

## F1457 A1 Equality Impact Assessment (EqIA) form

N.B: the completed form should be emailed to the [Diversity and Inclusion team](#)

|   |   |
|---|---|
| <b>Project *<br/>Programme<br/>Strategy<br/>Policy*</b> | Bakerloo Line Extension<br><br>Old Kent Road 2 Station Outline EqIA |
|---|---|

| Document History | Version | Date     | Summary of changes |
|------------------|---------|----------|--------------------|
|                  | 0.1     | 30.08.19 | First draft        |
|                  | 0.2     | 11.09.19 | Second draft       |
|                  | 0.3     | 20.09.19 | Third draft        |
|                  | 0.4     | 04.10.19 | Fourth draft       |

\* Delete as appropriate (the Accountable person should always be at least one management level higher than the Responsible person).

| Project Related Documents | Doc No. | Document title | Relevant Section(s) of this Document |
|---------------------------|---------|----------------|--------------------------------------|
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# Step 1: Clarifying Aims

## Q1. Outline the aims/objectives/scope of this piece of work

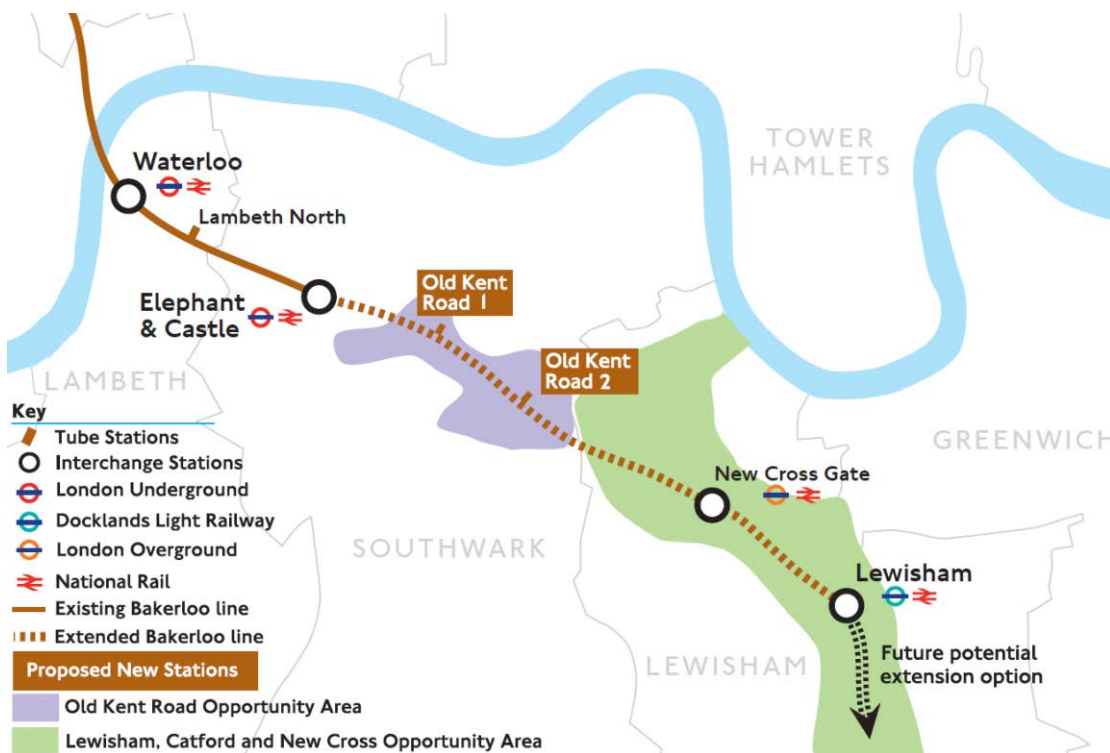
### Introduction

AECOM was commissioned by Transport for London (TfL) to undertake an Equality Impact Assessment (EqIA) for the Bakerloo line extension scheme, hereafter referred to as the 'proposed scheme'. An EqIA is an assessment of the potential impacts of a proposed scheme on particular communities or Protected Characteristic Groups (PCGs) and supports TfL's Public Sector Equality Duty (PSED) requirement.

This EqIA is one of nine which study the preferred station, worksite and ventilation shaft locations along the Bakerloo Line Extension (Figure 1) as well as the alternative worksite options considered. These EqIAs work within the Mayor's Transport Strategy, encouraging the Healthy Street Approach to prioritise human health and experience in planning the city, and changing London's transport mix to work better for everyone.<sup>1</sup>

This is an outline EqIA (hereafter referred to as EqIA), which introduces the type of impacts which may be experienced at each station or worksite. Each EqIA will be updated with greater detail once more is known about the design of the proposed station or worksite and how it will affect the surrounding area.

Figure 1: Proposed Route Map



<sup>1</sup> [www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018](http://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018)



## Background

Following the feedback from the 2017 consultation plans for the Bakerloo Line Extension have been developed further.

### *Stations*

TfL 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 with 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 the proposals provide a combined station entrance and ticket hall for the Northern and Bakerloo lines. The build would be incorporated into the 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.

### *Tunnel alignment*

As part of the extension a new alignment has been developed 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 and (compared with the existing station location) would enable a shorter, quicker route for the existing line from Lambeth North to Elephant & Castle.

Given the preferred location of the proposed stations and shafts there is now 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.

### *Worksites*

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

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

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

A secondary tunnelling worksite is also proposed as part of the Old Kent Road 1 station site to support construction of the tunnels as well as building the proposed new station.



## Shafts

Changes to the 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.

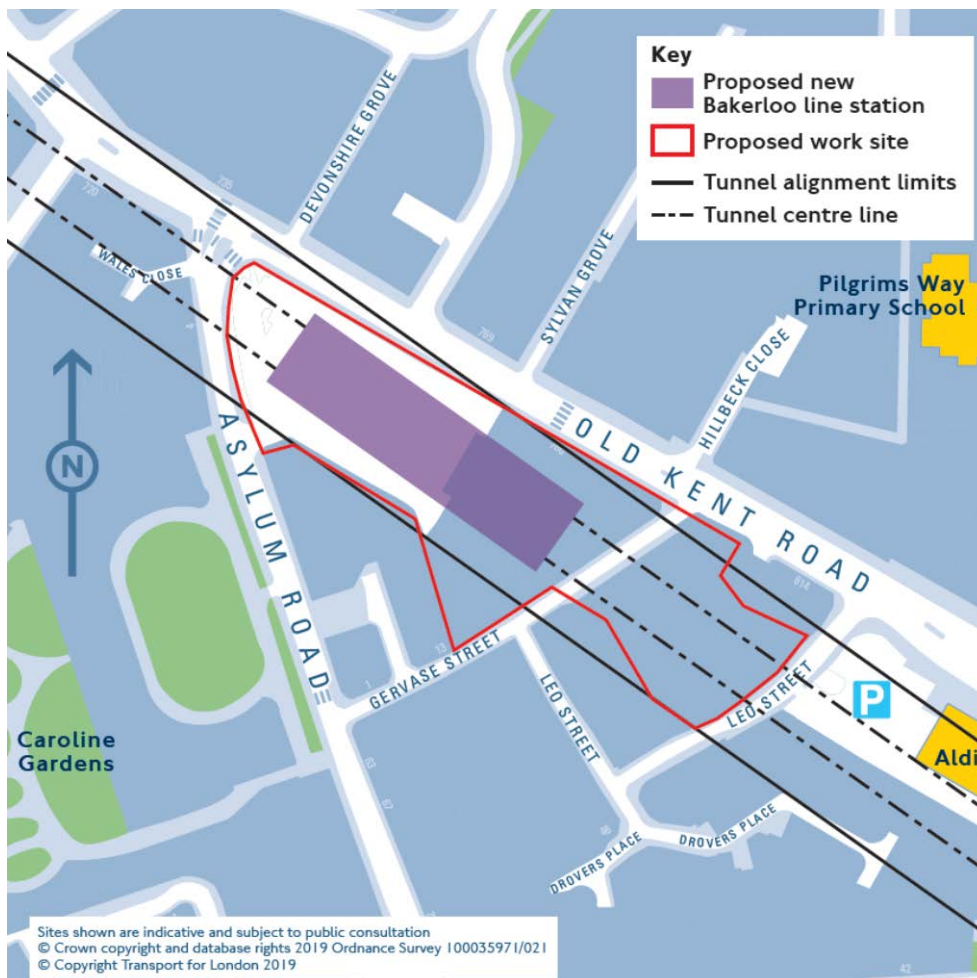
A ventilation shaft is proposed to be built at a site off Lewisham Way at Alexandra Cottages, between New Cross Gate and Lewisham stations. The shaft would provide an emergency access and evacuation route in the unlikely event of a fire or other incident. The shaft would also provide access for maintenance 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.

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

There is the prospect of a further extension of the line beyond Lewisham. The option with the most benefits would be a conversion of the Network Rail line via Catford to Hayes to an Underground operation and a new link to Beckenham Junction.

The purpose of this EqIA is to improve the understanding of positive and negative equality impacts, and mitigating actions, linked with the development of Old Kent Road 2 (see Figure 2). As part of the consultation, TfL is seeking feedback on these and the EqIA will be updated accordingly following the consultation.

