

Bakerloo Line Extension



Construction and its impacts



Introduction

The Bakerloo Line Extension is a proposal to connect central and south east London by extending the existing Bakerloo Line from its current terminus at Elephant & Castle. The proposal is to extend to Lewisham via Old Kent Road and New Cross Gate.

Works would include building:

- Four new underground stations along over circa 7.5km of twin-bore tunnels
- New tracks and platforms
- Three intermediate shafts along the extension route
- Overrun tunnels beyond Lewisham terminus
- A new ticket hall and platforms for the Bakerloo Line at the existing Elephant and Castle Station, and an improved interchange to the Northern line.

The UK has extensive experience in building major transport infrastructure projects - most recently on projects like the Northern Line Extension and Crossrail (the Elizabeth Line). This experience is being utilised to ensure that we can minimise the construction impact of the Bakerloo Line Extension and protect London's distinctive and historic surroundings, whilst delivering a scheme that will provide a significant benefit to London.

Construction impacts

With worksites required in inner south east London, there would be some localised impacts from construction activities. Our experience has shown us that these impacts can be effectively managed and that it is important that we undertake works in the right way and keep people fully informed. Should the Bakerloo Line Extension be built, we are committed to minimising impacts from noise, dust and pollution, traffic, town, and landscape as far as practicable.

The main tunnels will be constructed by large machines known as Tunnel Boring Machines (TBMs), excavating earth and building a tunnel around them as they go. Tunnels are then fitted with all the equipment, such as tracks and signalling, that they need to enable trains to operate.

Construction of stations would also occur at this time and once main works are complete on the extension, a period of testing takes place before operations can begin. In total the construction period for the extension is estimated to take between six and seven years.

The construction of the Bakerloo Extension would be planned to minimise lorry movements where possible. The underground tunnels we construct could provide a route to remove excavated soil from some of our sites. This approach could help to reduce the number of spoil waste lorry movements.

We will apply a code of construction practice, setting out the standards and construction techniques that will be followed.

Noise and Vibration

As the design and construction planning progresses, detailed assessments would establish the likely levels of noise and vibration, when and where impacts could occur, and how potential effects could best be controlled to acceptable levels.

The Bakerloo Line Extension would be constructed and operated in accordance with a noise and vibration policy based on current best practice to mitigate noise where necessary.

The code of construction practice would be discussed with the relevant local authorities before work starts. It would detail the control

measures that would be applied during construction to minimise adverse noise and vibration effects.

Land acquisition, blight and compensation

Owners of land that is directly affected by construction or operation of the Bakerloo Line Extension may be entitled to claim compensation. The land and property needed for the extension would be acquired (either voluntarily or by compulsory purchase) following the granting of the powers to build the project. Based on our current programme we expect to apply for powers in 2020 and that they may be granted in 2021.

The owners and occupiers of land to be acquired by compulsory purchase would be informed of the intention to acquire their interest and would have the right to claim compensation. The entitlement to compensation is governed by a body of law and decisions collectively known as the National Compensation Code.

Once final site options have been determined landowners would be notified so they have the opportunity to object to the proposals. Land is not expected to be required until 2021.

Minimising our impact

Proposals for the scheme are still at the early stages of design. Feedback from this and future consultations, together with further design and engineering work, will refine the proposals ahead of seeking permission to build the extension.

As part of our Environmental Statement, a full evaluation of the potential impacts of construction and operation of the scheme would be documented along with proposed methods to minimise impacts where required. These proposals would then form commitments as part of the application for planning consent.

To find out more

Visit tfl.gov.uk/bakerloo-extension where you can view and download a range of factsheets, maps, and other information about the scheme.

Alternatively, come along to one of our drop-in events where you will have the opportunity to view our proposals and speak to members of the Bakerloo Line Extension team, more details about drop-ins are on the website at tfl.gov.uk/bakerloo-extension.

Please contact us to request a copy of this leaflet and other Bakerloo Line Extension consultation material in hard copy, large print, audio or another language.

Contact us

- Email: ble@tfl.gov.uk
- Telephone: 0343 222 1155*
- Post: FREEPOST TFL CONSULTATIONS
- Website: tfl.gov.uk/bakerloo-extension

*Service and network charges may apply. See tfl.gov.uk/terms for details

Have your say

This consultation gives you the opportunity to comment on proposals for the Bakerloo Line Extension. Visit tfl.gov.uk/bakerloo-extension to leave a comment or provide a response to the consultation questions. The consultation will close on 21st April 2017.

Development is still at an early stage. There will be more opportunity to provide feedback on the Bakerloo Line Extension as the scheme develops.