

Barking Riverside Extension – factsheet 1

Project overview

Introduction

Barking Riverside is the largest housing development in east London, with planning permission for up to 10,800 new homes, as well as healthcare, shopping, community and leisure facilities. However, the London Riverside Opportunity Area Planning Framework (OAPF), a spatial planning document covering this area including Barking Riverside¹, identifies that a package of transport measures are required to facilitate the development of Barking Riverside, and the wider London Riverside Opportunity Area.

The Barking Riverside Extension, a 4km extension (1.5km of new track) of the existing London Overground Gospel Oak to Barking line, is the primary component of a package of transport measures to unlock development at Barking Riverside. Without a new operational rail link in place, the development potential of the Barking Riverside site cannot not be fully realised, as no more than 4,000 homes can be occupied.

This project aims to deliver the Barking Riverside Extension of the London Overground Gospel Oak to Barking line. The project will be complemented by a series of transport improvements measures led by Barking Riverside Limited and Transport for London, including bus network enhancements and the creation of a street network that promotes walking and cycling. Further information about the London Riverside Opportunity Area and the Barking Riverside development proposals, is presented in Barking Riverside Extension factsheet 3.

The Barking Riverside Extension is proposed to be funded and financed by a variety of sources, including through money allocated in the TfL Business Plan and contributions from the developers of the Barking Riverside site.

Alignments

The service would operate from Barking along the Tilbury line, before diverging to a new section of railway in the vicinity of the Alfred's Way and Renwick Road. The new railway would be built along a viaduct, rising and crossing the Tilbury lines, Freightliner terminal and Choats Road, before continuing towards Barking Riverside. The alignment would end in the Barking Riverside development, where a station would be built at the heart of a new district centre.

¹ For further information about the London Riverside OAPF, see <https://www.london.gov.uk/priorities/planning/publications/london-riverside-opportunity-area-planning-framework>

There are two alignment options under consideration.

Alignment A

Alignment A consists of two separate viaducts. The eastbound line towards Barking Riverside would leave the Tilbury line after passing under Renwick Road Bridge. It would then turn right and pass over the freight yard and Choats Road, before dropping under the power lines and continuing into Barking Riverside. The westbound line back to Barking station would cross Choats Road on another viaduct and curve left near the existing houses, joining the Tilbury line west of Renwick Road Bridge. The route of this alignment is presented in Figure 1.

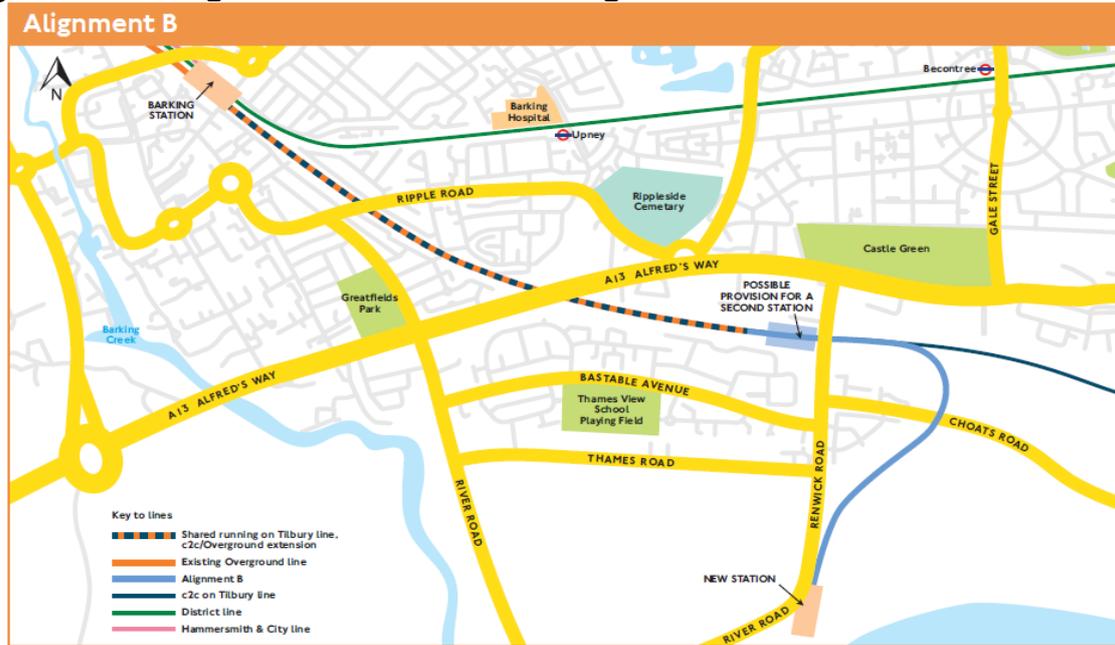
Figure 1- Barking Riverside Extension: Alignment A



Alignment B

Alignment B would run both lines in along a single viaduct. The viaduct would pass over the freight terminal and Choats Road before dropping under the power lines and continuing into Barking Riverside. This alignment would tie-in to the Tilbury line slightly further west, and would require more changes to the freight yard. However, crossing Choats Road further to the east on a single viaduct, increases the distance between the existing residential areas and the railway. The route of this alignment is presented in Figure 2.

Figure 2- Barking Riverside Extension: Alignment B



Benefits

- The Barking Riverside Extension would provide an essential rail link to support the development of Barking Riverside, enabling the delivery of up to 10,800 new homes;
- Enables construction of a new District Centre with commercial and leisure facilities, providing opportunities for employment and training during construction and in the final development;
- Provides interchange at Barking station with the existing c2c Fenchurch Street line, the District and Hammersmith & City lines, providing passengers with multiple routes into London;
- Provides a through service to the Gospel Oak to Barking line which will be fully electrified by the time the extension is completed;
- Would be complemented by wider transport improvements, including cycling provision and fully integrated bus services.