**Figure 2: Proposed Old Kent Road 2 Station Site Location**



## Old Kent Road Station 2 Site

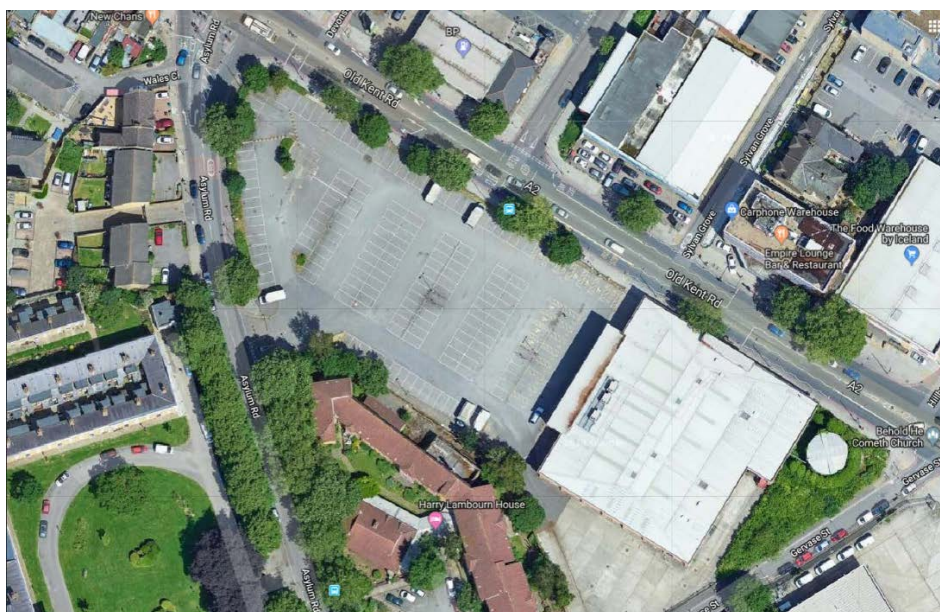
A new underground station is proposed at the junction of Old Kent Road and Asylum Road. The proposed site also includes the land at 812 Old Kent Road which lies between Gervase Street and Leo Road. This site was the preferred option for respondents to the 2017 consultation.

The site has been proposed considering how the location would best serve the existing community. A station here would also serve new communities that would occupy the proposed developments opposite the station site and along the Old Kent Road towards Brimington Park and the Cantium retail park. The station would be fully accessible and provide step-free access.

The construction of the Bakerloo Line Extension will drive the growth of central London southwards encompassing Old Kent Road Opportunity Area. The primary purpose of the redevelopment of the Old Kent Road will be the delivery of tangible direct benefits to the existing communities in Walworth, Bermondsey and Peckham including new and improved housing, schools, park spaces and leisure and health centres and the creation of a wide range of jobs.

The proposed Old Kent Road Station 2 site lies within the London Borough of Southwark, within the Livesey ward, south east London and is home to a population of 14,129 residents, as of the 2011 census. As seen in Figure 3, the current site is an un-used former Toys'R'Us store, its adjoining parking lot, and the properties of 812 Old Kent Road. 812 Old Kent Road is currently a TPS car parts wholesaler who has recently submitted a planning application for a mixed-use development on the land. The Burnhill Close traveller site and Radford Court residential flats are also in close proximity. It is bound by Asylum Road to the west and Gervase St to the east with Harry Lambourn House retirement home on its south eastern border.

**Figure 3: Aerial View of the Old Kent Road Station Site**



Source: GoogleMaps 2019

## Q2. Does this work impact on staff or customers? Please provide details of how.

The direct and indirect impacts arising from the construction and operation of the new Bakerloo line station at Old Kent Road 2 station are divided into positive and negative.

### Positive impacts during construction and operation

- Employment opportunities during construction and operation, including apprenticeships;
- Improved transport connections to all areas of London, at greater frequency;
- Reduced pressure on highway-based travel modes such as buses and private cars, leading to reduced journey times, improved air quality and reduced bus crowding;
- Congestion relief, reduction of carbon dioxide emissions and improved air quality by encouraging people to use more sustainable transport modes;
- The new station infrastructure would provide step-free access which will increase the opportunities for step-free travel on the Underground network;
- Likely increases in walking and cycling in areas around the Old Kent Road 2 station site;
- 25,000 new homes and 10,000 new jobs will be created along the route of the extension. This will create more market demand for commercial services helping the London Borough of Southwark achieve its objective to re-establish a vibrant high street on the Old Kent Road;
- Increased development opportunities, including greater development of affordable housing;
- Open up areas poorly served by rail and with low public transport accessibility levels (PTAL);
- Access to jobs and services improved, for example 2.6 million jobs become 10 minutes closer for the areas served by the Bakerloo Line Extension;
- Local enhancements including strengthening of town centres, improved bus and cycle routes.

### Negative impacts during construction

- To build the new station there will likely be additional construction traffic in the Old Kent Road 2 station area;
- In addition to the Old Kent Road 2 station works, a series of other highway works may be required during construction of the scheme, for example associated with utility works;
- Temporary road closures and diversions could be required during construction;
- Disruptions to pedestrian access are expected to arise as a result of increased traffic flows on roads around the Old Kent Road 2 station area making it more difficult for pedestrians to cross the road;



- During the construction period there could be noise, vibration, dust and amenity impacts from construction worksites.
- A loss of retail space due to the demolition of the old Toys'R'Us building and the TPS building at 812 Old Kent Road during construction.

### Negative impacts following completion, during operation

- A potential increase in commercial and residential property prices and rents, outside the development of affordable housing described;



## Step 2: The Evidence Base

**Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work**

Consider evidence in relation to all relevant protected characteristics;

- |  |   |
|--|---|
| - Age                                      | - Other – refugees, low income, homeless people |
| - Disability including carers <sup>2</sup> | - Pregnancy/maternity                           |
| - Gender                                   | - Race  |
| - Gender reassignment                      | - Religion or belief                            |
| - Marriage/civil partnership               | - Sexual orientation                            |

The section outlines the equalities baseline relevant to the proposed site. This includes analysis of Census 2011 data and other datasets at the ward, borough and London scale. The study area which is defined by a 1km radius around the site includes the following wards:

- Livesey
- New Cross
- Nunhead
- Peckham
- South Bermondsey
- Telegraph Hill
- The Lane

A baseline profile of the population living and working within the study area is necessary for the identification of potential equality impacts. This enables an assessment to be made as to the potential level of impact the redevelopment may have on groups with protected characteristics. The main source of data used in the baseline profiling at this stage is Census 2011 data from the Office for National Statistics (ONS). Although there may have been considerable change in the study area's demographics within the last eight years, it is the most recent and accurate information available at the ward level.

It should be noted that this EqIA does not address all relevant groups, as there is a lack of data on some groups of those with protected characteristics, namely refugees and those living on low incomes.

Wherever possible the most recently available data is presented at all geographical levels relevant to the study area.

### Age

Table 1 shows the ONS 2017 age breakdown for the study area, the London Borough of Southwark and London. The study area has a larger proportion of people in the 5 to 19

<sup>3</sup> As the IMD 2019 will be released 26th September, this data will be updated in future assessments.





years old age bracket than is the average for the borough (17.1% compared to 15.8%) but is in line with the London average.

The study area has a larger working age population (20 to 64 years old) when compared to London as a whole. The retired population is only slightly less in the study area (8.01% compared to 8.1% in the borough and 11.8% in London). The study area's population of young children (0 to 4 years old) is also slightly below the average for the London Borough of Southwark and is in line with the London average.

**Table 1: Age Breakdown by Different Geographical Areas**

|                   | Age group |       |       |       |
|-------------------|-----------|-------|-------|-------|
|                   | 0-4       | 5-19  | 20-64 | 65+   |
| Study area        | 7%        | 17.1% | 67.8% | 8.01% |
| Southwark Borough | 6.7%      | 15.8% | 69.3% | 8.1%  |
| London average    | 7.1%      | 17.7% | 63.5% | 11.8% |

Source: ONS Mid-year population estimates, 2017

## Gender

The study area has 2% more females than males (51% female to 49% male). The London Borough of Southwark and London average both have a near equal split between genders.

## Race/Ethnicity

As shown in Table 2, the study area's ethnic population is 43.9% White, 37% Black, 10.6% Mixed/other and 8.6% Asian. The study area has a lower proportion of the White ethnic group compared to the borough and London and a higher proportion of the Black ethnic group (37% compared to 26.9% in the borough and 13.3% in London).

It is also worth noting the area's proximity to the Burnhill Close Traveller site, and marginally higher rates of people from 'mixed/other' backgrounds within the study area.

**Table 2: Ethnic Groups by Different Geographical Areas**

|                | White includes White British, Irish, Gypsy or Irish Traveller, and Other | Asian: includes Indian, Pakistani, Bangladeshi, Chinese and Other | Black: includes Black African, Caribbean, and Other | Mixed/other |
|----------------|--|---|---|-------------|
| Study area     | 43.9%  | 8.6%  | 37%   | 10.6%       |
| Southwark      | 54.2%  | 9.4%  | 26.9%   | 9.4%        |
| London average | 59.8%  | 18.5%   | 13.3%   | 8.4%        |

