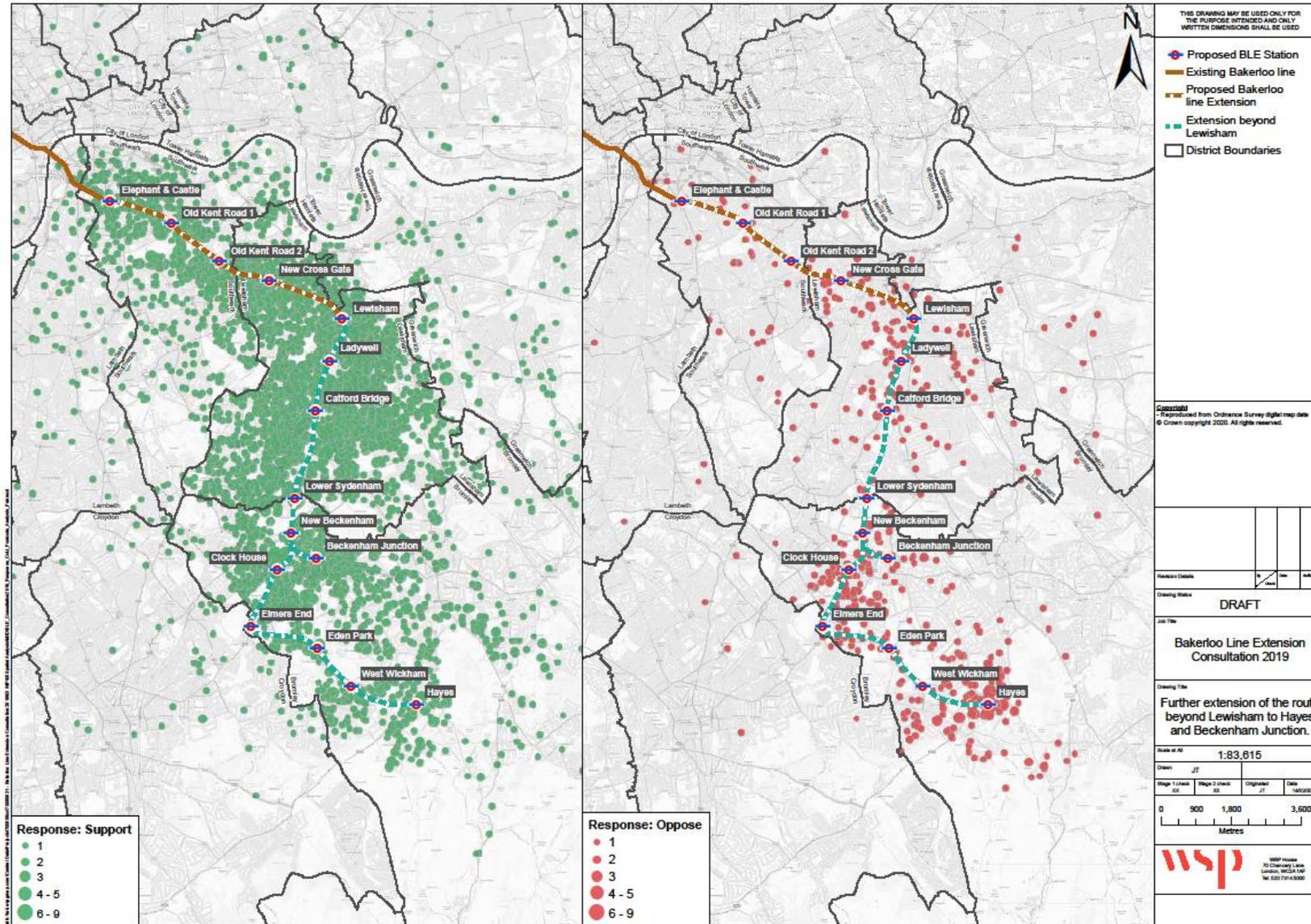
Figure 14: Level of support for a further extension of the route by London Borough



This question was answered by 7,984 respondents, including 1,654 from Bromley, 63 Croydon, 198 Greenwich, 104 Lambeth, 3,391 Lewisham and 1,055 Southwark

Figure 15 shows the geographical spread of where responses were collected from for question 9a) and the level of support or opposition from each region. All borough responses present a majority of strong or partial support for the further extension. Lewisham had the highest level of strong support (78 per cent). Southwark had the highest neutral responses (20 per cent). Bromley had the highest level of strong opposition (18 per cent).

Figure 15: Distribution of support and opposition for the further extension to Hayes and Beckenham Junction
 The diagram on the left shows support and the diagram on the right opposition.



Question 9b): Please let us have any comments about our proposals for a further extension of the route beyond Lewisham to Hayes and Beckenham Junction.

Table 17: Most frequent comments in response to question 9b)

Most frequent comments (>2%)			
Theme	Title	Count	%
Comment supportive of extension to Hayes and Beckenham Junction	Total	3,283	27%
	Reasons included		
	Good idea / do it / extend Bakerloo line to Hayes and Beckenham Junction	2,075	17%
	Improvement compared to existing transport services (e.g. bus / rail)	244	2%
	Support as would be beneficial / provide a boost to the area (unspecific)	220	2%
	Don't delay / get on with it / start work as soon as you can	191	2%
Positive impact: Access / connectivity benefit	Total	1,799	15%
	Reasons included		
	Will improve Underground access in South East London	386	3%
	Will improve connections / access generally (no location given)	340	3%
	Will improve access / provide direct services to Central London / amenities / visit family or friends	277	2%
	Will improve access / provide direct services to employment / easier commuting	244	2%
	Will improve Underground access in areas with poor existing transport links	197	2%
Positive impact: Transport / Traffic benefit	Total	1,456	12%
	Reasons included		
	Will be a more frequent service to Hayes	340	3%
	Will provide a new option for public transport	290	2%
	Will reduce pressure/crowding on National Rail / Overground services	219	2%
Negative impact on rail services if underground is	Total	1,423	12%
	Reasons included		

Most frequent comments (>2%)			
extended to Hayes and Bekenham Junction	Concerned about loss of / fewer National Rail services to London Bridge station	275	2%
	Loss of direct services into Central London / would have to change	232	2%
	Concerned about loss of / fewer National Rail services to Cannon Street station	232	2%
Not in favour of extension to Hayes and Bekenham Junction	Total	838	7%
	Reasons included		
	Pointless / isn't needed / existing rail service is fine	269	2%
	Opposed to extension to Hayes and/or Beckenham Junction in general	231	2%
Suggested alternative / additional destinations	Total	595	5%
	No individual comment over 2% but key destinations raised included Bromley South and Catford Bridge		
Support, with caveats	Total	575	5%
	No individual comment over 2% but caveats included concerns about a future phase delaying the initial phase impacting delivery and potential impact on National Rail services		
Positive impact: Community / Social benefit	Total	474	4%
	Reasons included		
	Will benefit local residents / communities (health / living standards / social impacts)	263	2%
Positive impact: Local Economic benefit	Total	401	3%
	No individual comment over 2% but impacts identified included will help attract investment / deliver regeneration and will help generate jobs		
Nothing to add / say	Total	253	2%
	No individual comment over 2% but views included need more information and benefits would outweigh costs and disruption		
General suggestions	Total	228	2%
	No individual comment over 2% but suggestions included were about the route extension / capacity / service and to keep both National Rail and Bakerloo line on proposed extension of the route		
All other themes		783	6%
Total		12,108	100%

This question was answered by 4,455 respondents with 12,108 individual comments.

The majority of comments received in response to the open question were positive or supportive about the proposed further extension (61 per cent). These comments included general support (27 per cent), access and improved connections (15 per cent), transport benefits (12 per cent), community and social benefits (four per cent) and local economic benefits (three per cent). A further five per cent were supportive with caveats (for example concerns about a further phase delaying the initial phase, or the potential impact on National Rail services).

19 per cent of comments were negative or in opposition to the proposals with the most common reasons being a negative impact on rail services such as the loss of services to London Bridge and Cannon Street.

Alternative destinations were suggested by five per cent. Eight per cent of comments were about the wider proposal. Two per cent were neutral including requiring more information to comment.

6. Stakeholder responses

The consultation was responded to by 109 stakeholder organisations. This chapter lists the stakeholders who responded and provides an analysis of their comments as well as a short summary of each response.

As with responses from members of the public, all stakeholder replies have been reviewed. We have published our response to the issues raised in the consultation tfl.gov.uk/bakerloo-extension

6.1 Campaigns and Petitions

'Back the Bakerloo' is an active campaign set up by Southwark and Lewisham councils to support proposals for the Bakerloo line extension - <https://www.backthebakerloo.org.uk/>

The campaign advertised the proposals throughout the consultation period and encouraged people both to respond to the consultation and to sign their own petition. The campaign has generated 20,600 supporters and their response to the consultation was co-signed by Cllr Peter John (Leader, Southwark Council), Damien Egan (Mayor of Lewisham), Cllr Muhammed Butt (Leader, Brent Council), Cllr Graham Henson (Leader, Harrow Council), John Dickie (Director of Policy and Strategy, London First) and Helen McIntosh (President, South East London Chamber of Commerce).

We did not receive or identify from our analysis any other campaigns or petitions during the consultation.

Whilst campaign groups, for example 'Back the Bakerloo', as well as some formal representative organisations such as the South East London Chamber of Commerce, organised their own votes on the proposals, their responses have been received and analysed as single stakeholder responses.

