

Barking Riverside Extension: Transport for London's response to key issues raised in the autumn 2014 consultation

In autumn 2014 Transport for London (TfL) conducted a public consultation on the proposal to extend the London Overground Barking to Gospel Oak line to the Barking Riverside development site. The consultation ran from 8 September to 19 October 2014.

The consultation into the Barking Riverside Extension (BRE) generated over 700 written responses from the public and other stakeholders. A full breakdown of the consultation responses is provided in the consultation

report which is published alongside this document. This document sets out TfL's response to the key issues raised during the consultation.

This document reflects TfL's position based on information available as of December 2014. The BRE proposal and its associated schemes are under development and it is possible circumstances influencing these proposals may change through the course of developing the designs. Stakeholders and the public will be updated as development of the BRE proposal progresses and further consultation will be conducted in 2015.

Question	Response
Will the London Overground be extended further south across the Thames River?	TfL's proposal in the consultation was to extend the Overground only as far as Barking Riverside. In the longer-term it might be desirable to further extend the Overground across the Thames to connect with Thamesmead and Abbey Wood. As such the scheme will be designed in such a way as it does not preclude any further extension in the future.
Will the DLR be extended to Dagenham Dock also?	<p>In 2008 TfL decided to withdraw its application for a Transport and Works Act Order to authorise a proposed extension of the DLR from Gallions Reach to Dagenham Dock. This was because the necessary funding support from Government was no longer available. Since 2010, TfL has considered a range of potential transport interventions to enable development at Barking Riverside to proceed. Subject to consultation, further design work and the principles of funding being developed, the proposed Overground extension from Barking to Barking Riverside is considered the best performing and most deliverable option.</p> <p>As the proposed Overground extension enables the development of Barking Riverside, it is unlikely that the DLR extension will be built in the future. However TfL is proposing to extend the Overground in a way that would not prevent the delivery of the DLR extension, should more rail capacity be needed to support additional growth in the area.</p>

Question	Response
<p>Will TfL increase the capacity of the London Overground services between Gospel Oak and Barking to address problems with crowding?</p>	<p>In 2013 TfL secured funding with the Department for Transport to electrify the railway. This work will allow the current diesel trains to be replaced with longer electric trains from 2017. The new trains will relieve congestion and provide more capacity on the Overground services between Gospel Oak and Barking.</p> <p>In addition to the proposed extension, TfL is investigating the feasibility of increasing peak frequencies on the Gospel Oak – Barking line. However, as the railway between Gospel Oak and Barking is part of the national rail network that links the port at Tilbury with the Midland mainline, London Overground services must share this link with rail freight operators using this line. This limits TfL's ability to increase service frequencies.</p>
<p>Will TfL include a second station on the BRE for existing residents?</p>	<p>The current proposal includes a single new station at Barking Riverside only. In response to questions raised during the consultation, TfL will undertake a review of the case for a second station on the BRE. It will be necessary to consider the costs and benefits of a second station as well as the overall feasibility. More information on the outcome of this work will be available in Spring 2015.</p>
<p>Why doesn't TfL extend the London Underground (Hammersmith and City/District lines) instead?</p>	<p>Any extension of the London Underground network to Barking Riverside would create complex engineering and operational problems which would be difficult and costly to resolve. As London Underground trains use a different electrification system (using DC through the "third rail") and operate at much slower speeds than existing national rail trains (powered by AC overhead line equipment). In addition to this, the safety regime used by the London Underground network differs to the on-board train protection systems in use on Network Rail infrastructure. For these reasons they would be unable to share the existing Essex Thameside Tilbury track as is proposed for the BRE.</p> <p>As a result any extension would need to be exclusively on new and dedicated tracks which would be very expensive and disruptive to deliver. For this reason a London Underground extension was not taken forward as an option to serve the Barking Riverside site.</p>