Source: ONS DC2101EW - Ethnic group by sex by age



## Deprivation/Low Income

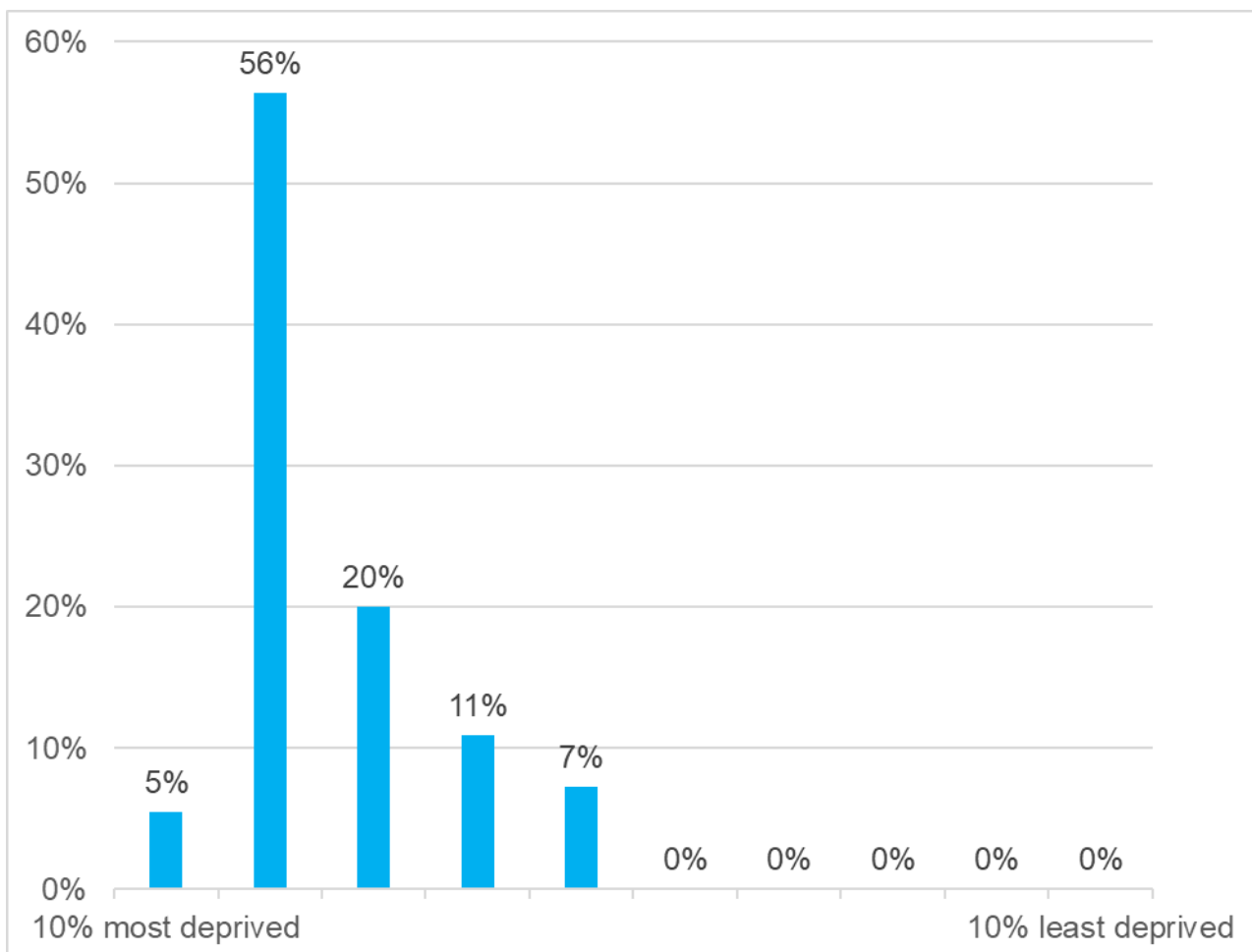
The Index of Multiple Deprivation (IMD) 2015<sup>3</sup> is the official measure of relative deprivation for small areas or neighbourhoods in England. England is divided into 32,844 small areas known as Lower Layer Super Output Areas or LSOAs. Each of these areas is ranked from most to least deprived and then split into 10 equal groups. Each of these 10 groups is described as a decile.

For larger areas like wards, we have looked at the proportion of LSOAs within each ward that lie within each decile. Decile 1 represents the most deprived 10% of LSOAs in England while decile 10 shows the least deprived 10% of areas.

The study area is made up of 64 smaller areas LSOAs; four of them are amongst the 10% most deprived areas in the country.

Figure 4 shows the proportion of LSOA's in the study area in each decile. Over half (62%) of the LSOA's studied are in the 20% most deprived areas in England. No LSOAs in the study area are within the 'least deprived'.

**Figure 4: Proportion of LSOAs in Study Area by Index of Multiple Deprivation Decile**



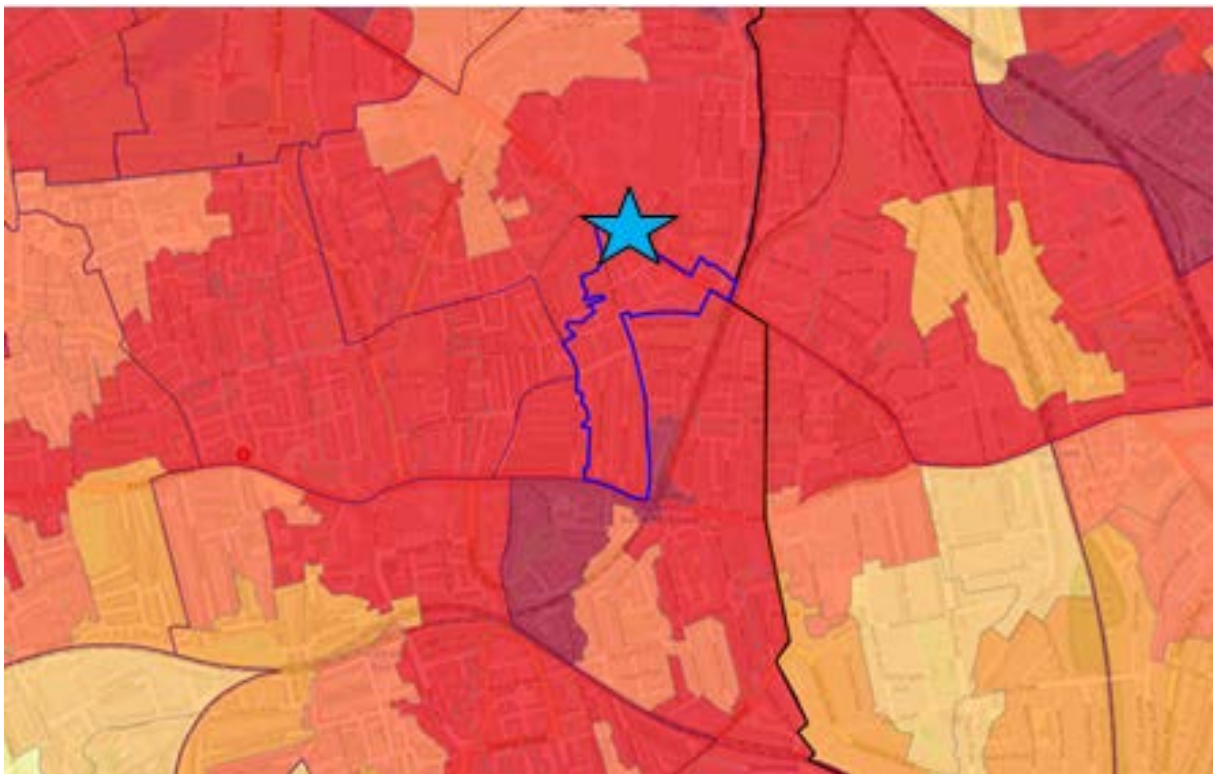
Source: Ministry of Housing, Communities and Local Government, 2015

<sup>3</sup> As the IMD 2019 will be released 26th September, this data will be updated in future assessments.

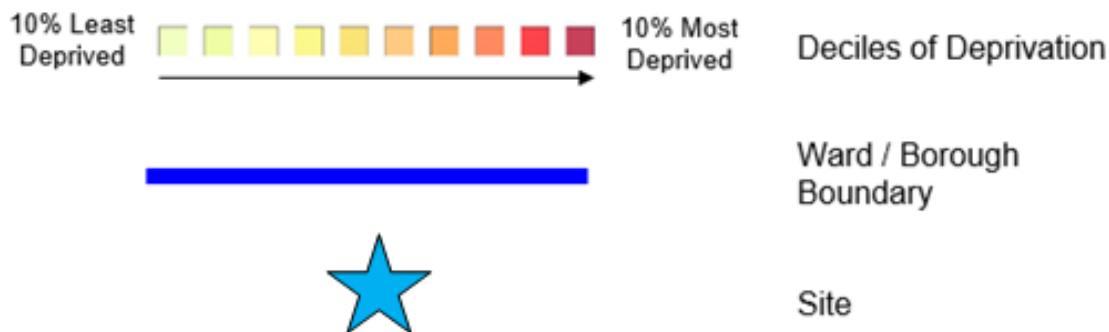


Deprivation is concentrated in the LSOAs located directly surrounding the Old Kent Road 2 station site identified in Figure 5 by the star. Figure 5 demonstrates the severity of deprivation, with lighter colours representing less deprivation and the darker reds showing greater deprivation. The site is located within a small area ranked among the 10% most deprived LSOAs in England and is surrounded mainly by LSOAs or small areas that are among the 20% most deprived in England.

**Figure 5: Study Area Index of Multiple Deprivation Map**



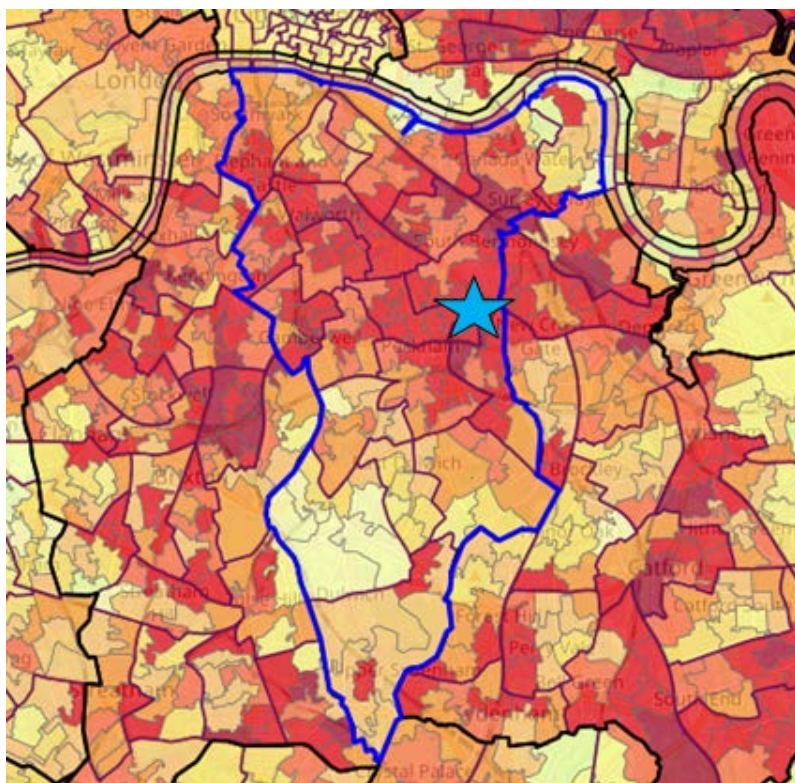
Source: [dclgapps.communities.gov.uk/imd/idmap.html](http://dclgapps.communities.gov.uk/imd/idmap.html)



At the borough level, Figure 6 shows the London Borough of Southwark’s index of deprivation. The areas of deprivation surrounding the proposed station at Old Kent Road 2 are some of the most deprived in the borough, and fall within a concentration of deprived areas. While the southern part of the borough is less deprived, the mid section of the borough contains a large concentration of highly deprived areas and falls along the proposed Bakerloo Line Extension.