6.2 Stakeholder respondents

The following stakeholders responded to the consultation:

Political Stakeholders

- Bexley Labour Group
- Bromley Council
- Caroline Pidgeon (London Assembly, London-wide)

- Conservative Councillors Opposition Group, Greenwich
- Councillor Anood Al-Sumerai (North Bermondsey ward and Southwark Liberal Democrats, Southwark)
- Councillor Barrie Hargrove (Peckham ward and Deputy Mayor, Southwark)
- Councillor Brenda Dacres (New Cross ward and Cabinet Member for Safer Communities, Lewisham)
- Councillor Charlie Davis (Eltham North, Greenwich)
- Councillor Humaira Ali (London Bridge & Bermondsey ward, Southwark)
- Councillor John Paschoud (Perry Vale ward, Lewisham)
- Councillor Liz Johnston-Franklin (Ladywell ward, Lewisham)
- Councillor Louise Krupski (Rushey Green ward, Lewisham)
- Councillor Mark Ingleby (Whitefoot ward, Lewisham)
- Councillor Paul Bell (Telegraph Hill ward and Cabinet Member for Housing, Lewisham)
- Councillor Renata Hamvas (Peckham Rye, Southwark)
- Councillor Richard Livingstone (Old Kent Road ward and Cabinet Member for Environment, Transport and the Climate Emergency, Southwark)
- Councillor Sunny Lambe (South Bermondsey ward, Southwark)
- Councillor Tauseef Anwar (Crofton Park ward, Lewisham)
- Councillors Octovia Holland, James Rathbone and Jim Mallory (Lee Green ward, Lewisham)
- Kent County Council
- Lambeth Council
- Lewisham Council
- Lewisham Liberal Democrats
- London Borough of Bexley
- Southwark Council

Transport Group Stakeholders

- Arriva Rail London
- Back the Bakerloo

- BML2 Consortium
- Friends of Capital Transport Campaign
- Lewisham Cyclists
- Lewisham Living Streets
- London Biggin Hill Airport
- Network Rail
- Railfuture
- Southwark Cyclists
- TfL Youth Panel
- Tonbridge Line Commuters

Business Stakeholders

- Federation of Small Businesses
- London Chamber of Commerce and Industry
- London First
- South East London Chamber of Commerce
- Arc Products & Services
- Balfour Beatty
- Barry Tuckwood Associates
- Bellingham Community Project
- Bellingham Interagency
- Big Yellow Storage
- Blendcross
- Brian Wheatley Consultancy
- Cleveland & Co Associates
- Copytech Group Services
- Discourse Architecture
- Henderson Biomedical
- Insight6
- Irvine Technologies
- KALMARs
- Leo's Den Nursery
- Lichfields (on behalf of Tesco Stores Limited)
- Lomax Studio
- Magic Foods
- Monospaced
- My home online

- New Cross Learning Community Library
- Prospect Tree Financial Services
- Remark
- Sainsbury's Supermarkets
- St Dunstan's Enterprises
- Terry G Davis Consultancy
- The London Window Cleaner
- Tottenham Hotspur Football Club
- Visit Greenwich

Property and Development Stakeholders

- Berkeley Homes (South East London)
- DP9 (on behalf of Get Living)
- DPD (on behalf of Elephant & Castle Properties Co & UAL LCC)
- DWD (on behalf of SG Smith Properties Ltd)
- Jones Lang LaSalle (on behalf of Glasgow City Council)
- Landsec
- Matthew Bodley (on behalf of Greenspruce LP)
- Phoenix Community Housing
- Sainsbury's, Mt Anvil, A2 Dominion
- Tide Construction
- Wikivillage.cc
- WSP (on behalf of F1 Real Estate Management)

Engineering and Infrastructure Stakeholders

- Institute of Civil Engineering (London)

Environment & Heritage Stakeholders

- Environment Agency
- Historic England
- Natural England

Education Stakeholders

- Goldsmiths University
- Lewisham College
- St Dunstan's College

Resident and Community Group Stakeholders

- Brookmill Road Conservation Area Society
- Civil Service Pensioners Alliance – Lewisham and East Southwark Group
- Clean Air for SE23
- Forest Hill Society
- Hayes Village Association
- Hither Green Community Association
- Lewisham Refugee Welcome
- London Forum
- St George’s Church, Perry Hill
- St John’s Society
- Stanstead Lodge Senior Club Ltd
- Sydenham Society
- The Beckenham Society
- The Brockley Society

Other Stakeholder Types

- Deaf-SELF and Charlton Athletic Deaf FC
- Hypermobility UK
- London Fire Brigade
- Sport England
- Theatres Trust

6.3 Most frequently mentioned issues by stakeholders

Most frequent comments made by all stakeholders

Through the coding exercise we were able to identify the comments most frequently made by stakeholders. The table below shows the top comments across all stakeholders.

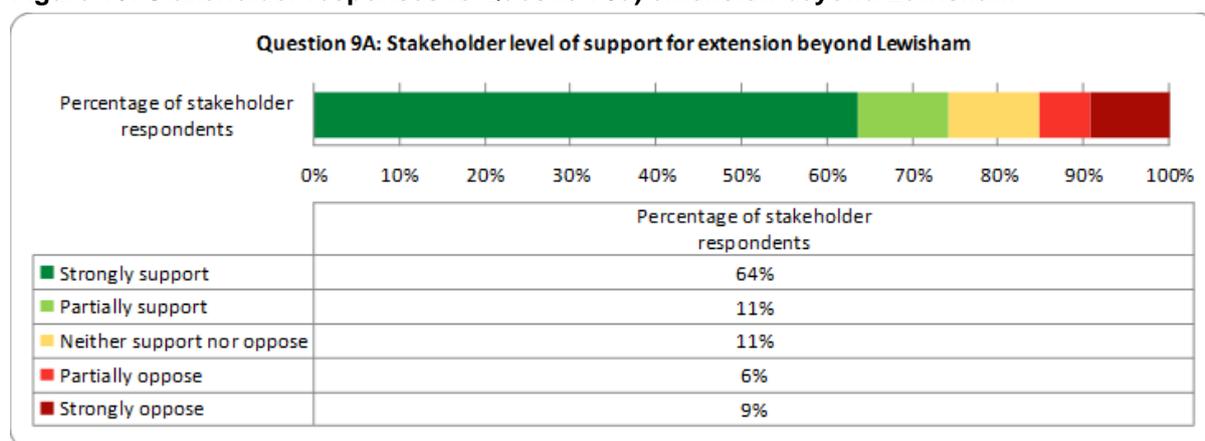
Table 18: Most frequent comments made across all Stakeholders

Most frequent comments made across all Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
General support for the scheme and the proposals	180	9%
Made no specific comment on the proposals / unable to comment / need more information / doesn't affect me	131	7%
Support but extend line further / should continue to Hayes	104	5%
Will provide better public transport	73	4%
Support for the New Cross Gate site	28	1%
Support for Burgess Park option as proposed	22	1%
Will provide better access to employment / easier commuting / more job opportunities	21	1%
Will help attract investment / deliver regeneration / development	20	1%
Further consultation is required / looking forward to being consulted further during the planning process	20	1%
Will benefit local residents / communities	18	1%
All other comments	1,366	69%
Total comments	1,983	100%

Any comment only expressed less than 18 times by stakeholders (one per cent of stakeholder comments) has been grouped into the All Other Comments category.

Of the 109 stakeholders that responded to the consultation, 61 per cent (66) answered the closed question on the online portal regarding the further extension beyond Lewisham, shown in figure 16.

Figure 16: Stakeholder responses to Question 9a) extension beyond Lewisham



Stakeholder responses by stakeholder categories

The comments made most frequently by different types of stakeholders are set out below. A table of the (up to) 10 most frequently made comments is provided for each stakeholder type (Business, Education, Political etc). Due to the volume of such

comments, any raised only once by the stakeholders within a group have not been included in these tables.

Business

Of the 109 stakeholders that responded to the consultation, 68 fall within the Business category. Table 19 below summarises their most frequently expressed comments.

Table 19: Most frequent comments made across Business Stakeholders

Most frequent comments made across Business Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
General support for the scheme and the proposals	56	11%
Support but extend line further / should continue to Hayes	27	5%
Made no specific comment on the proposals / unable to comment / need more information / doesn't affect me	20	4%
Will improve access and connectivity to other public transport options	16	3%
Will provide better access to employment / easier commuting / more job opportunities	8	2%
Support for the New Cross Gate site	8	2%
Will benefit local businesses	7	1%
Support for Burgess Park option as proposed	7	1%
Proposals are not needed and existing transport provision is fine	6	1%
Will provide better access to Central London / London amenities	5	1%
All other comments	344	68%
Total comments	504	100%

Education

Of the 109 stakeholders that responded to the consultation, 3 fall within the Education category. Table 20 table below summarises their most frequently expressed comments.

Table 20: Most frequent comments made across Education Stakeholders

Most frequent comments made across Education Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
Support for the New Cross Gate site	2	10%
Proposals are a good idea / support the scheme / much needed improvement / will make travelling convenient	2	10%
Proposals will improve connectivity	2	10%
Support, but regret loss of supermarket	2	10%
Opposition to the Catford worksite due to impact on residents / businesses / community facilities / Jubilee Grounds	2	10%
Concerned that the proposals will not meet the need of young people	2	10%
All other comments	9	43%
Total comments	21	100%

Any comment only expressed once has been grouped into the All Other Comments category. Comments in this category included support if disruption is adequately mitigated, support if an alternative supermarket provision is made and the requirement for more information or consultation.

Engineering & Infrastructure

Of the 109 stakeholders that responded to the consultation, one falls within the Engineering & Infrastructure category.

The response focussed on the following issues:

- General support for the scheme and the proposals
- Will provide better public transport access and connectivity
- Will improve the provision of housing and will support regeneration/development
- There should be further consultation/listen to members of the public
- Will improve station access, interchange and connections

Environment & Heritage

Of the 109 stakeholders that responded to the consultation, three fall within the Environment & Heritage category. Table 21 below summarises their most frequently expressed comments.

Table 21: Most frequent comments made across Environment & Heritage Stakeholders

Most frequent comments made across Environment & Heritage Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
Support, but go even further / do Phase 2 too / go beyond Lewisham	8	32%
Need to reduce / avoid impact on the environment and green spaces in general	3	12%
General support for the scheme and the proposals	2	8%
Need more information / don't know enough to comment / doesn't affect me	2	8%
Support but ensure construction disruption is minimised / mitigated	2	8%
Support, but concerned about negative environmental impact	2	8%
All other comments	6	24%
Total comments	25	100%

Any comment only expressed once has been grouped into the All Other Comments category. Comments in this category included recognition that this will be an improvement of the public transport provision and accommodate the growth in population from new development.

Political

Of the 109 stakeholders that responded to the consultation, 25 fall within the Political category. Table 22 below summarises their most frequently expressed comments.

Table 22: Most frequent comments made across Political Stakeholders

Most frequent comments made across Political Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
General support for the scheme and the proposals	61	9%
Support, but extend the line further	46	7%
Proposals will increase public transport	26	4%
Would like to see a station at Bricklayers Arms	9	1%
Will reduce the need to use private car / lower emissions / fewer accidents / use greener transport instead	8	1%
Support for Burgess Park option as proposed	8	1%
Support given existing infrastructure / connectivity / interchange	8	1%
Will help attract investment / deliver regeneration / development	7	1%
Proposals will reduce crowding on public transport	7	1%
Proposal will improve journey times	6	1%
All other comments	486	72%
Total comments	672	100%

Property & Development

Of the 109 stakeholders that responded to the consultation, 12 fall within the Property & Development category. Table 23 below summarises their most frequently expressed comments.

Table 23: Most frequent comments made across Property & Development Stakeholders

Most frequent comments made across Property & Development Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
Support, but go even further / do Phase 2 too / go beyond Lewisham	23	12%
General support for the scheme and the proposals	15	8%
Need more information / don't know enough to comment / doesn't affect me	15	8%
Further consultation is required / looking forward to being consulted further during the planning process	7	4%
Proposals will increase housing	7	4%
Will help attract investment / deliver regeneration / development	5	3%
Will benefit local residents / communities	4	2%
Will provide better access to employment / easier commuting / more job opportunities	3	2%
Will benefit local businesses	3	2%
Will provide better access generally (no location given)	2	1%
All other comments	116	58%
Total comments	200	100%

Resident & Community

Of the 109 stakeholders that responded to the consultation, 14 fall within the Resident & Community category. Table 24 below summarises their most frequently expressed comments.

