

Have your say on the Bakerloo line extension

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your
say



Factsheet 6

NEW CROSS GATE STATION AND TUNNELLING WORKSITE

Why we are proposing an extension to the Bakerloo line?

An extension to Lewisham via Old Kent Road and New Cross Gate would provide new transport capacity to south east London and improve transport connections. This would help to enable development in south east London, support London's growth and improve journeys for existing communities. We are also considering a potential extension beyond Lewisham to Hayes and Beckenham Junction.

New Cross Gate station

In our 2017 consultation, we consulted on a preferred option for the location of the proposed new station at New Cross Gate. The proposed site is the retail park including Sainsbury's supermarket, lying on the west side of the existing New Cross Gate station. A station here would provide an interchange with the London Overground, National Rail services and local buses and serve the local town centre and community. A majority of respondents to the consultation expressed support for this proposal.

Following the consultation we have further developed our proposals for the New Cross Gate station and concluded that the location identified in 2017 remains the proposed location for the station at New Cross Gate.



Construction at New Cross Gate

The site identified at New Cross Gate has the capability to host major construction works. Our proposal for this site requires more land than we consulted on in 2017 and now includes Network Rail land to the north of the retail park. The overall site includes part of the New Cross and New Cross Gate Railsides Site of Importance for Nature Conservation and is adjacent to the Hatcham Park Road Conservation Area. The size and location of the site means that it has been identified as our preferred primary worksite for tunnelling activities for the extension. The site gives the opportunity to move materials and spoil to and from the site by rail. It also has direct access to London's main road network.

To construct the Bakerloo line extension we are proposing to build new tunnels between Lambeth North and Lewisham. The tunnels would be built by tunnel boring machines which would remove spoil and need to be supplied with materials to enable construction of the tunnels. To assist with the transport of the spoil and delivery of materials, we are proposing to construct new rail sidings on the retail park site, alongside the existing railway.

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The sidings would enable us to use trains to unload materials and load spoil for transport out of London on the rail network. This proposal would substantially reduce the environmental impact of the Bakerloo line extension construction works. Other recent schemes such as the Northern line extension have undertaken works close to the river Thames, enabling transport by barge. The Bakerloo line extension does not have access to waterways to enable this, and therefore our proposals have focused on finding primary worksites where rail freight transport could be feasible.

Given these activities, the current Sainsbury's supermarket, other retailers and petrol station could not remain operational on the site during construction.

We recognise the impact of construction in the local area and we will consider how we could reduce these impacts and develop measures to mitigate any effects. We will work to ensure that the safe operation of the existing station and rail services can continue.

A primary tunnelling worksite would need to be a suitable size for these extensive works, have access to the National Rail network or river for the removal of excavated

material and have access to a main road network. The impact on the environment and the local area would also be a key consideration.

We have considered alternative primary tunnelling worksites to the retail park at New Cross Gate: an existing rail freight site at Hither Green and a new site at Catford town centre on the retail park and playing fields south of Catford Bridge station. Whilst those sites could also be feasible, both sites are beyond the end of the required tunnelled extension route and would need a significant additional section of tunnelled route beyond Lewisham. The Catford and Hither Green alternatives would be higher cost and require additional tunnels which would not be used again.

In contrast the New Cross Gate site could enable launch of tunnel boring machines both towards Lewisham and towards the Old Kent Road, which would reduce risk and shorten the time required to construct the extension. The size of the site also means the rail sidings could be long enough to accommodate full length freight trains, reducing the number of train movements required to and from the site.

There is efficiency associated with combining the primary tunnelling worksite with a station site. Using this combined site would mean we do not need an additional primary tunnelling worksite.

New Cross Gate is our proposed option for the primary tunnelling worksite for the extension. It would reduce the duration of construction, required tunnel length and associated cost.

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 exhibitions where you will have the opportunity to view our proposals and speak to members of the Bakerloo line extension team. More details about the exhibitions are on the website at tfl.gov.uk/bakerloo-extension

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

Contact us

- Website: tfl.gov.uk/bakerloo-extension
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We'd like to hear your views on our proposals. Visit tfl.gov.uk/bakerloo-extension
The consultation will close on 22 December 2019.

There will be further opportunities to provide feedback on the Bakerloo line extension as the scheme develops.