**Figure 6: The London Borough of Southwark Index of Multiple Deprivation Map**



Source: [dclgapps.communities.gov.uk/imd/idmap.html](http://dclgapps.communities.gov.uk/imd/idmap.html)

It is important to note that deprivation affects children and adults differently, and the impacts this might have. The Income Deprivation Affecting Children Index (IDACI) measures the proportion of all children aged 0 to 15 living in income deprived families is only available at the Borough level. The London Borough of Southwark has the 9<sup>th</sup> highest rate IDACI of all Local Authorities in the country, while neighbouring Lewisham is ranked 10<sup>th</sup>.<sup>4</sup>

## Disability

The study area includes proportionally slightly more people with long-term illness or disability (whose day-to-day activities are self-reported to be limited) than the average for the London Borough of Southwark and London. It is worth noting that data regarding carers was not available for the study area.

**Table 3: Limiting Long-Term Illness or Disability by Different Geographical Areas**

| Level of disability                    | Study area | Southwark | London average |
|--|------------|-----------|----------------|
| Day-to-day activities limited a lot    | 7.4%       | 6.6%      | 6.7%           |
| Day-to-day activities limited a little | 7.6%       | 6.9%      | 7.4%           |
| Day-to-day activities not limited      | 85.0%      | 86.5%     | 85.8%          |

Source: ONS, DC3602EW - Long-term health problem or disability by NS-SeC by sex by age

<sup>4</sup> [www.gov.uk/government/statistics/english-indices-of-deprivation-2015](http://www.gov.uk/government/statistics/english-indices-of-deprivation-2015)

## Religion or Belief

Within the study area, Christianity is the most prevalent religion at 54.6%, followed by 9.7% of the population identifying as Muslim. The London Borough of Southwark shows a similar pattern, although it has a slightly lower Muslim population (8.5%) and a higher percentage of those with no religion (26.7% compared to 23.7%). Meanwhile London has a smaller Christian population than the study area but a larger Muslim, Hindu and Sikh population.

**Table 4: Religion or Belief by Different Geographical Areas**

|                     | Study area | Southwark | London average |
|---------------------|------------|-----------|----------------|
| Christian           | 54.6%      | 52.5%     | 48.4%          |
| Buddhist            | 1.6%       | 1.3%      | 1.0%           |
| Hindu               | 0.9%       | 1.3%      | 5.0%           |
| Jewish              | 0.2%       | 0.3%      | 1.8%           |
| Muslim              | 9.7%       | 8.5%      | 12.4%          |
| Sikh                | 0.2%       | 0.2%      | 1.5%           |
| Other religion      | 0.5%       | 0.5%      | 0.6%           |
| No religion         | 23.7%      | 26.7%     | 20.7%          |
| Religion not stated | 8.7%       | 8.5%      | 8.5%           |

Source: ONS, KS209EW - Religion

## Sexual Orientation and Gender Reassignment

Sexual orientation is not incorporated into the census or most official statistics. However, the Integrated Household Survey (IHS), which is the largest social survey ever produced by the ONS, does include such a question. Data from the 2017 survey<sup>5</sup> indicates that:

- 1.3% of UK residents identified themselves as Gay or Lesbian;
- 0.7% as Bisexual;
- 93.2% as Heterosexual or straight;
- 0.6% as an 'other' sexual identity;
- 4.1% Do not know or refuse to answer.

London as a region has the largest proportion of adults identifying as Lesbian, Gay, or Bisexual (LGB), at 2.6% (with other regions in the UK ranging from 1.5% in the east to

<sup>5</sup> [www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2017](http://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2017)



2.4% in the South West). Estimates relating to numbers of people identifying with a specific sexual orientation are not available at borough level or below, due to the small sample size of this dataset. The IHS is, however, considered to be experimental statistics and is currently undergoing evaluation.

The census provides data about same-sex couples in civil partnership, which can be used as an indication of the concentration of the LGB population in a certain area. About 0.5% of households in the London Borough of Southwark comprise of same-sex couples in civil partnerships (Census 2011). This is more than double the average for England (0.1%) and almost double the average for London (0.2%).

Finally, the Greater London Authority based its 2008 Sexual Orientation Equality Scheme on an estimate that the lesbian and gay population comprises roughly 10% of the total population. It would be estimated that the lesbian and gay population of the study area is roughly 10,398<sup>6</sup>, although whether this includes bisexual or transgender individuals is unclear.<sup>7</sup>

## Pregnancy and Maternity

As can be seen in Table 5, the General Fertility Rate (GFR) within the study area is notably higher than the borough, with 57.5 births per 1,000 compared with 53.3 births in the London Borough of Southwark. Both rates are well below the London rate, with an average of 62.9 births.

**Table 5: General Fertility Rate (GFR) by Different Geographical Areas**

|                   | Live Births in 2017 | Population estimates female aged 15-44 | GFR 2017 (births per 1000 women aged 15-44) |
|-------------------|---------------------|--|---|
| The Lane          | 248                 | 4,137                                  | 59.9  |
| Livesey           | 223                 | 3,459                                  | 64.5  |
| New Cross         | 269                 | 4,868                                  | 55.3  |
| Nunhead           | 220                 | 3,686                                  | 59.7  |
| Peckham           | 227                 | 3,448                                  | 65.8  |
| South Bermondsey  | 186                 | 3,847                                  | 48.3  |
| Telegraph Hill    | 238                 | 4,556                                  | 52.2  |
| <b>Study area</b> | <b>1,611</b>        | <b>28,001</b>                          | <b>57.5</b>                                 |
| <b>Southwark</b>  | <b>4,381</b>        | <b>82,100</b>                          | <b>53.3</b>                                 |

<sup>6</sup> Based on ONS Mid-year population estimates, 2017

<sup>7</sup> [www.lewishamsna.org.uk/a-profile-of-lewisham/social-and-environmental-context/sexual-orientation](http://www.lewishamsna.org.uk/a-profile-of-lewisham/social-and-environmental-context/sexual-orientation).



|               |                |                  |             |
|---------------|----------------|------------------|-------------|
| <b>London</b> | <b>126,308</b> | <b>2,007,500</b> | <b>62.9</b> |
|---------------|----------------|------------------|-------------|

Source: ONS – Live births in England and Wales for small geographic areas (2018), Live births in England and Wales down to local authority local area (2018), Population estimates - small area based by single year of age - England and Wales (2017)

## Homeless People

Relevant in our study is a review of homelessness in the study area. The most robust and comprehensive rough sleeper monitoring data in the UK are the statistics collected routinely by the CHAIN system funded by the Greater London Authority in London. This database is able to collect ‘flows’ of rough sleepers rather than snapshot annual counts. However, no data is available for smaller areas.

In the case of the London Borough of Southwark, the review of homelessness in the borough includes key research which informed the London Borough of Southwark Homelessness Strategy. One of the key findings is that in 2015/16, the London Borough of Southwark received twice as many homelessness applications as the average for other inner-London councils.

Additional data provided by Trust for London’s Poverty Profile shows that in the London Borough of Southwark, there were seven homelessness acceptances per 1,000 households in 2017.

The borough with the highest number of homeless acceptances per 1,000 households is Newham with ten per 1,000, while the borough with the lowest number is Camden with one per 1,000. A higher number is described as reflecting a greater severity of the problem.<sup>8</sup>

## Crime

Statistics provided by the Metropolitan Police are available at the ward level for the most recent 24 months. The combined wards making up the study area were used to retrieve crime data, as presented in Table 6. Note that due to ward boundary changes, data for Livesey, Nunhead and The Lane was unavailable.

Between August 2017 and July 2019, there were 12,994 crimes reported in the study area, which is 191 crimes per 1,000 people. The top three crimes reported were violence against the person, followed by theft, and vehicle offences. The study area’s crime rate compares with 233.2 crimes per 1,000 people across the London Borough of Southwark. The highest crime rate in London is in Westminster, with 553.1 crimes per 1,000 people, followed by the London Borough of Camden with 295.1 crimes per 1,000 people.

<sup>8</sup> [www.trustforlondon.org.uk/data/boroughs/lewisham-poverty-and-inequality-indicators/](http://www.trustforlondon.org.uk/data/boroughs/lewisham-poverty-and-inequality-indicators/).