Table 24: Most frequent comments made across Resident & Community Stakeholders

Most frequent comments made across Resident & Community Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
General support for the scheme and the proposals	23	9%
Made no specific comment on the proposals / unable to comment / need more information / doesn't affect me	23	9%
Proposals will provide better public transport network	16	6%
Good idea / do it / extend Bakerloo line to Hayes and Beckenham Junction	7	3%
Concern at loss of fast services into central London	7	3%
Support for Burgess Park option as proposed	5	2%
Support for New Cross Gate site	4	2%
Proposals will reduce crowding	4	2%
Will reduce pressure/crowding on existing London Underground services	3	1%
Will help attract investment / deliver regeneration / development	3	1%
All other comments	171	64%
Total comments	266	100%

Transport

Of the 109 stakeholders that responded to the consultation, 12 fall within the Transport category. Table 25 below summarises their most frequently expressed comments.

Table 25: Most frequent comments made across Transport Stakeholders

Most frequent comments made across Transport Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
General support for the scheme and the proposals	22	10%
Made no specific comment on the proposals / unable to comment / need more information / doesn't affect me	20	9%
Will provide better access and connectivity to public transport options	10	5%
Further consultation is required / looking forward to being consulted further during the planning process	3	1%
Support for New Cross Gate site	3	1%
Comments on other aspects of Bakerloo line extension not applicable to this question	3	1%
Support, but minimise disruption to existing services / stations while the new scheme is being built	2	1%
Will be a more frequent service	2	1%
Will provide faster service / quicker / shorter journey times	2	1%

Most frequent comments made across Transport Stakeholders		
Provide good cycle access / safe cycle routes	2	1%
All other comments	149	68%
Total comments	218	100%

Other

Of the 109 stakeholders that responded to the consultation, five do not fall within one of the other categories and have been classified as “Other”. Table 26 below summarises their most frequently expressed comments.

Table 26: Most frequent comments made across Other Stakeholders

Most frequent comments made across Other Stakeholders		
Comment Expressed	Number of Comments	% of Total Comments
Made no specific comment on the proposals / unable to comment / need more information / doesn't affect me	15	28%
General support for the scheme and the proposals	7	13%
Opposition to Catford Site	4	7%
Should be extended to Croydon / East Croydon / West Croydon	3	6%
Will reduce pressure/congestion on the road network / less traffic	2	4%
Oppose scheme, concerned that scheme will not meet the needs of those with disabilities	2	4%
Overdue / should have been done sooner / has taken too long	2	4%
All other comments	19	35%
Total comments	54	100%

Any comment only expressed once has been grouped into the All Other Comments category. Comments in this category included recognition that the proposals will provide better access and connectivity, will benefit local business, concerns about impact and the desire for further consultation.

6.4 Summaries of Stakeholder Responses

Political Stakeholders

Bexley Labour Group

The Group supported proposals to extend the Bakerloo line to Lewisham. To accommodate this, it suggested that Lewisham station to be rebuilt to improve capacity and accessibility to the Docklands Light Railway, National Rail and bus services, and become a fully functioning transport hub.

The Group raised concerns about Lewisham station becoming a key interchange point for customers who want to access services to London Cannon Street and

Charing Cross and suggested that the existing train services should still be allowed to run alongside the new Bakerloo line services on the Hayes and Beckenham Junction lines. The Group noted their support for TfL to run suburban rail services which currently run through Lewisham station.

Bromley Council

Bromley Council's consultation response was submitted by Cllr Colin Smith (Leader) and stated Bromley Council's policy position regarding the Bakerloo line extension. The Council broadly supported the extension to Lewisham as this would improve the transport options from Lewisham station for Bromley residents.

It noted however that the Council's transport priorities are to improve links into Bromley Town Centre, and suggested that TfL should engage again with the Council to discuss this opportunity, as it would provide better connectivity and capacity. The Council stated that Bromley Town Centre has the opportunity to develop into a back office hub of excellence and provide further job opportunities. It also noted that an extension to Bromley Town Centre would likely reduce pressure on the Jubilee line.

The Council opposed the further extension to Hayes and Beckenham Junction due to the loss of direct services to the City and London Bridge. It would be unacceptable to reduce rail services and destination options for Bromley residents to create extra capacity for services travelling in from deeper in Kent.

The Council suggested an extension to New Beckenham and then a spur to Bromley South station could be supported if this were taken forward, provided existing services were retained as well as new Bakerloo line services.

Caroline Pidgeon (London Assembly, London-wide)

Ms Pidgeon reiterated her support for the Bakerloo line extension, noting the benefits for regeneration in Southwark and Lewisham, improved transport options and increased capacity, and citing the new employment opportunities for residents. She also noted that the upgrade of the Bakerloo line and therefore the extension would benefit customers and provide a better customer experience.

She stated that the provision of a new Underground service would play a critical role in reducing car journeys and congestion, bringing environmental benefits and supporting the growth in the working age population.

Additionally, Ms Pidgeon reiterated her support for platform edge doors along the tunnelled extension, and for the extension to form part of the Night Tube. She also suggested that TfL learn lessons from the extensions of the Barcelona and Madrid Metro lines, specifically on cost control.

Ms Pidgeon supported the proposals for a combined ticket hall at Elephant & Castle, however expressed disappointment that a new station at Bricklayers Arms was not being considered.

She strongly supported the proposed tunnelling worksite option at New Cross Gate over the other options of Catford and Hither Green due to the environmental impact at these alternatives. She did however note a concern about the impact of construction work on the local community at New Cross Gate and called for TfL to give assurances around working hours, lorry movements and measures to reduce noise and air pollution. She asked for a Construction Logistics Plan to be provided and for strict restrictions to be enforced on all construction sites for the extension. She also noted that it will be important to engage with the local community through all stages of the works and that concerns should be addressed in a prompt manner. Ms Pidgeon also referenced the Sainsbury's-Mount Anvil planning application for the New Cross Gate site and called for TfL to take measures to protect the route of the extension.

Ms Pidgeon stated that Lewisham station should be designed with sufficient capacity and convenient interchange between new Bakerloo services and the National Rail and Docklands Light Railway. Regarding Wearside Road Council depot, Ms Pidgeon called for more information about the impact on residents during construction and operation.

Ms Pidgeon stated a preference for 'Burgess Park' as a name for Old Kent Road 1 station but called for extensive consultation with local residents over the naming of the both stations.

Whilst Ms Pidgeon supports the principle of a further extension to Hayes and Beckenham Junction she stated that there should be more active engagement with communities south of Lewisham, noting that consultation events in Catford and Bromley were scheduled after the consultation had launched. She stated that this engagement should make clear the benefits of this extension, including the upgrading of stations along the line to have step-free access which would provide immense benefits to people with reduced mobility. She acknowledged the concern about the loss of direct services to Cannon Street and London Bridge, and asked for assurances about the frequency of trains to help communicate the benefits of this further extension.

Ms Pidgeon also called for more information about the fare structure and whether stations along the route, for example Ladywell, should be re-zoned. Additionally, she called for TfL to take over the running of the Hayes line in the interim to improve the service.

Conservative Councillors Opposition Group, Greenwich

The councillors strongly supported the Bakerloo line extension to Lewisham due to the additional capacity and diversity of choice this would bring. They noted the benefit of reducing demand on congested bus services and also rail routes into Lewisham. They supported the extension forming part of the Night Tube to help night workers and the night time economy in south east London.

They questioned whether the investment in Elephant & Castle station is necessary when the onward extension is not yet funded, however they noted that a combined ticket hall would be more efficient.

They supported 'Burgess Park' and 'Old Kent Road' as station names, and a new station at New Cross Gate to improve transport options to Lewisham.

They stated that the further extension beyond Lewisham and an upgrade of Lewisham station is essential to help ease overcrowding and congestion, noting that as a terminus station Lewisham would be the most crowded on the line. They urged TfL to open the further extension to Hayes and Beckenham Junction at the same time as the underground extension to maximise the benefits and reduce the risk of a further extension becoming more expensive and delayed.

Councillor Anood Al-Sumerai (North Bermondsey ward and Southwark Liberal Democrats, Southwark)

Cllr Al-Sumerai reiterated the Southwark Liberal Democrats' support for the Bakerloo line extension. She noted that benefits to the Old Kent Road and that new transport infrastructure will help support development.

She expressed disappointment that a third station at Bricklayers Arms was not proposed and asked that this be reconsidered.

Cllr Al-Sumerai strongly supported public involvement in naming the two new stations along the Old Kent Road and suggested this be the subject of further consultations.

She noted that there is no proposal to provide an interchange between Old Kent Road 2 station and the London Overground and asked that this be considered, or the station designed to allow for this in the future.

Cllr Al-Sumerai supported the proposals for a combined ticket hall at Elephant & Castle and called for reassurance that this would not impact homes or green spaces. She supported the introduction of platform edge doors to the extended line, and the extension of Night Tube to the Bakerloo line.

She urged that the work on the extension of the Bakerloo line begin as soon as possible to start providing the benefits and investment in local transport infrastructure more quickly.

Councillor Barrie Hargrove (Peckham ward and Deputy Mayor, Southwark)

Cllr Hargrove supported the proposals as they will improve travel options along the Old Kent Road, noting the enormous development potential and the lack of transport development in this area. He hoped that escalators will be installed in the new combined ticket hall at Elephant & Castle to cope with the increased number of people using the station.

He supported the suggestion of 'Burgess Park' to be the name of Old Kent Road 1 station and for 'Old Kent Road' to be the name of the second station to signpost this key area of London.

Cllr Hargrove also strongly supported the further extension to Hayes and Beckenham Junction for the improved connectivity this brings and the potential to remove polluting and climate damaging traffic from roads along the whole of the Bakerloo line route.

Councillor Brenda Dacres (New Cross ward and Cabinet Member for Safer Communities, Lewisham)

Cllr Dacres is strongly supportive of the Bakerloo line extension through New Cross Gate, Lewisham and beyond to Catford. She stated that it will be a positive impact and will provide fast, increased capacity, sustainable travel options from Lewisham and Bromley. She supported a new combined ticket hall at Elephant & Castle and agreed that the proposed tunnelling worksite at New Cross Gate is the most appropriate.

Cllr Dacres stated a preference for the name of Old Kent Road 1 station to be 'Burgess Park', and no preference at Old Kent Road 2.

She strongly supported the further extension to Hayes and Beckenham Junction due to the increased connectivity and transport options, connections to other London Underground lines and the potential for the extension to help connect and generate new housing developments. Cllr Dacres also supported the upgrade of the Bakerloo line.

Councillor Charlie Davis (Eltham North, Greenwich)

Cllr Davis strongly supported the proposals to extend the Bakerloo line to Lewisham via Old Kent Road and New Cross Gate. He noted the increased capacity and

diversity of choice of transport mode would help reduce demand on existing congested bus services.

Cllr Davis raised a concern about the loss of Sainsburys at New Cross Gate and increased car journeys to other supermarkets, which could increase congestion on the roads and pollution. He asked that TfL continue to work productively with the landowner to develop a plan that benefits all parties. Cllr Davis supported the proposals at Wearside Road Council depot, and the proposal to extend the Bakerloo line beyond Lewisham to Ladywell, Catford Bridge and Lower Sydenham.