Question	Response
<p>Why doesn't TfL extend the London Overground further east (eg Dagenham Dock, Rainham)</p>	<p>The key purpose of the proposed extension to enable the development of the Barking Riverside area. An extension of the DLR eastwards was considered as an option to meet this objective but the BRE is considered better value than the DLR extension. The DLR also did not meet a number of other local objectives such as linking the development site to Barking town centre. Along with Barking Riverside, Dagenham Dock and Rainham also form part of the wider London Riverside Opportunity Area. The BRE forms part of a package to enable the development of the London Riverside Opportunity Area. This includes measures such as new bus corridors, improvements to walking and cycling infrastructure and a potential new station at Beam Park.</p> <p>The overall transport strategy for the London Riverside Opportunity Area will be consulted upon as part of the Draft London Riverside Opportunity Area Planning Framework (OAPF). The public consultation into the draft OAPF will take place early in 2015.</p>
<p>Why can't Barking Riverside be served by c2c trains instead?</p>	<p>Running services from Barking Riverside to Fenchurch Street, operated by c2c, would only be possible by diverting existing services from other destinations such as Grays and Tilbury. This is because there is no capacity to accommodate any additional services into Fenchurch Street. Diverting existing services would have substantial adverse impacts on passengers using the existing heavily used services, so this option has not been pursued.</p> <p>TfL previously investigated an option of providing a c2c station at Renwick Road. However this option was not developed any further as it would still require a shuttle bus service to operate between the Barking Riverside district centre and the station.</p>
<p>Are any improvements to bus services planned with the new development?</p> <p>Will there be interchanges between bus and rail services?</p>	<p>The BRE forms part of a package to enable the development of the Barking Riverside development site and the wider London Riverside Opportunity Area. This includes high quality bus services on priority routes that will be delivered as the site is further developed and a new road network is put in place. The proposed Barking Riverside Overground station will be designed to provide high quality interchange with bus services, including east-west routes as well as local walking and cycling networks.</p> <p>The overall transport strategy for the London Riverside Opportunity Area will be consulted upon as part of the Draft London Riverside Opportunity Area Planning Framework (OAPF). The public consultation into the draft OAPF will take place early in 2015.</p>

Question	Response
Will there be any noise effects on existing buildings/ houses?	The engineering design of the alignment of the proposed new railway junction is at an early stage and is ongoing. TfL will seek to "design out" environmental effects of the new railway by incorporating best practicable means to reduce operational noise. Once the potential construction methods have been examined then it will be possible to predict what the temporary environmental effects might be during the construction of the BRE. Once available, this information will be shared with local residents. Where possible temporary noise effects will be mitigated according to a Code of Construction Practice which will be developed at a later stage with the London Borough of Barking and Dagenham.
Are there any improvements to Barking station planned as part of BRE?	Analysis carried out to date shows that Barking station will have sufficient capacity for the BRE scheme. As the Overground is proposed to be operating on the Essex Thameside Tilbury line it will be able to use the same platforms as those used by the c2c trains which are much longer. Separately, TfL is working with Network Rail and c2c to identify what improvements can be made to the station to improve facilities and step-free access for passengers.
What zone will the Barking Riverside station be in? How much will the fares be?	No firm decision has been taken as to which fare zone Barking Riverside will be located within. At this stage of planning the proposed station at Barking Riverside is assumed to be located in fare zone 4, based on geography and existing fare zone boundaries. TfL will continue to develop the proposed BRE and further details will be made available in Spring 2015.
What services will the Barking Riverside station have?	Barking Riverside station will be designed to a high standard, consistent with other stations on the London Overground network. This includes the provision of ticket vending machines, station lighting, CCTV, help points, customer information systems and secure cycle parking. The station will be staffed from first to last trains and there will be step free access from street to train. The station will be a surface station, i.e. it will not be underground.
Are there any improvements for walking and cycling planned as part of the new development?	The BRE forms part of a package of schemes to enable the development of the Barking Riverside development site and the wider London Riverside Opportunity Area. This includes a new walking and cycling network that will be delivered as the site is further developed. The proposed Barking Riverside station will be integral to the development of the area and will be designed to provide high quality interchange with the local walking and cycling networks.