**Table 6: Study Area Level Crime from 01/08/2017 to 30/07/2019**

| Type of crime                        | Number        | Percentage |
|--------------------------------------|---------------|------------|
| Arson and Criminal Damage            | 1,016         | 8%         |
| Burglary                             | 1,103         | 8%         |
| Drug Offences                        | 909           | 7%         |
| Miscellaneous Crimes Against Society | 154           | 1%         |
| Possession of Weapons                | 185           | 1%         |
| Public Order Offences                | 809           | 6%         |
| Robbery                              | 767           | 6%         |
| Sexual Offences                      | 348           | 3%         |
| Theft                                | 2,447         | 19%        |
| Vehicle Offences                     | 1,481         | 11%        |
| Violence Against the Person          | 3,775         | 29%        |
| <b>Total</b>                         | <b>12,994</b> |            |

Source: Metropolitan Police Service - Ward Level Crime (most recent 24 months), Borough Level Crime (most recent 24 months): [https://data.london.gov.uk/dataset/recorded\\_crime\\_summary](https://data.london.gov.uk/dataset/recorded_crime_summary),



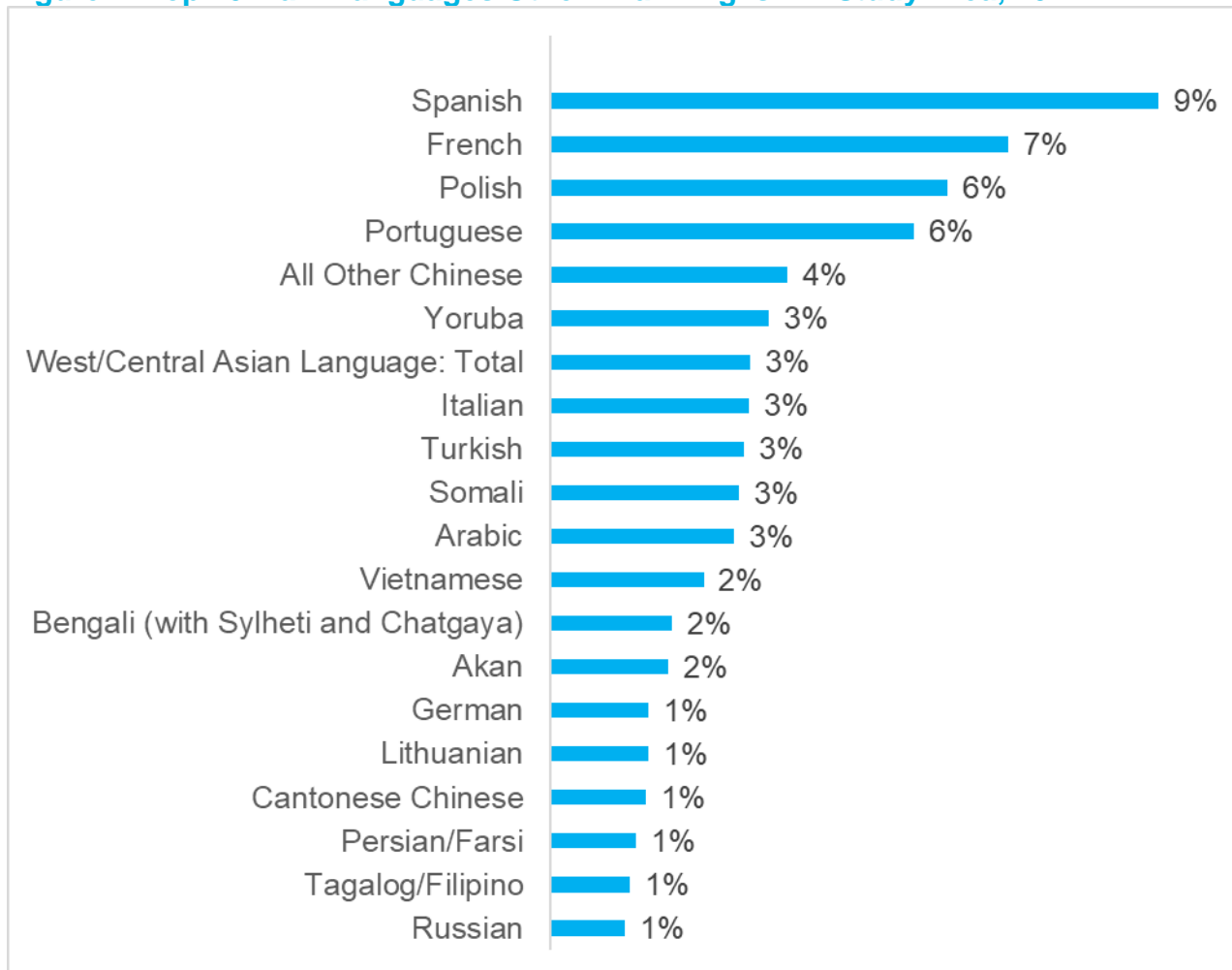


## Languages

20.7% of residents in the study area list a language other than English as their main language. This is more than the average for the borough (20%), but less than for London (22.1%).

Among these residents, 9% speak Spanish, 7% speak French and 6% speak Polish. Figure 7 highlights the diversity of languages spoken within the study area.

**Figure 7: Top 20 Main Languages Other Than English in Study Area, 2011**

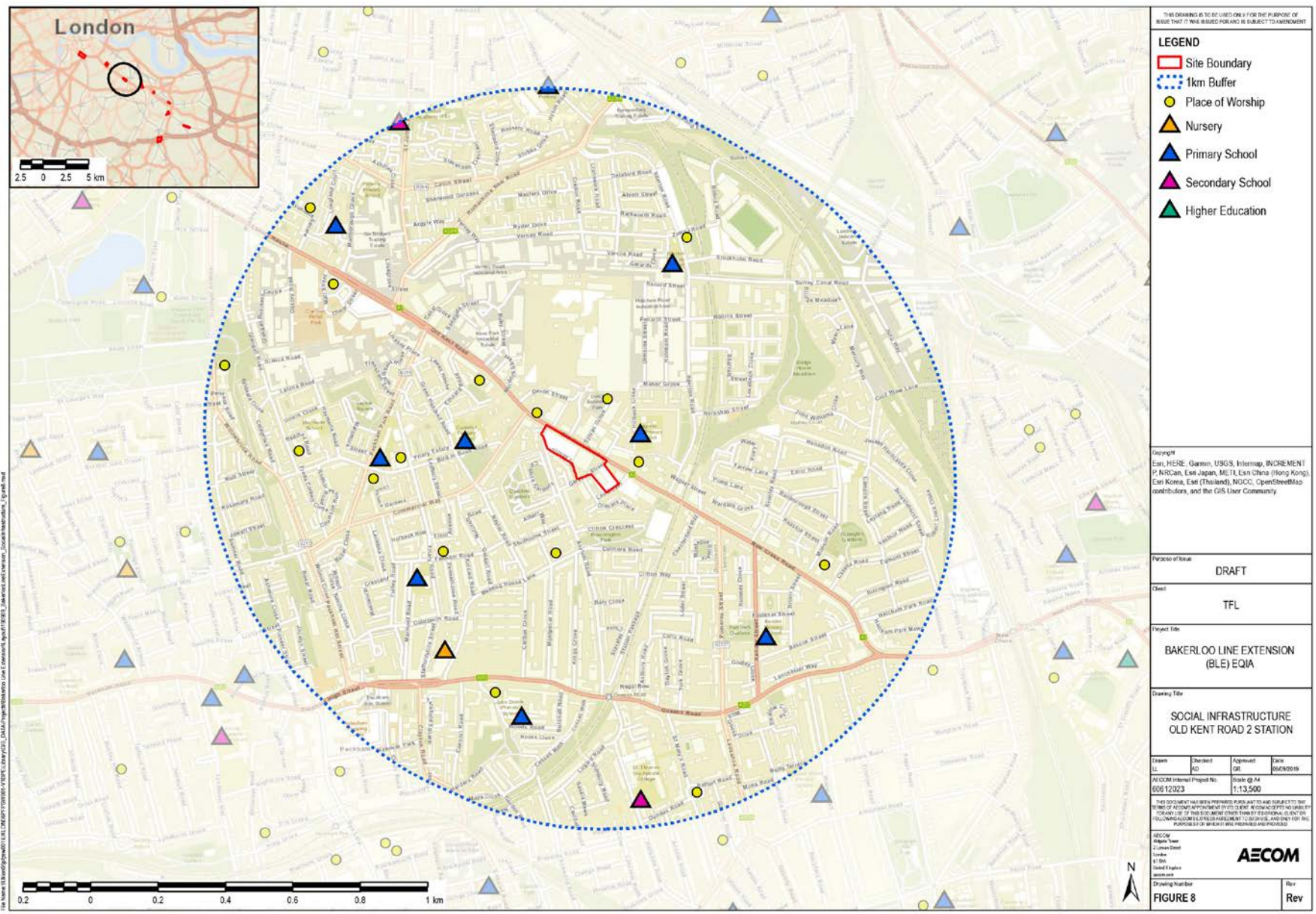


Source: ONS (2011) QS204EW - Main language (detailed)

## Social Infrastructure

A desktop-based information gathering exercise and assessment has been undertaken to understand the presence of social infrastructure i.e. education facilities, hospitals and places of worship within a 1km radius around the site. The result of this exercise is presented in Figure 8.