He noted concerns about the loss of direct services to London Bridge and suggested that Bakerloo line services to Hayes and Beckenham Junction were in addition to the existing National Rail services.

Cllr Davis suggested that the Bakerloo line be extended to Bromley Town Centre to improve transport connections between Catford and Bromley, and noted an alternative proposal to extend the Docklands Light Railway to Bromley via Grove Park and Catford to increase capacity and use of Bromley North station. He questioned whether a feasibility assessment has been carried out on this proposal which could be compared to the Bakerloo line extension proposals.

Councillor Humaira Ali (London Bridge & Bermondsey ward, Southwark)

Cllr Ali stated that the extension of the Bakerloo line would support new homes in Southwark and hopes it will be prioritised over other initiatives.

She noted that there is a missed opportunity at Bricklayers Arms and continues to support an additional station at this location. Cllr Ali asked for a cost benefit analysis to be published which shows both infrastructure costs, opportunity costs and the costs of the ongoing impact to an area around Tower Bridge without a nearby London Underground station. Cllr Ali also asked what action we will take to minimise the impact of construction works on residents on Old Kent Road.

Cllr Ali noted the benefits of extending the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction, notably more frequent trains and improved connectivity to the Underground network for south east London. She also acknowledged that the loss of direct services to London Bridge and the City would be a disadvantage.

Councillor John Paschoud (Perry Vale ward, Lewisham)

Cllr Paschoud supported our proposals to extend the Bakerloo line, including a further extension beyond Lewisham. He noted that an extension to Hayes and Beckenham Junction would benefit residents in Catford, Bell Green and Bellingham, and noted the opportunity to make Lower Sydenham station more accessible to retail and housing at Bell Green. This could also improve traffic congestion caused by routing over a narrow bridge over Southend Lane.

Cllr Paschoud supported the proposals for a combined ticket hall at Elephant & Castle, our proposed option of New Cross Gate for the tunnelling worksite and the use of Wearside Road Council depot. He also suggested 'Old Kent Road' as the name for Old Kent Road 1 station and 'New Bermondsey' for Old Kent Road 2.

Councillor Liz Johnston-Franklin (Ladywell ward, Lewisham)

Cllr Johnston-Franklin raised concerns about the loss of two supermarkets as local employers. She asked that the impact of this is properly understood as the proposals are progressed. Cllr Johnston-Franklin also raised a concern about the impact of construction work and asked for reassurances that, as the design at Wearside Road Council depot progresses, no residential properties would be compulsorily purchased.

Cllr Johnston-Franklin noted that the station names on the Old Kent Road should reflect the geographical area, but did not support the name 'Asylum'.

Councillor Louise Krupski (Rushey Green ward, Lewisham)

Cllr Krupski strongly supported the further extension of the Bakerloo line to Hayes and Beckenham Junction. She stated that the line should extend to Catford to help enable the housing development that is needed. She expressed that the additional transport infrastructure would help to ensure development can be car free, and with a climate crisis mass transport systems such as this are vital. She also stated that south east London more generally needs direct connections to the wider London Underground network.

Councillor Mark Ingleby (Whitefoot ward, Lewisham)

Cllr Ingleby strongly supported the proposals for a further extension of the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction.

Councillor Paul Bell (Telegraph Hill ward and Cabinet Member for Housing, Lewisham)

Cllr Bell supported extending the Bakerloo line to Catford and beyond and stated that it should happen sooner than the current forecast dates. He supported the proposals for a new combined ticket hall at Elephant & Castle, so long as jobs are protected and customers do not need to walk far to buy a ticket or update an Oyster card.

Cllr Bell supported either suggestion of 'Burgess Park' or 'Old Kent Road' for the name of Old Kent Road 1 station, and preferred 'Asylum' for Old Kent Road 2 station.

Councillor Renata Hamvas (Peckham Rye, Southwark)

Cllr Hamvas welcomed the updated proposals and additionally called for better transport links serving Peckham and Nunhead, including the provision of further night buses and extending bus routes.

Cllr Hamvas stated that the new combined underground station at Elephant & Castle should better integrate with the Network Rail station and suggested that Old Kent Road 2 station be moved further south to give a better interchange with Queen's Road Peckham station. She noted that New Cross Gate is a very busy area and care should be taken to minimise disruption.

Cllr Hamvas suggested that Old Kent Road 1 station be called 'Burgess Park' and Old Kent Road 2 station be named 'East Peckham' as this is more geographically correct and calling a station 'Old Kent Road' could be confusing.

Cllr Hamvas noted that any station at Catford Bridge would need to improve the interchange between the existing station and Catford station.

Councillor Richard Livingstone (Old Kent Road ward and Cabinet Member for Environment, Transport and the Climate Emergency, Southwark)

Cllr Livingstone strongly supported the Bakerloo line extension as a huge benefit to the local area, particularly the Old Kent Road. He supported the combined ticket hall at Elephant & Castle however expressed disappointment that a station at Bricklayers Arms was no longer being progressed. He did however support the location of the two new stations on the Old Kent Road.

Cllr Livingstone noted that inconvenience of the loss of Tesco for the local community and asked for consideration to be given to opportunities for alternative provision.

Cllr Livingstone supported 'Burgess Park' as the name for Old Kent Road 1 station and suggested 'Livesey Park', a park just to the north of Old Kent Road, as a potential name for Old Kent Road 2 station. He noted that 'Old Kent Road' as a name would be preferable to 'Asylum'.

Cllr Livingstone supported the extension beyond Lewisham however noted that Bromley North or South station could be a more desirable destination given the location of the shopping centre.

Councillor Sunny Lambe (South Bermondsey ward, Southwark)

Cllr Lambe supported the extension of the Bakerloo line from Elephant & Castle to Lewisham, and proposals for a further extension to Hayes and Beckenham Junction. He suggested an extension also to Bexley and Bexleyheath to improve connectivity

to east London, noting that this would give commuters a real choice of transport modes.

Cllr Lambe supported a combined ticket hall at Elephant & Castle but stated there should be staff present to assist customers. He supported the suggestion of 'Burgess Park' as station name for Old Kent Road 1 station and suggested 'Old Kent Road Junction of Asylum Road' for Old Kent Road 2.

Councillor Tauseef Anwar (Crofton Park ward, Lewisham)

Cllr Anwar strongly supported the extension to Lewisham and beyond to Hayes and Beckenham Junction. He noted that the new infrastructure is much needed and would show progress. He supported 'Burgess Park' and 'Old Kent Road' for the names of the new stations on the Old Kent Road.

Councillors Octovia Holland, James Rathbone and Jim Mallory (Lee Green ward, Lewisham)

Cllrs Holland, Rathbone and Mallory supported proposals for the extension of the Bakerloo line. They raised concerns regarding Hither Green as a tunnelling worksite, noting that Manor Lane is a key walking route for nearby primary schools and therefore construction traffic along here would not be appropriate.

The councillors strongly supported a further extension beyond Lewisham to Hayes and Beckenham Junction.

Kent County Council

The Council noted the benefits of extending the Bakerloo line and the enhanced interchange opportunities at Lewisham station.

It supported the proposals for a combined ticket hall at Elephant & Castle to improve the interchange between the Bakerloo, Northern and Thameslink services, and noted that the new alignment between Lambeth North and Elephant & Castle would help provide this better interchange.

The Council suggested 'Old Kent Road West' and 'Old Kent Road East' as potential names for the new stations on the Old Kent Road.

It noted that the extension to Hayes and Beckenham Junction could make available rail paths into Lewisham that could be redistributed to Kent's other rail services, stating that this could deliver a step-change in peak and off-peak train frequency. It stated that the single Parliamentary service between Beckenham Junction and the Hayes line would need to be decommissioned to make way for the Bakerloo line service, however due to the overall benefits of the scheme the Council supported the extension to Hayes and Beckenham Junction.

Lambeth Council

Lambeth Council's consultation response was submitted by Cllr Claire Holland (Deputy Leader) and noted that the strategic case for the Bakerloo line extension is sound and that Lambeth Council is supportive in principle.

The Council wanted to see more information on the business case for the Bakerloo line extension to assess the benefits between this and other proposed rail enhancements, noting that at this time Crossrail 2 is the Council's priority to see delivered. It also noted other works packages outlined by TfL which the Council would rather see delivered, if funding was constrained, and again called for more information about the business case to be made public, including information on carbon emissions savings.

Lambeth Council supported the proposals to realign the tunnels between Lambeth North and Elephant & Castle and questioned whether this presented an opportunity to upgrade Lambeth North station as part of the extension works.

Lewisham Council

Lewisham Council's consultation response was submitted by Mayor Damien Egan. It reiterated the Council's strong support for the Bakerloo line extension to Lewisham, and further extension to Hayes and Beckenham Junction. The Council stated that the route would transform connectivity in the borough, enable the delivery of homes, help achieve the borough's sustainable transport target and have an economic impact over 10 years of approximately £2.6 billion. Lewisham Council has been actively campaigning for and promoting the extension through the 'Back the Bakerloo' campaign.

The Council reiterated support for TfL to secure statutory safeguarding of the scheme, and for MCIL2 monies to be used to help fund the scheme. The Council has a corporate commitment to work with TfL to deliver the extension and has established a dedicated 'Bakerloo line extension Programme Team' to coordinate this. The Bakerloo line extension also features in borough Planning Policy, Spatial Strategy and the New Local Plan.

Lewisham Council, in collaboration with Southwark Council and TfL, has commissioned a Local Economic Impact Assessment to demonstrate the additional jobs, new homes and regeneration opportunities the Bakerloo line extension would bring.

Regarding New Cross Gate, the Council stated that the design of a new station at New Cross Gate should take into account key desire lines to Goldsmiths University, the town centre, Route 1 and New Cross station, and it would support discussions between TfL and Network Rail for an additional platform to enable interchange between Bakerloo line and National Rail services.

The Council supported the proposed option for a tunnelling worksite at New Cross Gate, acknowledging the impact of the closure of Sainsbury's supermarket on the local community and employees and subject to a review of how to mitigate this loss, for example through a temporary store located elsewhere during construction.

The Council had reservations about alternative worksites at Catford and Hither Green. At Catford, it raised concerns about the impact on Ravensbourne River, Metropolitan Open Land at Jubilee Grounds and the loss of amenity for St Dunstan's College and local residents. It also raised a concern about loss of connectivity at Ladywell and Catford Bridge station. At Hither Green, the Council was concerned about the impact on local residents of construction traffic and environmental impacts. It stated that both options are clearly unfavourable to the proposed option at New Cross Gate.

The Council accepted the need for Wearside Road Council depot to be used for stabling. It noted the critical role of this site for the Council's waste collection, street cleaning, animal welfare and other environmental services and stated that it would work with TfL to ensure these are relocated. It requested the stabling be built below the surface and called for clarity from TfL on what site area would be returned to the Council after construction is completed.

The Council strongly supported a further extension beyond Lewisham to Hayes and Beckenham Junction. The further extension would improve connectivity and reduce congestion at stations such as Ladywell, Catford Bridge and Lower Sydenham and support regeneration at Catford Town Centre and Bell Green/Lower Sydenham. The Council called for early engagement with TfL on conversion of stations along the route and the design of stations to realise opportunities to integrate with the local area.