Question	Response
	<p>The overall transport strategy for the London Riverside Opportunity Area including proposals to improve existing strategic cycle routes and deliver new local walking and cycling connections will be set out in the Draft London Riverside Opportunity Area Planning Framework (OAPF). The public consultation into the draft OAPF will take place early in 2015.</p>
<p>Will the BRE improve links to other destinations like Canary Wharf, Royal Docks, City and other destinations?</p>	<p>The proposed BRE is planned to provide a minimum of 4 trains an hour with a quick journey time between Barking Riverside and Barking stations. Barking station will provide an interchange with c2c and London Underground services as well as local bus services. c2c is proposing to begin a new timetable in December 2015 that will provide more services stopping at West Ham. This will provide further interchange opportunities for Jubilee line services to Canary Wharf and DLR services to the Royal Docks. Passengers using the BRE will also be able to access Crossrail services to Stratford and other central and west London destinations by interchanging between Wanstead Park and Forest Gate stations as well as providing access to the Victoria line via an interchange at Blackhorse Road.</p>
<p>Does the proposed BRE have an effect on the proposed Beam Park station?</p>	<p>The proposed BRE has been designed to be part of the wider London Riverside Opportunity Area Framework and as such complements the other proposed transport enhancements in the area including a new station at Beam Park. The proposed station could enable the Beam Park site to deliver up to 3,500 new homes, new schools and local services.</p>
<p>Are any new river boat services planned as part of the new development?</p>	<p>The BRE forms part of a package to enable the development of the Barking Riverside development site and the wider London Riverside Opportunity Area. This potentially could include river boat services by a private operator as the site is further developed.</p> <p>The overall transport strategy for the London Riverside Opportunity Area, including a proposal for a new passenger ferry pier, will be consulted upon as part of the Draft London Riverside Opportunity Area Planning Framework (OAPF). The public consultation into the draft OAPF will take place early in 2015.</p>

Question	Response
<p>Can the London Overground trains be extended beyond Gospel Oak?</p>	<p>TfL does not have any plans to extend London Overground services from Barking Riverside to west of Gospel Oak. In the future, this could be considered as part of a wider reconfiguration of the London Overground network. If there were sufficient demand for such change to service patterns, further investigation would need to be carried out into any necessary works and the business case for making this change.</p>
<p>What will be the temporary impact to rail services during construction of the BRE?</p>	<p>Construction of the Overground extension is likely to require a number of weekend closures (or similar) affecting c2c services via Dagenham Dock. During any closures TfL will ensure alternative means are available for passengers to complete their journeys.</p>
<p>Is there an impact on c2c services if the Overground shares the same tracks?</p>	<p>Analysis completed to date indicates that the proposed for London Overground trains will be able to operate on a short stretch of the Essex Thameside Tilbury line without having a negative effect on c2c services. As the project develops, TfL will continue to work with Network Rail and c2c to develop these proposals through Network Rail's assurance process for railway projects to ensure that the extension continues to be compatible with c2c services. TfL is also working with c2c on a proposed new timetable planned to be introduced in 2015 which will see more trains stopping at West Ham for better interchange with London Underground services.</p>
<p>How soon can the BRE be built?</p>	<p>The proposed BRE would need a Transport and Works Act Order to provide TfL with all of the necessary powers to build and operate the scheme. Subject to further consultation and approval from the Mayor, TfL intends to apply for a Transport and Works Act Order (TWAo) by the end of 2015. If this application is made, it is likely the Secretary of State for Transport will announce a public inquiry by the middle of 2016. If the TWAo is approved shortly after, construction could start in early 2017, with trains running at the end of 2019.</p>