Figure 7: Social Infrastructure Around Old Kent Road Station 2 Site



The following key findings can be seen from the baseline data:

**Places of Worship**

**Table 7: Places of Worship**

| Faith               | Name   |
|---------------------|--|
| Christian Anglican  | Saint Mary Magdalen                              |
| Christian           | Christ Apostolic Church Mount Zion International |
| Christian           | Peckham Park Road Baptist Church                 |
| Christian Anglican  | St John with St Andrew                           |
| Christian           | The Apostolic Faith Mission                      |
| Christian           | New Covenant Church                              |
| Christian           | Celestial Church of Christ                       |
| Christian Anglican  | Christ Church Peckham                            |
| Christian Anglican  | Church of St Philip                              |
| Christian Methodist | Peckham Methodist Church                         |
| Christian Anglican  | All Saints                                       |
| Christian           | Christ Apostolic Church                          |
| Christian           | Our Lady of Sorrows                              |
| Christian           | Eternal Life Auditorium                          |
| Christian           | The Holy Michael Church of the Lord              |
| Christian           | The Redeemed Assemblies                          |

Source: [www.geofabrik.de](http://www.geofabrik.de), AECOM



## Education Facilities

**Table 8: Nurseries**

| Name                      | Type of Establishment          | Phase of Education | Number of Pupils |
|---------------------------|--------------------------------|--------------------|------------------|
| Nell Gwynn Nursery School | Local authority nursery school | Nursery            | 164              |

Source: Edubase - Department of Education, January 2018

**Table 9: Primary Schools**

| Name                                | Type of Establishment  | Phase of Education | School Capacity | Number of Pupils |
|-------------------------------------|------------------------|--------------------|-----------------|------------------|
| Kender Primary School               | Community school       | Primary            | 420             | 471              |
| Camelot Primary School              | Community school       | Primary            | 525             | 508              |
| Ilderton Primary School             | Community school       | Primary            | 420             | 406              |
| Phoenix Primary School              | Community school       | Primary            | 915             | 547              |
| Pilgrims' Way Primary School        | Community school       | Primary            | 210             | 255              |
| St Francis RC Primary School        | Voluntary aided school | Primary            | 431             | 430              |
| Harris Primary Academy Peckham Park | Academy converter      | Primary            | 420             | 392              |
| John Donne Primary School           | Academy converter      | Primary            | 460             | 499              |

Source: Edubase - Department of Education, January 2018

**Table 10: Secondary Schools**

| Name                              | Type of Establishment  | Phase of Education | Official Sixth Form | School Capacity | Number of Pupils |
|-----------------------------------|------------------------|--------------------|---------------------|-----------------|------------------|
| The St Thomas the Apostle College | Voluntary aided school | Secondary          | Has a sixth form    | 960             | 747              |

Source: Edubase - Department of Education, January 2018

### Hospitals/medical centres<sup>9</sup>

- Queen's Road Surgery which is 540m south of the boundary line;
- Avicenna Health Centre which is 620m north west of the boundary line;
- The Aylesbury Medical centre which is 900m south west of the boundary line;
- The closest hospital is Maudsley Hospital which is 2km south west of the boundary line;

<sup>9</sup> Source: GoogleMaps 2019



- Deptford Ambulance station is 135m to the southeast of the boundary line;
- Harry Lamborn House retirement home directly south of the site;
- Caroline Gardens alms-houses directly to the south west of the site.

## Population Growth to 2050

As seen in Table 11, GLA Population Projections suggests that a higher increase of children aged 0-15 is projected than in the borough and London averages; the working age population will grow more than in the borough and London; and the study area will experience a notably lower level of population ageing than is expected to occur in the borough and in London.

**Table 11: 2017-2050 Population Increase**

|                   | 0-15       | 16-64      | 65+         |
|-------------------|------------|------------|-------------|
| Livesey           | 49%        | 41%        | 63%         |
| Peckham           | -10%       | 2%         | 62%         |
| The Lane          | 53%        | 58%        | 69%         |
| Nunhead           | -14%       | -1%        | 50%         |
| New Cross         | -17%       | 2%         | 61%         |
| Telegraph Hill    | 11%        | 19%        | 60%         |
| South Bermondsey  | 11%        | 20%        | 53%         |
| <b>Study area</b> | <b>27%</b> | <b>29%</b> | <b>62%</b>  |
| <b>Southwark</b>  | <b>12%</b> | <b>25%</b> | <b>127%</b> |
| <b>London</b>     | <b>11%</b> | <b>21%</b> | <b>93%</b>  |

Source: GLA 2016-based Demographic Projections



## Step 3: Impact

**Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?**

**Table 12: Potential Negative Impacts Related to Protected Characteristics**

| Protected Characteristic    |   | Explain the potential negative impact  |
|-----------------------------|---|--|
| Age                         | Y | <p>During the construction phase, during periods of greater traffic flow featuring heavy goods vehicles on roads without controlled crossings, children and their parents, and older people may have concerns about safety. Particularly this will affect those working and attending Pilgrims' Way and Camelot Primary Schools.</p> <p>Any temporary diversions for vehicles, cyclists and pedestrians, and the relocation of bus stops may impact negatively on people either from younger or older age groups who may be less able to walk and cycle in difficult conditions or longer distances. Older people may also experience difficulties reading signage and navigating new routes, especially in dark conditions, especially those living in Harry Lamborne House retirement facility and Caroline Gardens almshouses.</p> <p>During the construction period noise, vibration, dust and amenity impacts from construction worksites may impact negatively on people from very young and older age groups who may be more sensitive to these impacts on health, for example annoyance and respiratory issues. The noise may cause disturbances to schools and nurseries in the vicinity and for residents of the retirement home adjacent to the site.</p> |
| Disability including carers | Y | <p>During the construction phase, during periods of greater traffic flow featuring heavy goods vehicles on roads without controlled crossings, disabled people and carers may have concerns about safety. This may affect those with mobility, sensory and/or cognitive impairments.</p> <p>Any temporary diversions for vehicles, cyclists and pedestrians may impact negatively on disabled people and carers who may be less able to walk or cycle in difficult conditions or longer distances. This may also affect those with visual or cognitive impairments who may experience difficulties navigating any new bus stops</p>  |



|   |          |  |
|---|----------|--|
|   |          | <p>and routes.</p> <p>During the construction period noise, vibration, dust and amenity impacts from construction worksites may impact negatively on disabled people and carers with respiratory issues and/or learning ability. People who are particularly sensitive to noise effects due to a hearing impairment may experience differential equality effects due to the increased noise.</p>   |
| <b>Gender</b>   | <b>Y</b> | <p>Women are more likely than men to take precautions against crime when using public transport. The construction period may result in increased security concerns or impact on perceived safety for women due to temporary routes and bus stop locations with less natural surveillance, high hoardings and/or poor lighting.</p>   |
| <b>Gender reassignment</b>                                | <b>Y</b> | <p>For some transgender/trans people, hate crime is a particular concern, as are the difficulties experienced when reporting it. The construction period may result in increased security concerns or impact on perceived safety due to temporary routes with less natural surveillance, high hoardings and/or poor lighting.</p>  |
| <b>Marriage/civil partnership</b>                         | <b>N</b> | <p>It is not considered that people will be more sensitive to the identified potential negative effects on grounds of marriage or partnership status.</p>  |
| <b>Other – e.g. refugees, low income, homeless people</b> | <b>Y</b> | <p>The 2012 TfL report ‘People on Low Incomes’ states that higher proportions of people in social group D and E households voice concern about anti-social behaviour, knife crime, crime on buses and trains, terrorist attacks and risk of accidents as potential barriers to increased public transport use compared to all Londoners. They are also less likely to feel safe when travelling after dark.</p> <p>People who do not speak or read English may experience difficulties understanding diversion signs if walking routes and bus stop locations are moved. The construction period may result in safety concerns or impact on perceived safety particularly for people on low incomes due to temporary routes with less natural surveillance, high hoardings, obstructed cycling routes, and/or poor lighting.</p> <p>The demolition of the old Toys’R’Us building (currently vacant) and the TPS building at 812 Old Kent Road would result in the loss of retail space and associated services for the local community, its car parking and the employment it generates.</p> |



|                            |          |  |
|----------------------------|----------|--|
|                            |          | Improved transport links to the area may lead to an increase in property prices and rents, which may have a negative impact on people on low incomes.  |
| <b>Pregnancy/maternity</b> | <b>Y</b> | <p>During the construction phases, during periods of greater traffic flow featuring heavy goods vehicles on roads without controlled crossings, pregnant woman or parents with young babies/children may have concerns about safety.</p> <p>Any temporary diversions for vehicles, cyclists and pedestrians may impact negatively on pregnant woman or parents with young babies/children who may be less able to walk or cycle in disrupted conditions or longer distances.</p> <p>During the construction period noise, vibration, dust and amenity impacts from construction worksites may impact negatively on pregnant women and young children who may be more sensitive to these impacts on health, for example annoyance and respiratory issues.</p>   |
| <b>Race</b>                | <b>Y</b> | <p>Should this site affect any minority owned businesses who serve local communities there is a risk that, post-regeneration, these businesses may not be able to afford to continue trading within the premises they currently occupy.</p> <p>The construction period may result in increased security concerns or impact on perceived safety for Black Asian Minority Ethnic (BAME) groups due to changed bus stop locations with less natural surveillance, high hoardings and/or poor lighting. BAME groups are more dependent on public transport and are more likely to be classified as 'worried' and also slightly more likely to take precautions against crime when travelling.<sup>10</sup></p> <p>During the construction period noise, vibration, dust and amenity impacts from construction worksites may impact negatively on the adjacent Burnhill Close travellers' site.</p> |
| <b>Religion or belief</b>  | <b>Y</b> | During the construction period noise, vibration and dust from construction worksites may cause disturbances to places of worship in the vicinity.  |

<sup>10</sup> <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities.pdf>





|                           |          |  |
|---------------------------|----------|--|
| <b>Sexual orientation</b> | <b>Y</b> | <p>Research set out within the GLA Travel in London: Understanding our diverse communities' (GLA, 2015) outlines fear of intimidation and/or abuse emerged as a potential barrier to travel for LGBT groups. For some, particularly disabled LGBT people, hate crime is a particular concern, as are the difficulties experienced when reporting it.</p> <p>The construction period may result in increased security concerns or impact on perceived safety due to temporary routes with less natural surveillance, high hoardings and/or poor lighting.</p> |
|---------------------------|----------|--|



**Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?**

**Table 13: Potential Positive Impacts Related to Protected Characteristics**

| Protected Characteristic           |   | Explain the potential positive impact   |
|------------------------------------|---|---|
| <b>Age</b>                         | Y | <p>During the short term, the construction of the extension will result in the creation of a number of local jobs including apprenticeships this would impact positively on under 25's and 25 to 65 age groups, i.e. working age.</p> <p>The Bakerloo line extension will improve access to jobs with over 2.5 million jobs within quicker travel times from south east London and reduce journey times by up to 10 minutes from south east London into Central London. Overcrowding and slow journey times have been identified as one of the barriers to Tube travel by both older and young people, as reported in the Travel in London Report (TfL, 2015). One of the key objectives of the programme is to reduce journey times and address overcrowding and congestion on buses and rail in the area.</p> <p>The public space surrounding new stations that serve the Bakerloo line extension will be designed according to healthy streets guidelines.</p> <p>The new station will be required to provide step-free access from street to train. The station will include aspects such as lighting, seating, legibility, consistency, accessible ticket machines and good interchanges. The station itself will be accessible, having a positive impact for older people who might have limited mobility and those with young children, particularly with buggies.</p> |
| <b>Disability including carers</b> | Y | <p>The public space surrounding new stations that serve the Bakerloo line extension will be designed according to healthy streets guidelines.</p> <p>The new station will be required to provide step-free access from street to train. The station will include aspects such as lighting, seating, legibility, consistency, accessible ticket machines and good interchanges. This is a positive impact for disabled people, including those with mobility, sensory and/or cognitive impairments.</p>  |



|                            |   |   |
|----------------------------|---|---|
|                            |   | <p>The scheme will have positive impacts on the availability and physical accessibility of transport, especially people with mobility impairments. Other impacts for those with disabilities include improved lighting for those visually impaired. Positive impacts could be experienced in terms of enhanced personal security, physical accessibility and reduced journey times.</p> <p>The Bakerloo line extension will be designed to modern standards to ensure that passengers and staff with disabilities can use the trains and stations safely. All stations will be designed to provide step-free access from the street to the train.</p> <p>Crowding has greater consequences for passengers with disabilities who tend to have longer journeys and less flexibility to change them. The new station at Old Kent Road 2 may help improve the travel experience of those with a disability as, depending on the desired destination, the tube extension could offer quicker and more reliable journey times. This may encourage more people in this protected characteristic group to take up tube travel.</p> <p>It is expected that the Bakerloo line extension will reduce road traffic congestion along the Old Kent Road due to mode shift from road-based transport to the Tube. This could result in improved air quality which would be a benefit for people with respiratory issues.</p> |
| <b>Gender</b>              | Y | <p>Women are more likely than men to take precautions against crime when using public transport. The new station will be developed in accordance with UK Police's Secure by Design principles<sup>11</sup>, which are developed to prevent crime and improve security. Another route is made available providing users with an additional travel option to meet their destination. There should also be an improvement in reliability and reduction in congestion on alternative routes, particularly road based transport, at peak times.</p>  |
| <b>Gender reassignment</b> | Y | <p>For some transgender/ trans people, hate crime is a particular concern, as are the difficulties experienced when reporting it. The new station will be developed in accordance with Secure by Design principles. Another route is made available providing users with an additional travel option to meet their destination. There should also be an improvement in reliability and reduction in congestion on alternative routes at peak times and</p>  |

<sup>11</sup> www.securedbydesign.com



|   |          |  |
|---|----------|--|
|   |          | passengers shift from road based transport to the tube.  |
| <b>Marriage/civil partnership</b>                         | <b>N</b> | It is not considered that people will be more sensitive to the identified potential positive effects on grounds of marriage or partnership status.   |
| <b>Other – e.g. refugees, low income, homeless people</b> | <b>Y</b> | <p>Some parts of the study area fall within the 20% most deprived in England. By providing better access to Central London the proposed station would support development and regeneration within this part of south east London. Through improved access the station would also allow vital new homes, including affordable homes, to be built on land which is not currently very accessible.</p> <p>Access to jobs and the labour market would be improved with better connectivity to the area and likely provide employment opportunities.</p> <p>According to TfL’s understanding of the travel needs of London’s diverse communities (People on Low incomes, 2012), people with low incomes use the bus as a key mode of public transport. The new Underground station at Old Kent Road 2 Station may free up capacity on some bus routes adjacent to the extension along the congested routes along the Old Kent Road.</p> |
| <b>Pregnancy/maternity</b>                                | <b>Y</b> | <p>The public space surrounding new stations that serve the Bakerloo line extension will be designed according to healthy streets guidelines.</p> <p>The new station will be required to provide step-free access from street to train. The station will include aspects such as lighting, seating, legibility, consistency, accessible ticket machines and good interchanges. This will help improve the experience of those who are pregnant or with young children as they will be able to better navigate the transport system with buggies.</p>   |
| <b>Race</b>   | <b>Y</b> | BAME groups are more reliant on public transport so could benefit from new service and more capacity on bus routes as passengers shift from road based transport to the new tube extension.  |



|                           |   |  |
|---------------------------|---|--|
| <b>Religion or belief</b> | Y | Access to a number of faith facilities will be improved with the building of the station, creating potential positive effects on grounds of religion or belief.  |
| <b>Sexual orientation</b> | Y | For some LGBT people, hate crime is a particular concern, as are the difficulties experienced when reporting it. The new station will be developed in accordance with Secure by Design principles. Another route is made available providing users with an additional travel option to meet their destination. There should also be an improvement in reliability and reduction in congestion on alternative routes at peak times. |



## Step 4: Consultation

### Q6. How has consultation with those who share a protected characteristic informed your work?

**Table 14: Consultation Regarding Protected Characteristic Groups**

| List the groups you intend to consult with or have consulted and reference any previous relevant consultation? <sup>12</sup>  | If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?  |
|---|---|
| <p>2014<br/>           People living and working in the areas through which the proposed extension would run, including people living in the boroughs of Southwark, Lewisham and Bromley.<br/>           Stakeholders including the borough councils, British Transport Police, London Travel Watch, Members of Parliament, Assembly Members and local interest groups.</p> | <p>In 2014 TfL conducted a public consultation exercise.</p> <p>The only issue raised by the consultation responses specific to a protected characteristic concerned a request to improve step-free access across the network. TfL responded that any future extension would support step-free access. This means ensuring that any new station is built to provide this from the ‘street to the train’.</p> <p>For further information on all responses to issues following this consultation, please see:<br/> <a href="https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014">https://consultations.tfl.gov.uk/tube/bakerloo-extension-2014</a></p>  |
| <p>2017<br/>           People living and working in the areas through which the proposed extension would run, including people living in the boroughs of Southwark, Lewisham and Bromley.<br/>           Stakeholders including the borough councils, British Transport</p>   | <p>In 2017, TfL conducted another consultation exercise. Summaries of issues raised during this consultation of specific relevance to protected characteristics are as follows:</p> <p><b>General issues for the Bakerloo line extension as a whole</b></p> <ul style="list-style-type: none"> <li>• <b>Disruption caused by works</b>, to which TfL responded: We will plan our works, where practicable, to minimise the impact on existing passenger services on the road network and at stations. Where any closures are required we will work closely with the operators, local authorities, and infrastructure owners with the aim of reducing the impacts of any required closures. The preferred arrangement for undertaking works at a site concerns the ability to provide</li> </ul> |

<sup>12</sup> This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



|  |   |
|--|---|
| <p>Police, London Travel Watch, Members of Parliament, Assembly Members and local interest groups.</p> | <p>direct, managed access to and from larger roads, where good sightlines and adequate protection is possible to support normal operations as far as practicable. We would aim to engage with the local community throughout the duration of our works. We would also provide contact details whilst works take place to enable the community to ask any questions or raise concerns.</p> <ul style="list-style-type: none"><li>• <b>Affordable housing / concerned about the rising cost of housing</b>, to which TfL responded: The Bakerloo line extension would both improve accessibility and enable new homes, including affordable housing, and jobs to be delivered.</li><li>• <b>Provide short interchanges</b>, to which TfL responded: The sites we proposed in our consultation were selected in part on the basis of close proximity to existing transport network access points such as bus stops and rail stations, so that passengers interchanging have a quick and convenient journey. All Bakerloo extension line stations will be designed to provide step-free access from street to train.</li><li>• <b>Provide disabled access / step-free access</b>, to which TfL responded: The Bakerloo line extension will be designed to modern standards to ensure that passengers and staff with disabilities can use the trains and stations safely. All our stations will be designed to provide step-free access from the street to the train.</li><li>• <b>Concern about construction traffic volumes and road closures</b>, to which TfL responded: As we develop proposals for the Bakerloo line extension we will further consider how construction of the necessary infrastructure such as stations, tunnels and intermediate shafts would take place. Our proposed use of the road network will be set out in our Construction Logistics Plan, detailing the routes we propose to use to access construction sites, the hours of working and how we will ensure safety is maintained through these works. Given the scale of construction required for the Bakerloo line extension proposals it is possible closures may be required to enable us to carry out works safely and efficiently. Where road closures are required, we will work closely with the relevant highway authorities to consider how we can limit the length and number of closures needed to complete the works.</li><li>• <b>Concerns about air quality during construction</b>, to which TfL responded: As part of the Transport and Works Act Order application an Environmental Statement (ES) will be produced which will assess the effects of both construction and operations on air quality. The ES will also recommend, where appropriate, mitigation measures. Any works</li></ul> |
|--|---|



undertaken for the construction of the proposed extension would be regulated by a Code of Construction Practice and a Construction Logistics Plan – these would be agreed with the local authority. This would put in place requirements for contractors to manage the impacts of the work, for example with regard to dust, noise and working hours.

- **Further consultation is needed**, to which TfL responded: As we develop our proposals and further details become available we will further consult and engage with the public and stakeholders.