Lewisham Liberal Democrats

The Lewisham Liberal Democrats strongly supported the Bakerloo line extension to Lewisham and called on Lewisham Council and TfL to work together to secure the fullest environmental, economic and social benefits from the scheme.

The group supported New Cross Gate as the proposed tunnelling worksite, noting this would bring disruption to local residents and raised a concern that Lewisham Council is proposing to re-open the Hatcham Conservation Area to traffic to service any new development on the site. It called for reassurances around working hours, lorry movements and measures to reduce noise and air pollution, and asked for a Construction Logistics Plan to be provided and for strict restrictions to be enforced on all construction sites for the extension. It noted that it will be important to engage with the local community through all stages of the works and that concerns should be addressed in a prompt manner, along with the creation of a Complaints Commissioner.

The group asked for more information regarding Wearside Road Council depot and called for Lewisham Council to be fully compensated for the loss of land here.

Lewisham Liberal Democrats supported the extension of the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction, and suggested that Ladywell station be moved to Zone 2 to help encourage customers to use this station and ease congestion at Lewisham station.

The group called for more information on fares and ticketing and suggested that TfL works with Lewisham Council to maximise the benefits of the extension in terms of opportunities for housing, retail and business development around stations. A clear approach to developing pedestrian and cycling access to the stations should be set out in Lewisham Council's Local Implementation Plan, and have called for TfL to take over the running of Lewisham station and open up more access into the station from the north.

It asked for consideration to be given for existing services to continue to run alongside new Bakerloo line services on this part of the extension, and supported all stations having step-free access.

London Borough of Bexley

The Council strongly supported the extension of the Bakerloo line to Lewisham and further to Hayes and Beckenham Junction. It noted that the proposals could provide more trains running on the Bexleyheath and Sidcup rail lines to support growth and prosperity in these areas.

The Council raised concerns about interchange capacity and passenger congestion at Lewisham station currently and hoped that the Bakerloo line extension would not exacerbate this.

Southwark Council

Southwark Council's consultation response was submitted by Cllr Johnson Situ (Peckham ward and Cabinet Member for Growth, Development and Planning). The Council reiterated their strong support for the Bakerloo line extension and stated that it will continue to work with TfL and make the case to Government to ensure the project is delivered. The extension is vital to regenerating the Old Kent Road and it would provide a step-change in connectivity for south east London, help deliver thousands of new affordable homes and provide opportunities to access employment, education and leisure.

Southwark Council has been actively campaigning for and promoting the extension through the 'Back the Bakerloo' campaign.

The Council stated its position around a third station at Bricklayers Arms, as set out in the 2018-2022 Council Plan, and that it remains committed to working with TfL to consider the provision of a third station.

The Council noted that, in collaboration with Lewisham Council and TfL, it has commissioned a Local Economic Impact Assessment to demonstrate the additional jobs, new homes and regeneration opportunities the Bakerloo line extension would bring. It noted a commitment to working with TfL to consider how, for example, Mayoral Community Infrastructure Levy (MCIL2) monies could be used to fund the extension.

Regarding station names, it suggested that a shortlist be taken forward for further consultation.

The Council supported the proposals for a combined ticket hall at Elephant & Castle and noted the contribution of Community Infrastructure Levy (CIL) monies towards this. It also supported the realignment of the route between Lambeth North and Elephant & Castle and recognised the efforts to avoid direct impacts on residential buildings. It called for appropriate monitoring for properties above the new tunnels and appropriate stakeholder engagement before and during the works. It also asked for reassurances that the environmental impact during construction would be minimised, and that Southwark Council officers would work with TfL to develop the station designs.

Southwark Council supported the use of New Cross Gate as a tunnelling worksite and acknowledged that Old Kent Road 1 station site is also required for tunnelling support work. It noted the impact of the loss of the Tesco store and asked to work with TfL and Tesco to review options for relocation and re-provision.

The Council supported the further extension to Hayes and Beckenham Junction, noting that this gives the most benefit to the wider rail network and would attract more customers, enhancing the business case for the scheme.

Transport Group Stakeholders

Arriva Rail London

Arriva Rail London are tenants and operators of New Cross Gate station. The organisation noted the proposals for this land and for Network Rail land to the north to become a primary tunnel boring location, potentially requiring changes to the railway infrastructure to accommodate materials and spoil being moved by rail.

The organisation requested TfL keep them fully consulted throughout the statutory planning process to ensure that TfL develop plans that can be delivered with minimum disruption to future London Overground operations at New Cross Gate, and any other potential locations where the Bakerloo line extension would interface.

Back the Bakerloo

Back the Bakerloo responded on behalf of its 20,600 supporters to express strong support for the proposals. The response was signed by Cllr Peter John (Leader, Southwark Council), Damien Egan (Mayor of Lewisham), Cllr Muhammed Butt (Leader, Brent Council), Cllr Graham Henson (Leader, Harrow Council). John Dickie (Director of Policy and Strategy, London First) and Helen McIntosh (President, South East London Chamber of Commerce). The organisation noted the combined upgrade and extension would be critical in supporting growth and productivity, replacing ageing infrastructure and supporting housing and employment growth in London. This campaign group, including councils and business organisations, highlighted their readiness to support the scheme and called on government to provide assistance to fund and approve the proposals.

BML2 Consortium

The Brighton Main Line 2 (BML2) Project Group strongly supported the extension of the Bakerloo line to Lewisham. The organisation highlighted that an interchange at Lewisham would provide further benefits to their proposed rail link between Stratford and Gatwick via Croydon. The organisation called for station designs to allow for such interchange.

Friends of Capital Transport Campaign

Friends of Capital Transport Campaign expressed support for extending the Bakerloo line into zones two or three in comparison to other proposed transport proposals in London, however the organisation strongly opposed extending it beyond Lewisham into Hayes and Beckenham Junction as it would reduce capacity on the existing Hayes line. The organisation highlighted the new combined ticket hall proposal at Elephant & Castle station as a positive, but the decision for the route to no longer follow Walworth Road/to leave Camberwell off the tube network as negative, and called for a station at Bricklayers Arms as an essential part of the proposals. Friends of Capital Transport Campaign preferred the New Cross Gate location proposed for the primary tunnelling worksite, requested an entrance to Lewisham as close to Lewisham town centre as possible, and called for the Hayes line to be integrated into London Overground at New Cross.

Lewisham Cyclists

Lewisham Cyclists supported the proposals to extend the Bakerloo line to Lewisham though raised a number of concerns. These included cycle parking capacity at stations and the required Direct Vision Standard (5 stars) of construction vehicles.

The group considered that the work site adjacent to Lewisham Station and necessary diversion of National Cycle Route 21 requires the implementation of a two-way protected cycle track. They considered the work site at New Cross Gate should make allowance for the TfL Cycling Future Route 14 and continue to provide a fully protected route for cyclists before, during and after construction. The New Cross Gate redevelopment should make allowance for the East-West "Route 1" cycling and walking route including a bridge across the railway just north of New Cross Gate station.

Lewisham Cyclists opposed any plans for a worksite at Catford due to the proximity to Waterlink Way/National Cycle Network Route 21 and suggested that the use of the Wearside Road Council Depot could open up an opportunity to route the Waterlink Way in a new off-road section between Wearside Road and Molesworth Street or Silver Road.

The group partially supported the further extension beyond Lewisham to Hayes and Beckenham Junction.

Lewisham Living Streets

Lewisham Living Streets expressed support for the proposed combined ticket hall at Elephant & Castle, use of New Cross Gate as the preferred tunnelling worksite and use of Wearside Road Council depot site for stabling empty trains. The organisation highlighted the need for additional detailed information before they could form an opinion on the proposal to extend the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction.

London Biggin Hill Airport

London Biggin Hill Airport expressed support for the proposals to extend the Bakerloo line and requested to be kept updated as plans progress.

Network Rail

Network Rail highlighted their previous consultation responses and ongoing engagement with TfL. The organisation expressed their support for the proposed extension of the Bakerloo line and welcomed continued engagement as the plans develop. The organisation identified key considerations, including impacts on passengers at Waterloo station and on Lewisham station more generally, the need for easy transfer between Underground and rail services at Elephant & Castle, and

impacts of the New Cross Gate worksite and the future station design on their operations at the station and on the local rail network. The organisation remained open to the extension of the route beyond Lewisham to Hayes and Beckenham Junction, requesting to see additional detailed work on the costs and transport impacts of this part of the proposals.

Railfuture

Railfuture stated that the organisation was broadly content with the proposals but reiterated their strong opposition to extension of the route beyond Lewisham, stating that they consider there are better ways to deliver any benefits this might bring. The organisation called for the design and construction of the scheme not to preclude (or increase the difficulty of) a new route through Lewisham between Docklands and Croydon.

Southwark Cyclists

Southwark Cyclists supported the proposed public transport extension. The organisation requested construction works be planned and delivered in a way that provide safe passage for pedestrians and cyclists, provision for cycle parking and improvements to local streets near new station developments. This included reduced parking near to stations to limit additional traffic and also the upgrading of sections of the A2 to provide safe protected cycleways as part of the construction process.

TfL Youth Panel

The TfL Youth Panel strongly supported the proposed extension of the Bakerloo line to Lewisham, and beyond to Hayes and Beckenham Junction but called for an additional station at Bricklayers Arms. The organisation supported the proposed combined ticket hall at Elephant & Castle station and the station names 'Burgess Park' and 'Asylum' but expressed strong opposition to the naming of either station as Old Kent Road due to potential confusion caused by the length of the road itself.

Tonbridge Line Commuters

Tonbridge Line Commuters expressed general support of the proposed extension of the Bakerloo line to Lewisham as this may result in customers using the Bakerloo line rather than rail, freeing up capacity for additional passengers or services traveling to London from Tonbridge and the surrounding area. The organisation supported the extension of the route beyond Lewisham to Hayes and Beckenham Junction but highlighted the impacts of these proposals on important diversionary routes for rail services in the area, and called for a safeguarding of these.

The organisation expressed strong opposition to the use of Hither Green as the primary tunnelling worksite as well as opposition to the potential Catford location and requested that works at Wearside Road Council depot safeguard land to the west of the site and do not prevent future expansion of the rail corridor.

Business Stakeholders

Federation of Small Businesses

The Federation of Small Businesses provided in principle support for the proposals as they would be transformational for Lewisham residents and would benefit the whole of London more broadly. The organisation requested TfL adopt a robust process for informing the local business community of any disruptions from the construction and operation of the proposals.

London Chamber of Commerce and Industry

The London Chamber of Commerce and Industry noted many benefits of extending the Bakerloo line and expressed support for the proposals as a vital piece of transport infrastructure that should be delivered as soon as possible. The organisation stated support for extending the route to Hayes and Beckenham Junction and suggested exploring a range of options to secure adequate financing for the scheme in the current financial climate.