**Issues specific to Old Kent Road Station 2, in addition to the general issues**

- **Anti-social behaviour**, to which TfL responded: The Old Kent Road Area Action Plan proposals (currently available from Southwark Council's website at [www.southwark.gov.uk](http://www.southwark.gov.uk)) illustrate how the area around our consulted station proposal could significantly change. As we develop our proposals, we will design station entrances and surroundings to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past. We have established design practices and operational procedures to reduce the likelihood of anti-social behaviour on our network. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station.
- **Impact on local residents and the travellers' site**, to which TfL responded: We will continue to engage with the land owners and occupants of [this] site and stakeholders more widely to understand their concerns and plans given our current proposals.
- **Include a bus interchange**, to which TfL responded: Access to the local bus network has been a consideration in our work to date and formed part of the option selection process. We will continue to consider this; and providing safe and convenient access to the bus network will be a key aim of design proposals. We are currently giving consideration to potential designs for a station on this site, near the junction of Asylum Road with Old Kent Road. As we progress our proposals we will consider how we can design the station to provide an effective interchange for Underground passengers changing to/from bus services.
- **Impact on Toys'R'Us and adjoining parking**, to which TfL responded: The site itself is a proposal site in the Area Action Plan, suggesting that in the future new development may take place on part of the site. At this stage, we are not aware of any specific proposals aside from the AAP that are





different from the current uses of the sites. Whilst a proposal for a station at this location would remove the existing uses from the site, new development that matches the policy proposals at that time may be possible above the station after construction. We will work with the land owner and occupants to consider the implications of the proposals on their operations and plans.

- **Propose a station at street level/outdoors**, to which TfL responded: The scale of works required to deliver an Underground station means that substantial works at the surface would be required at any site. Based on our consulted proposals this therefore means undertaking works on land that is currently car parking and the store. The designs that we are considering would include a station entrance or entrances and ticket hall at street level, with escalators and lifts which connect to the underground platforms. We are proposing to build stations underground because, following their construction, being underground reduces their impact at surface level and enables the Bakerloo Extension Line route to be more direct between stations.
- **Construction impact on Asylum Road green spaces and include subways to the station**, to which TfL responded: If the station entrance(s) were to be set back from the site boundary, a station forecourt could be provided. As we develop our proposals we will work to ensure that the station entrances and surroundings provide a safe and convenient environment for pedestrians both for accessing the station and travelling past it. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station. Once we have developed further details for our proposals, we will provide the opportunity for people to provide their views.
- **Ensure adequate passenger access**, to which TfL responded: We will aim to ensure that for the station entrances and the public realm surrounding it to provide a safe and convenient environment for pedestrians both for accessing the station and travelling past. We will work with the local authority and land owners to consider opportunities that arise to help provide access to the station, including the number of station entrances and their locations. We are currently engaged in developing a potential design for station Option B. Any entrance or entrances could be set back from the site boundary to provide a station forecourt, creating the opportunity to create an attractive public realm surrounding the station. As we progress the proposals, we may consider the possibility of additional entrances. We have identified that alternative station arrangements could



|   |  |
|---|--|
|   | <p>provide an entrance at either end of the station, or a secondary entrance on the opposite side of Old Kent Road via a subway. Whilst no firm decision on station design has been made, we are continuing to develop our proposals, and we will invite people to provide their views on them in the next consultation.</p> <ul style="list-style-type: none"> <li>• <b>Tunnelling impacts on Caroline Gardens</b>, to which TfL responded: The Transport and Works Act Order application will be accompanied by an Environmental Statement which will include an assessment of construction impacts and set out any mitigation that is required. Any construction works for the Bakerloo extension line will be undertaken in accordance with a Code of Construction Practice and a Construction Logistics Plan - these would be agreed with the local authorities. These will set out how works will be undertaken and monitored, including their impacts on nearby buildings and structures. During construction safety will be paramount both on the site and in the local area.</li> <li>• <b>Impacts on the urban realm, including pushing back the stations to create public spaces</b>, to which TfL responded: As we develop the design of our stations we will engage with the local authority and local communities. We will aim to design stations that are sympathetic to their surroundings and contribute towards making the local areas they serve better places. We are currently considering how station Option B could be positioned and designed, including a surface level ticket hall with an entrance or entrances on Old Kent Road and possibly close to the junction with Asylum Road. This entrance could be set back from the site boundary to provide a station forecourt, creating the opportunity to create an attractive public realm surrounding the station. We are continuing to develop these proposals, and we will invite people to provide their views on them in the next consultation.</li> </ul> <p>For further information on all responses to issues following this consultation, please see:<br/> <a href="https://consultations.tfl.gov.uk/tube/bakerloo-extension/">https://consultations.tfl.gov.uk/tube/bakerloo-extension/</a></p> |
| <p>2019</p> <p>People living and working in the areas through which the proposed extension would run, including:</p> <ul style="list-style-type: none"> <li>- Resident Associations</li> <li>- Local primary and</li> </ul> | <p>In Autumn 2019, TfL will conduct further consultation about our proposals, and in particular on:</p> <ul style="list-style-type: none"> <li>• A new integrated station entrance at Elephant &amp; Castle</li> <li>• The route of the proposed tunnels from Lambeth North to Elephant &amp; Castle</li> <li>• The route of the proposed tunnels from Elephant &amp; Castle to Lewisham</li> </ul>  |



|   |  |
|---|--|
| <p>secondary schools, and nurseries</p> <ul style="list-style-type: none"> <li>- Community groups, including groups representing ethnic minorities and the elderly (such as Southwark Cypriot Day Centre and Harry Lambourn House)</li> <li>- Faith groups e.g. churches and mosques along the route</li> <li>- The Southwark Travellers Action Group</li> <li>- Charities such as Draper Together in Elephant &amp; Castle</li> <li>- Youth groups such as Lewisham Way youth and community centre</li> <li>- Disability groups</li> </ul> | <ul style="list-style-type: none"> <li>• The location of the main and secondary worksites for the scheme</li> <li>• The naming of the two proposed stations on the Old Kent Road</li> <li>• A possible further extension of the route from Lewisham to Hayes and Beckenham Junction in Bromley, involving a conversion of the Network Rail line</li> </ul> |
| <p>Future consultation</p>  | <p>As TfL continue to develop plans, they will carry out further consultations on issues such as:</p> <ul style="list-style-type: none"> <li>• Depots, maintenance and stabling facilities</li> <li>• Station design</li> <li>• Construction and traffic management plans</li> <li>• Possible environmental impacts and mitigations</li> </ul>             |



**Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.**

The core project team is made up of a range of individuals representing different areas across TfL, for example: engineering, transport planning, project delivery, legal and environment.

The project regularly works with other parts of the business such as City Planning, Major Project Delivery, Investment Delivery Planning and our Project Management Office as well as external stakeholders, such as: the Greater London Authority, the London Boroughs, land owners, Network Rail, Utilities companies and the Environment Agency.

As the design develops and mitigations are identified, the project team will liaise with relevant teams within TfL and external stakeholders to ensure the effective mitigation of any potential negative impacts and the efficient delivery of the proposed scheme.



## Step 5: Informed Decision-Making

### Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Please remember to review this as and when the piece of work changes

|   |  |
|---|--|
| <b>1. Change the work to mitigate against potential negative impacts found</b>                  | This is the option recommended as a result of this EqIA. |
| <b>2. Continue the work as is because no potential negative impacts found</b>                   |  |
| <b>3. Justify and continue the work despite negative impacts (please provide justification)</b> |  |
| <b>4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate</b> |  |



## Step 6: Action Planning

**Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4.**

| Action   | Phase                             |
|--|-----------------------------------|
| <p>Ensure that the project follows established station and public realm accessibility guidelines and standards to deliver inclusive environments.</p> <p>Ensure that the design decisions in relation to the use of guidelines and standards are reviewed at an early stage by an NRAC accredited access consultant and their recommendations respond to using the 'implement or explain' methodology.</p> | <p><b>Planning and design</b></p> |
| <p>Undertake wider consultation to understand the impacts of the work and potential mitigation measures, for example with TfL's Independent Disability Advisory Group, local residents including representatives of the Travellers' community, passenger groups and station staff.</p>   | <p><b>Planning and design</b></p> |
| <p>Consider proximity to adjacent properties such as Burnhill Close Travellers site and Harry Lambourne House when designing the station and construction site (ie location of construction activities and phasing). Full environmental impact assessment to consider these receptors and develop appropriate mitigation to reduce impacts.</p>  | <p><b>Planning and design</b></p> |
| <p>Clearly sign any passenger diversions and advertise the change early, including approaching pavements and bus stops. Simple signs to be placed on applicable websites, hoardings and information points. Temporary signage to follow TfL signage guidelines.</p>  | <p><b>Construction</b></p>        |
| <p>Equip temporary bus stops and stands to the same level as permanent facilities, including information, seating, lighting and shelter.</p>   | <p><b>Construction</b></p>        |



|  |  |
|--|--|
| Update relevant passenger information sources in advance regarding changes, including those maintained by independent organisations, for example Transport for All.                                      | <b>Construction</b>                      |
| Ensure diverted pedestrian and cycle routes are step-free, well-lit and free of surface hazards.   | <b>Construction</b>                      |
| Consider installing protected temporary crossing points on diverted pedestrian and cycle routes.   | <b>Construction</b>                      |
| Conduct walk-throughs of diverted routes with representatives from consultation groups with protected characteristics, to review signage and route safety and understand the difficulties they may face. | <b>Construction</b>                      |
| Assess requirements for enhanced security on temporary routes for pedestrians and cyclists, for example CCTV monitoring and upgraded lighting.   | <b>Construction</b>                      |
| Ensure that a suitable management and monitoring plan is in place for noise, vibration and dust emissions from worksites.  | <b>Planning, design and construction</b> |
| Establish a local transport and business user group to present progress on the site work, emerging issues and future plans.  | <b>Construction</b>                      |
| Conduct pedestrian flow modelling of options for planned temporary routes, to understand potential crowding and pinch points.  | <b>Planning, design and construction</b> |
| Update this EqIA when more is known about the proposed station, interchange and public realm designs.  | <b>Planning, design and construction</b> |