London First

London First supported the proposed extension and modernisation of the Bakerloo line, including the additional extension to Hayes and Beckenham Junction. The organisation acknowledged and supported the proposed ticket hall proposals at Elephant & Castle, noting it as an outcome of earlier consultations, and called for the new station to be integrated with the redevelopment plans for the shopping centre.

London First expressed concern at the current plans for New Cross Gate tunnelling worksite and station and called for a mutually acceptable resolution regarding the site to be developed and agreed with the landowner. The organisation requested that TfL examine options for delivering the proposals in different timescales and phases, and ensure it thoroughly engages with local stakeholders during the planning and construction of the scheme.

South East London Chamber of Commerce

The South East London Chamber of Commerce stated overwhelming support for the proposals as they considered them to be enormously beneficial to the business

community of south east London. The organisation supported the proposed route alignment from Elephant & Castle to Lewisham and highlighted the strong support of itself and its membership for the proposed extension beyond Lewisham to Hayes and Beckenham Junction.

Arc Products & Services

Arc Products and Services supported the proposals, acknowledging the short term negative impacts of construction. The organisation stated that both the new ticket hall at Elephant & Castle and the new route between Lambeth North and Elephant & Castle would be positive changes and expressed strong support for extending the route from Lewisham to Hayes and Beckenham Junction. The organisation suggested either 'Thomas A'Beckett' - after a listed pub in the locality - or 'Burgess Park' as names for Old Kent Road 1 station, and 'Asylum' for Old Kent Road 2 station.

Balfour Beatty

Balfour Beatty explained the scale and importance of their Hither Green facility to the operation of their business. The organisation highlighted the challenges and financial ramifications to the business if this site were to be lost and the lack of options for relocating it.

Barry Tuckwood Associates

Barry Tuckwood Associates supported the proposals as they would bring south east London onto the Tube network. The organisation requested that the extension of the Bakerloo line to Lewisham happen as quickly as possible, but that effort is taken to minimise construction impacts to traffic in particular. The organisation suggested that the stations be named something very location specific, but not Old Kent Road as the road is too long, nor Asylum due to negative perceptions of the word. Barry Tuckwood Associates stated partial support for extending the route from Lewisham to Hayes and Beckenham Junction.

Bellingham Community Project

Bellingham Community Project welcomed the proposals to extend the Bakerloo line through the Bellingham area, stating that this could be vital to regeneration efforts in this location.

Bellingham Interagency

Bellingham Interagency strongly supported the extension of the Bakerloo line beyond Lewisham, stating the vast benefits to the Bellingham community. The organisation

requested that consideration be given to the relocation of Lower Sydenham station to the Bell Green area and the potential to form a useful transport hub there.

Big Yellow Storage

Big Yellow Storage operate a facility at Alexandra Gardens on Lewisham Way, and explained the scale and nature of their operations and its benefits to the wider community. The organisation acknowledged the need for a shaft and head house at the location of their Lewisham Way facility, but strongly opposed it being delivered in any way that could result in the closure of the store. Big Yellow Storage objected to the unacceptable indicative location proposed for the head house at this site and suggested potential alternatives which would lessen the impacts to their business.

The organisation highlighted the steps the company had taken to facilitate a future TfL worksite at the location whilst limiting the permanent impacts to Big Yellow Storage's operations there.

Blendcross

Blendcross strongly supported the proposals for extending the line both to Lewisham and Hayes and called for this to be completed as quickly as possible.

Brian Wheatley Consultancy

Brian Wheatley Consultancy strongly opposed the proposed additional extension beyond Lewisham to Hayes and Beckenham Junction as it would move, rather than fix, transport issues in that area. The organisation highlighted the importance of Hayes connecting to London Bridge, Canon Street and Charing Cross stations in any future rail proposals for the area.

Cleveland & Co Associates

Cleveland & Co Associates supported the proposed extensions, expressing strong support for extending to Hayes and Beckenham Junction. The organisation suggested that Old Kent Road 1 station should be named 'Burgess Park', and that Old Kent Road 2 station should avoid the name 'Asylum', suggesting 'Devonshire Grove'.

Copytech Group Services

Copytech Group Services supported the proposals but requested they be expanded to include more stations, in particular at Bricklayers Arms.

Discourse Architecture

Discourse Architecture expressed strong support for the proposals as they would improve the quality of life and public transport in south east London. The organisation suggested that Old Kent Road 2 station be named 'Old Kent Road' and with Old Kent Road 1 station named 'Burgess Park'. Discourse Architecture strongly supported extending the Bakerloo line to Hayes and Beckenham Junction and urged the relocation of Lower Sydenham station to Bell Green. The organisation suggested that additional alterations to nearby road layouts, pedestrian spaces and rail bridge heights would bring additional benefit.

Henderson Biomedical

Henderson Biomedical stated the benefit of extending the Bakerloo line to Lewisham and expressed strong support for the proposed extension to Hayes and Beckenham Junction. They organisation welcomed an improved ticket hall at Elephant & Castle and suggested that Old Kent Road 1 station be called 'Burgess Park' and Old Kent Road 2 station be called 'Old Kent Road'.

Insight6

Insight6 strongly supported the extension of the route beyond Lewisham to Hayes and Beckenham Junction.

Irvine Technologies

Irvine Technologies expressed support for the proposals to extend the Bakerloo line to Lewisham. The organisation supported the further extension to Hayes and Beckenham Junction but not until the extension to Lewisham is completed.

KALMARs

KALMARs expressed support for the proposals to extend to Lewisham and onwards to Hayes and Beckenham Junction. They suggested that Bricklayers Arms would be a better location for a station than Lambeth North.

Leo's Den Nursery

Leo's Den Nursery expressed support for the proposals, including strong support for extending the route to Hayes and Beckenham Junction provided this would not delay the extension to Lewisham. The organisation called for the most cost-effective and quickly implemented design be used and questioned whether all elements of the current proposals (e.g. the Elephant & Castle ticket hall) were required. The organisation supported calling Old Kent Road 1 station 'Burgess Park' and

suggested that Old Kent Road is too long a road for 'Old Kent Road' to be used as a name for either station.

Lichfields (re Tesco Stores Limited)

Lichfields responded on behalf of Tesco Stores Limited. The organisation noted that this response was subsequent to Tesco's response to the 2017 consultation and stated that the new proposals are in the opposite direction to amendments sought by Tesco at that time and in subsequent meetings with TfL.

Tesco supported the principle of extending the Bakerloo line but strongly objected to the proposal to acquire/utilise the whole of the Tesco property for Old Kent Road station 1 and a secondary tunnelling worksite, identifying substantial harmful social, economic, environmental and planning impacts over almost 10 years if this were to happen. The organisation challenged the need to acquire the whole of the site occupied by their Old Kent Road superstore and highlighted alternative methods for the extension to be built in a way which would avoid this. These included alternatives for the Old Kent Road 1 station location, the station box location partially on the current Tesco site, the approach and locations for removing and storing materials and excavated spoil, and the construction methods proposed.

Tesco questioned TfL's site selection process at this stage and called for further studies, additional scrutiny by TfL and specific and evidenced justifications of the decision use the whole Tesco site over the other options identified for Old Kent Road Station 1 and a secondary tunnelling worksite.

Lomax Studio

Lomax Studio expressed support for a Bakerloo line extension but raised concerns with regard to the proposed Lewisham Way shaft location adjacent to the studio. The organisation identified noise, vibration, visual and security impacts as areas of concern and called for regeneration of the nearby virtual adjoining derelict neglected site.

Magic Foods

Magic Foods noted that it will be directly affected by the proposed shafts at Alexandra Cottages and highlighted that building the shafts would have a severe impact on its business operations. The organisation highlighted that relocating their business may not be possible due to a lack of appropriate sites in south east London, and that trying to do so would cause major disruption, affecting the future of the business and that of its employees, customers and contractors.

Monospaced

Monospaced strongly supported the extension of the route beyond Lewisham to Hayes and Beckenham Junction for the economic and social benefits to the area. They suggested that if the extension does not go beyond Lewisham then it may be better to stop at Old Kent Road 2 station.

My home online

My home online expressed support for the proposals as they would improve transport links in Lewisham. The organisation strongly supported proposals to extend the route beyond Lewisham to Hayes and Beckenham Junction.

New Cross Learning Community Library

New Cross Learning Community Library expressed support for the proposals but highlighted that they must be done in a manner that does not damage important social infrastructure and amenities such as housing and shops. The organisation strongly supported the extension of the route beyond Lewisham to Hayes and Beckenham Junction and called for the current Bakerloo line station frontage at Elephant & Castle be left fully intact as part of any construction works.

Prospect Tree Financial Services

Prospect Tree Financial Services expressed support for the proposals, in particular the extension beyond Lewisham to Hayes and Beckenham Junction. The organisation supported 'Old Kent Road' as the name for Old Kent Road 1 station and suggested Old Kent Road 2 station be called something other than 'Asylum'.

Remark

Remark highlighted that Jubilee Grounds is a vital resource for the deaf community. The organisation indicated support for the proposed routes, in particular the extension of the Bakerloo line beyond Lewisham to Hayes and Beckenham Junction.

Sainsbury's Supermarkets

Sainsbury's Supermarkets ('Sainsbury's') noted that they had responded to previous consultations on the scheme and had not received adequate responses to the objections raised at that time. The organisation highlighted that since the 2017 consultation they had submitted a planning application to Lewisham Council for a mixed usage development at their New Cross Gate site.

Sainsbury's expressed their support in principle for the extending the Bakerloo line, but strongly objected to their site at New Cross Gate Retail Park being identified as a

tunnelling worksite and the location for New Cross Gate Station. The organisation challenged TfL's decision to make their site the location of New Cross Gate station and a tunnelling worksite and called for TfL to provide evidence supporting this, highlighting work Sainsbury's had undertaken which identified the site as the 'least favourable' worksite option

Sainsbury's called for TfL to discuss the scope for a joint development solution for New Cross Gate, integrating the station works into the wider regeneration proposals, and stated that the Project should be halted until a robust business case is available,

St Dunstan's Enterprises

St Dunstan's Enterprises acknowledged the wider benefits of the proposals but expressed concern regarding the impacts of the proposals. The organisation noted that using the Catford worksite would directly impact the Jubilee Ground, highlighting the impact on local schools, businesses and residents for a generation. St Dunstan's Enterprises highlighted that the loss of the Jubilee Ground could directly cause the closure of their business. The organisation additionally expressed concern that increased transport connections could lead to local residents and businesses being priced out of the borough.

St Dunstan's Enterprises supported Old Kent Road 1 station being named 'Burgess Park' and Old Kent Road 2 station being called 'Old Kent Road'.

Terry G Davis Consultancy

Terry G Davis Consultancy expressed strong support for the proposals. The organisation suggested the combined ticket hall at Elephant & Castle should have step-free access and supported naming Old Kent Road 1 station as 'Old Kent Road' and Old Kent Road 2 station as 'Asylum'.

The London Window Cleaner

The London Window Cleaner expressed strong support for extending the Bakerloo line to Lewisham and beyond, to Hayes and Beckenham Junction. The organisation supported naming Old Kent Road 1 station 'Burgess Park' and naming Old Kent Road 2 station as 'Old Kent Road'.

Tottenham Hotspur Football Club

Tottenham Hotspur Football Club expressed concern regarding the potential impact of the proposals to St Dunstan's College/Jubilee Ground. The organisation highlighted that impacting this sports ground would have an extremely negative and direct impact upon their own business and partnership with the College.

Visit Greenwich

Visit Greenwich stated that they support the proposals as it would increase visitor numbers and employment in the local area.

Property and Development Stakeholders

Berkeley Homes (South East London)

Berkeley Homes (South East London) strongly supported the proposals to extend the Bakerloo line to Lewisham and beyond, stating support for the delivery of two new stations in the locations proposed on the Old Kent Road. They have planning permission to develop the 'Malt Street' site off the Old Kent Road.

DP9 (on behalf of Get Living)

DP9 are planning consultants and responded to the consultation on behalf of their clients Get Living. Get Living have an interest in the Lewisham Phase 2 development where the new Lewisham station is proposed. Phase 2 of Lewisham Gateway development will provide a new town centre for Lewisham. The development includes new homes, multi-screen cinema, retail, food and entertainment.

Get Living welcomed the proposed new Lewisham station which would be located to the north west of the development and provide improved transport links and interchange. They also supported in principle the possible future extension to Hayes via Catford. They stated however that the proposals should not in any way prejudice the Lewisham Gateway Phase 2 development or the delivery of the development in accordance with the planning permission already granted.

DPD (on behalf of Elephant & Castle Properties Co & UAL LCC)

DP9 are planning consultants responding to the consultation on behalf of their clients, Elephant and Castle Properties Co. Limited and UAL:LCC.

Elephant and Castle Properties Co. Limited secured planning permission for the major mixed use redevelopment of the existing Elephant & Castle shopping centre and London College of Communication (LCC) sites. UAL:LCC is a partner on the proposed development as it will relocate from its existing building on the LCC site (west site) to a new building on the shopping centre (east site). Alongside a new UAL:LCC building the development provides a mix of new residential, retail, leisure, cultural uses and new public realm.

The development will also deliver a new station entrance and station box for the Northern line ticket hall to be funded by TfL and Southwark Council.

As with their response to the 2017 consultation the organisation stated they continue to be supportive of working alongside TfL and Southwark Council to safeguard the delivery of an integrated Northern and Bakerloo line ticket hall at Elephant & Castle, subject to all necessary approvals and consents being obtained by TfL, there being no additional cost burden on their clients and the delivery of their clients' development at Elephant & Castle not being prejudiced.

They welcomed the rationalisation of the tunnel alignment between Lambeth North and Elephant & Castle, although noted that their clients have concern given the proximity of the tunnel corridor limits to the proposed developments on both the east and west sites.

They strongly supported the extension of the Bakerloo line from Elephant & Castle to Lewisham and also supported in principle the potential future extension to Hayes. They supported the proposed location for primary tunnelling worksites, and noted that no tunnelling or construction worksites could be accommodated at Elephant & Castle.

DWD (on behalf of SG Smith Properties Ltd)

DWD responded on behalf of their clients, SG Smith Properties, and objected to TfL's proposal to safeguard land at their 812 Old Kent Road site for a worksite to develop the proposed Old Kent Road 2 station. They considered that the detail of why their site would be required has not been made available, in comparison to the descriptions provided with relation to land required near/for the Old Kent Road 1 station site

Jones Lang LaSalle (on behalf of Glasgow City Council)

Jones Lang La Salle responded on behalf of their client Glasgow City Council, with regard to Southernwood Retail Park. They expressed support for the proposed extension of the Bakerloo line, the location of a station and the use of the site – adjacent to their own - as a worksite to facilitate the proposals. They supported naming the station in this location as 'Burgess Park'. They noted that that support was contingent on continued access to their site via Humphrey Street during construction, and that the infrastructure design under their site discussed with TfL remained accurate. The team requested to be involved in the design of the station with regards to entrance and exit locations.

Landsec

Landsec are the owners of the Lewisham Shopping Centre and strongly supported the proposed extension of the Bakerloo line to Lewisham and beyond to Hayes and Beckenham Junction. They requested additional meetings with TfL and information with regard to tunnelling works proposed adjacent to their property.

Matthew Bodley (on behalf of Greenspruce LP)

Matthew Bodley responded in conjunction with Invesco Asset Management on behalf of their client Greenspruce, the owner of the 107 Dunstan Road site utilised by Tesco since 1994. The organisation expressed general support for the extension of the Bakerloo line but objected to any proposal which would result in the loss of this site, which is the proposed site for Old Kent Road station 1. They noted that the current proposals would cause Tesco on the site to close. They considered that TfL had not engaged constructively with them regarding their objections made in 2017 and that TfL had not performed appropriate assessment of alternative locations or construction methods for this station which would not be so damaging to their site.

Phoenix Community Housing

Phoenix is a Lewisham based Housing Association and considered that the proposals would benefit their residents who occupy 6,800 homes in their homes in south Lewisham. The Association supported the extension to Hayes and Beckenham Junction and requested that the whole extension is completed in one go and as soon as possible.

The Association suggested 'Burgess Park' as the name for Old Kent Road 1 station and 'Old Kent Road' as the name for Old Kent Road 2 station.

Sainsbury's, Mt Anvil, A2 Dominion

Sainsbury's Supermarkets ('Sainsbury's') noted that they had responded to previous consultations on the scheme and had not received adequate responses to the objections raised at that time. The organisation highlighted that since the 2017 consultation they had submitted a planning application to Lewisham Council for a mixed usage development at their New Cross Gate site.

Sainsbury's expressed their support in principle for the extending the Bakerloo line, but strongly objected to their site at New Cross Gate Retail Park being identified as a tunnelling worksite and the location for New Cross Gate Station. The organisation challenged TfL's decision to make their site the location of New Cross Gate station and a tunnelling worksite and called for, TfL to provide evidence supporting this, highlighting work Sainsbury's had undertaken which identified the site as the 'least favourable' worksite option

Sainsbury's called for TfL to discuss the scope for a joint development solution for New Cross Gate, integrating the station works into the wider regeneration proposals, and stated that the Project should be halted until a robust business case is available.

Tide Construction

Tide Construction noted that they have ongoing dialogue with TfL regarding the development of their site at Loampit Vale and requested this continue throughout the planning and construction process to ensure minimal disruption to the development or the residents once it is open.

Wikivillage.cc

Wikivillage expressed support for the proposals and called for the stations/line to be fully accessible, with step-free access at all stops and ground floor toilets and baby change facilities. The organisation further called for affordable over-rail housing to be included in designs for the lines and worksites.

WSP (on behalf of F1 Real Estate Management)

WSP responded on behalf of their clients, F1 Real Estate Management owners of the former Toys R Us site and proposed location of Old Kent Road 2 station. They stated their full support for the proposals but strongly requested that the Old Kent Road 2 station design be relocated back to the position shown in the 2017 consultation. They highlighted that the latest design would cause significant increase in the complexity and cost of both station and oversite development.

Engineering and Infrastructure Stakeholders

Institute of Civil Engineering (London)

The Institute of Civil Engineering (ICE) expressed support for the proposals as improved transport links in south east London would have positive impacts on jobs, housing and road congestion. The organisation highlighted that TfL should learn lessons from Crossrail, work closely with developers and provide civil engineering apprenticeships. ICE supported a combined ticket hall at Elephant & Castle, in particular as part of the new shopping centre development, and supported the proposed routing from Lambeth North to Lewisham.

The organisation strongly supported the proposed further extension to Hayes and Beckenham Junction, suggesting this should be developed as a second phase following the completion of the extension to Lewisham. ICE also expressed general support for use of the Wearside Road Council depot site.

Environment & Heritage Stakeholders

Environment Agency

The Environment Agency (EA) welcomed the proposals as they would considerably increase the capacity of the public transport network. The organisation highlighted the importance of early planning and specialist discussion to ensure that the final scheme would not detrimentally impact the environment. The organisation identified waste management, pollution to waterways and future climate change effects as key areas for such focus.

EA stated that the proposals should be developed in line with local and national government commitments to protect the environment, and that opportunities for improving the environment should be sought, as well as carefully identifying any negative impacts and how to minimise them. The organisation suggested an exercise be undertaken to ensure environmental protection lessons learnt on other major tunnelling projects in London have been considered.

EA stated that the selection of the appropriate locations for different worksites will be key to limiting environmental impact, identifying factors such as proximity to water courses and protected areas as important in making this decision.

Historic England

Historic England stated that they had no comments to make at this time.

Natural England

Natural England stated that they had not assessed the proposals for impacts on protected species and did not have any comments to make at this time.

Education Stakeholders

Goldsmiths University

Goldsmiths University expressed support for the proposed extension of the Bakerloo line but requested that the route be revised to avoid passing directly under two Grade II listed buildings on the university site. They requested information regarding traffic management for the proposed New Cross Gate worksite, how the loss of the Sainsbury's store may be mitigated, surveys and assessments to be undertaken to understand and minimise any risk to their buildings and any noise or vibrations which could impact on teaching/examination conditions. Additionally, Goldsmiths University identified inactive wells located on their site and suggested potential rising groundwater levels to be considered during the development of the proposals.

Lewisham College

Lewisham College expressed strong support for the proposals due to their positive impact on transport links, employment and housing in the Lewisham area. The organisation was strongly supportive of proposed route extension both to Lewisham and beyond to Hayes and Beckenham Junction.

St Dunstan's College

St Dunstan's College noted that the Catford worksite option would take the Jubilee Ground out of use for a significant period of time, and highlighted that this would have severe consequences for the school. The organisation called for the Catford worksite location to be removed from the list of possible sites as its use could lead to the school becoming financially unviable. St Dunstan's College also explained that in addition to its importance as a key resource for the school and its students, Jubilee Grounds is a significant community amenity.

Resident and Community Group Stakeholders

Brookmill Road Conservation Area Society

The Society welcomed TfL's plans and appreciated the opportunity to provide feedback. It raised a number of concerns regarding the proposed worksites and tunnel route between New Cross Gate and Lewisham.

The Society noted that the tunnels should run at least 20 metres below ground under the Conservation Area due to the lack of significant foundations of the brick houses here. It stated that there is a history of ground instability in this area and considered that Underground tunnels at a shallower depth could cause subsidence. It asked for reassurance that these risks would be considered through the next stage of design and mitigated.

The Society noted that there are a number of planning applications adjacent to and at sites that TfL have proposed as worksites for the Bakerloo line extension. It welcomed upgrades to Lewisham station to improve capacity and the interchange between rail, Underground and Docklands Light Railway services. The Society stressed that TfL should be prepared to champion the project and called for support from the council.

Civil Service Pensioners Alliance – Lewisham and East Southwark Group

The Group broadly supported the proposals as they would connect the Old Kent Road to the Underground network. It noted that the proposals would also provide relief to Lewisham station by giving an alternative route into central London. The

Group raised concern about the loss of Sainsbury's for the works at New Cross Gate and the impact of a lack of large supermarkets in that area during the construction of the scheme. All parties should work towards a solution to this. The Group supported the worksite proposal at Wearside Road Council depot.

The Group supported 'Burgess Park' as the name for Old Kent Road 1 station and did not think that 'Old Kent Road' was a good name for either station, as it could be misleading. It suggested 'Asylum Road' for the name of Old Kent Road 2 station rather than 'Asylum'.

The Group supported the further extension to Hayes and Beckenham Junction in principle but raised concerns regarding the loss of direct services to London Bridge and the City from Ladywell, Catford Bridge and Lower Sydenham. It suggested that the connection between Catford and Catford Bridge stations should be improved to provide an alternative route to the City.

Clean Air for SE23

Clean Air for SE23 supported the proposals as an alternative to car-use and to help promote behaviour change. The group noted that air pollution in Lewisham and Catford is very poor and stated that more sustainable travel options are essential to reduce climate change. It raised a concern about construction traffic on existing roads and called for air quality to be monitored during the works.

The group suggested 'Burgess Park' as the name for Old Kent Road 1 station and 'Old Kent Road' for Old Kent Road 2 station.

Forest Hill Society

The Forest Hill Society supported the proposals as they would significantly improve public transport in south London and relieve pressure on congested road, bus and rail networks. The Society strongly supported the extension beyond Lewisham for the improved transport links to parts of outer London and the generation of new businesses this could create.

The Society supported 'Burgess Park' as the name for Old Kent Road 1 station and 'Old Kent Road' as the name for Old Kent Road 2 station.

Hayes Village Association

The Association strongly opposed proposals to extend the Bakerloo line beyond Lewisham to Hayes. It raised concerns regarding the loss of direct services to London Bridge and Cannon Street and questioned the reasoning and logic behind this proposal.

The Association stated that many residents in Hayes use the direct service to London Bridge to access Guy's Hospital and considered that the interchange at Lewisham onto services towards London Bridge would be too inconvenient for the elderly. It also noted that Lewisham station should be upgraded to improve the layout and interchange.

Hither Green Community Association

The Association welcomed the proposals to extend the Bakerloo line to Lewisham for the increased travel options and quicker journey times this would bring.

It raised concerns about the use of Hither Green depot as a tunnelling worksite. The Association considered that the site would not be large enough and that the impact on the Hither Green Nature Triangle Reserve would be too great. It also noted concerns with the impact of construction traffic on local roads.

At Wearside Road Council depot, the Association questioned where the existing services and vehicles would be relocated to. It strongly supported a further extension to Hayes and Beckenham Junction, noting the improved transport links and benefits of a step-free station at Catford Bridge in particular.

Lewisham Refugee Welcome

Lewisham Refugee Welcome (LRW) was created to support refugees who have settled in Lewisham. It supported the proposals to extend the Bakerloo line into south East London to improve transport links and help areas such as Lewisham improve and develop. LRW considered that the works at New Cross Gate should form part of a wider development proposal for the area, including redevelopment of social housing, community centres and improved safety. It raised a concern that construction works would increase congestion and asked that this was carefully managed. At Wearside Road Council depot, LRW noted that safety and security around the worksite should be considered and impacts on local residents close to all worksites should be minimised.

LRW suggested 'Burgess Park' or 'Walworth Road' as the name for Old Kent Road 1 station, and raised concerns with the name 'Asylum' due to the negative connotations. It strongly supported the further extension to Hayes and Beckenham Junction.

London Forum

London Forum is an umbrella group for over 100 Amenity and Civic Societies and strongly supported the extension of the Bakerloo line. It noted that it is the only London Underground service to terminate in zone 1. The group supported the

proposed realignment of the route from Lambeth North however was disappointed that the route would not serve Camberwell and the Walworth Road.

The group agreed that a combined ticket hall at Elephant & Castle would be an improvement on the current station due to better and simpler interchange with the Northern line and rail services.

The Forum expressed disappointment that the extension would not serve Bricklayers Arms. It considered that a station here would significantly add to the benefits of the scheme by providing good interchange with and relieving congested bus routes in this area. It did not have strong views about the names of stations on Old Kent Road.

The group considered that more should be done at Lewisham station to better integrate it with Lewisham Town Centre. It suggested relocating the station further south or providing a well-lit and pedestrian-friendly route. The Forum expressed concern and disappointment that there were no proposals for where buses on Thurston Road would be relocated.

London Forum did not support the further extension to Hayes and Beckenham Junction. It considered that Bakerloo line trains would be shorter and journey times longer than the existing services. It stated that the first phase to Lewisham should be implemented without delay and confirmed funding and a robust timetable is vital to the Mayor's aspirations for housing as set out in the New London Plan.

St George's Church, Perry Hill

The Church supported the proposals. It noted that transport options in Catford and Lewisham can be complicated and slow, and urged TfL to proceed with the proposals as soon as possible. The Church also strongly supported the further extension to Hayes and Beckenham Junction.

St John's Society

The Society opposed any works that would negatively impact on St John's station. It stated that commuter services through this station should not be reduced, replaced or truncated to allow for Bakerloo line services. The Society considered that the further extension to Hayes and Beckenham Junction would put additional pressure on Lewisham and New Cross stations and local bus routes and reiterated their concerns regarding services at St John's station.

The Society supported the proposal for New Cross Gate as the primary tunnelling worksite, so long as construction traffic and surface works did not impact the St John's Conservation Area. It called for tests to measure the impact of noise and vibration on local residents and the development of a consultation group to keep local communities and groups informed and consulted on all stages of the project.

Stanstead Lodge Senior Club Ltd

Stanstead Lodge Senior Club Ltd supported the proposals for the improved frequency of services and the increased variety of journeys extending the Bakerloo to Lewisham would bring. The organisation noted that with the Bakerloo line extended here provided the option to avoid interchanging at busy London termini. It supported the proposals for a combined ticket hall at Elephant & Castle and improved interchange with the National Rail station.

The group supported 'Burgess Park' as the name for Old Kent Road 1 station and stated that one of the stations should be called 'Old Kent Road'. It also strongly supported the further extension to Hayes and Beckenham Junction, noting that extensions to Croydon and Orpington would also be desirable.

Sydenham Society

The Sydenham Society strongly supported the proposals to extend the Bakerloo line to Lewisham and the further extension to Hayes and Beckenham Junction. It stated that providing access to the Underground network at New Cross Gate, Lewisham, Ladywell, Catford Bridge, Lower Sydenham and beyond to Hayes would greatly improve connectivity and accessibility to west and central London destinations. The Society supported a station at New Cross Gate and improved interchange with London Overground here, noting that this could ease congestion on these, Southern rail and Jubilee line services. It noted that the further extension beyond Lewisham would help facilitate development, notably in the Bell Green area and referenced the community-based masterplan it has produced for up to 4000 new homes, the relocation of Lower Sydenham station and a new bus interchange here.

The Society supported the proposals at Wearside Road Council depot, and suggested 'Thomas a Becket' as the name for Old Kent Road 2 station.

The Beckenham Society

The Society supported the proposals to extend the Bakerloo line to Lewisham but strongly opposed a further extension to Hayes and Beckenham Junction. It considered that an exclusive Bakerloo line service on this line would mean a loss of direct services to the City, the West End and London Bridge.

The Society questioned whether Bakerloo and Network Rail services could share the line as far as Beckenham Junction and Elmers End to retain these services. It noted that there is a similar track-share arrangement at the northern end of the Bakerloo line. If this was the case, the Society considered that fewer Bakerloo line services would be needed at this part of the route, with the majority of services terminating at Lewisham.

The Brockley Society

The Society welcomed the proposals in principle. It sought assurance that the proposed tunnels would not cause construction and long-term vibration damage to the 1840's brick built properties. The Society was concerned that recent construction works at the former Carpet Right site at the junction of Thurston Road and Loampit Vale could mean the opportunity for that new Bakerloo line station at Lewisham would be lost. The Society was concerned that the Sainsbury's/Mount Anvil proposals to develop their site in New Cross Gate would jeopardise the proposals for the Bakerloo line extension.

The Society noted there is a substantial underground stream which runs from Luxmore Gardens and under Lewisham Way at the position of the Lewisham Way shaft and wished to know how TfL would deal with this. It considered that a better location for the shaft would be the nearby Friendly Gardens at the junction of Thornville Street and Friendly Street.

Other Stakeholder Types

Deaf-SELF and Charlton Athletic Deaf FC

Deaf-SELF and Charlton Athletic Deaf FC identified the overall project as positive but strongly objected to the use of and closure of St Dunstons' Jubilee Ground. The organisation highlighted the negative impact this would have on the charity as well as the local deaf community, and local residents more broadly. The organisation stated partial opposition to proposals to extend the route beyond Lewisham to Hayes and Beckenham Junction

Hypermobility UK

Hypermobility UK requested all new stations have disabled access, including at the new combined ticket hall at Elephant & Castle. The organisation supported the proposed route from Lambeth North to Lewisham via Elephant & Castle and beyond to Hayes and Beckenham Junction. Hypermobility UK were open to a range of station names, including 'Old Kent Road', 'Burgess Park' and 'Asylum Road'.

London Fire Brigade

London Fire Brigade expressed support for the proposals, noting in particular the impact the proposals would have upon reducing traffic congestion in south east London. The organisation provided guidance on fire safety regulation to be considered in the design of the scheme, and requested close involvement in the design process as the proposals develop.

Sport England

Sport England objected to the proposal to use the Jubilee Ground as a tunnelling worksite. The organisation noted that the playing field belongs to St Dunstan's College and highlighted that it is extensively used by the wider community as a result of its facilities and a community use agreement between the school and the local council.

Theatres Trust

The Theatres Trust expressed support for the proposals, noting that they would support the economic, social development of south east London. The organisation highlighted that the George Wood Theatre may be above the proposed route, but noted that it is not expected to experience any disruption. The organisation acknowledged that TfL would investigate potential impacts on buildings above the route further and identified other theatres that are located close to the proposed works.

7.Next steps

We have published our response to the issues raised in the consultation tfl.gov.uk/bakerloo-extension

TfL and the Mayor remain committed to delivering the Bakerloo line extension. This however remains dependent on a viable funding package being put together. A commitment from Government to support funding for the scheme is essential in developing a funding package. We will continue discussions with the Government, whilst being realistic about the funding London could contribute to delivering an extension over the coming years.

Mindful of the issues raised during the consultation, we will progress towards statutory safeguarding of the proposed extension between Lambeth North and Lewisham. Safeguarding is a formal process, undertaken by the Department for Transport, to protect land required for major new infrastructure projects from future development.

We are also investigating how we could deliver the possible further extension beyond Lewisham to Hayes and Beckenham Junction in more detail, considering in our work the feedback received from the public and stakeholders. This further extension would involve converting the current National Rail line to Hayes to accommodate Bakerloo line services. We are therefore not seeking safeguarding of the possible extension beyond Lewisham.

Subject to funding and design development we propose to apply for permission to build the extension through a Transport & Works Act Order.

There will be further opportunities to provide feedback on aspects of the Bakerloo line extension as our proposals develop, including subsequent rounds of consultation.