Will construction work affect Barking Station and C2C services?

Construction of the Overground extension is likely to require a number of weekend closures or similar, affecting c2c services operating along the Tilbury line via Barking and Dagenham Dock. During any closures, TfL will ensure alternative means are available for passengers to complete their journeys. Further information detailing the impacts of the project on Barking station and other rail services, is presented in Barking Riverside Extension factsheet 2.

Construction Impacts

As part of the next stage of work, TfL will assess the potential construction methods for the project and will predict what the temporary environmental effects might be during the construction of the Barking Riverside Extension. These will be detailed within the Environmental Statement (ES) produced for the Transport and Works Act application and communicated with local residents. Further information detailing TfL's approach to the assessment of the environmental impacts of the project, is presented in Barking Riverside Extension factsheet 4.

Next steps

Feedback from the spring 2015 consultation will help inform further design work, the ongoing environmental assessment process, and the selection of a single preferred alignment in summer 2015. The selected alignment will to be taken forward for more detailed design development and environmental assessment ahead of the submission of a Transport and Works Act Order application, for powers to build and operate the railway extension. If approved, construction of the project could start in 2017, with train services commencing during 2020.

Further information

For more information visit: www.tfl.gov.uk/barking-riverside-consult or email bre@tfl.gov.uk

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Barking Riverside Extension – factsheet 2 Impact on rail services and Barking station

Introduction

Transport for London (TfL) is proposing a 4 km extension (1.5km of new track) of the London Overground Gospel Oak to Barking line to Barking Riverside. The service would operate from Barking along the Tilbury line, before diverging to a new section of railway in the vicinity of the Alfred's Way and Renwick Road. The new railway would be built along a viaduct, rising and crossing the Tilbury lines, Freightliner terminal and Choats Road, before continuing towards Barking Riverside. The alignment would end in the Barking Riverside development, where a station would be built at the heart of a new district centre.

There are two alignment options under consideration, with further information detailed in Barking Riverside Extension factsheet 1.

Impact on other rail services on the Tilbury Line

A significant part of the construction work for the Barking Riverside Extension would take place away from the Tilbury line, with sufficient distance between construction sites and the operational railway, to have no effect on train services. However, the newly built railway will need to be connected to the Tilbury line during a series of weekend closures or similar. These closures will also allow for the testing and commissioning of the new junction, infrastructure and signalling equipment, necessary to allow the line to be brought into service. This would cause some temporary disruption to c2c passengers and rail freight operators. During these closures c2c users would be provided with an alternative mode for their journey (e.g. by rail replacement bus serves).

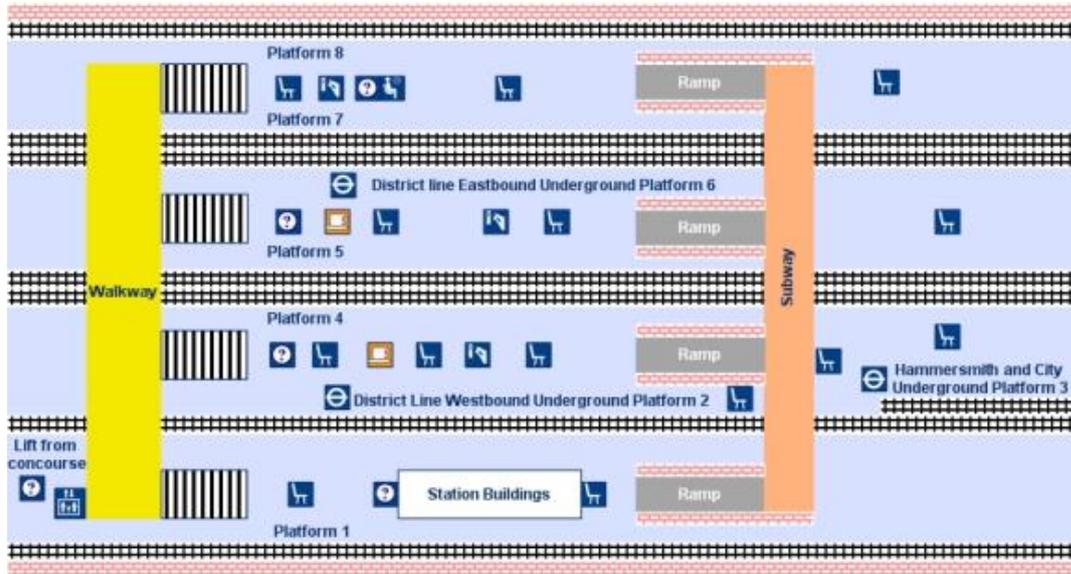
The effect of operating the extended London Overground services on the Tilbury line is being studied using software simulating the new c2c timetable proposed to be introduced in December 2015, and the rail freight services that operate on the line. The analysis carried out to date indicates the proposed Overground extension will have no impact on off-peak c2c services.

The timetable for peak period c2c services and freight services would need to be modified to allow for regularly spaced Overground services to operate to Barking Riverside. The predicted impact of this change will be reported in the TfL's Environmental Statement (ES) and Transport Assessment, which will accompany TfL's Transport and Works Act Order application. Further information regarding TfL's approach to the assessment of the impacts associated with the project, is presented in Barking Riverside Extension factsheet 4.

Barking station

At Barking station London Overground services from Gospel Oak currently terminate in platform 1. To allow trains to continue towards Barking Riverside, via the Tilbury line, London Overground trains would need to use platforms 7 & 8. It is proposed that London Overground Barking Riverside services would share these platforms with c2c services. Figure 1 presents the proposed platform arrangement at Barking station.

Figure 1: Platform arrangement at Barking station



TfL operates a suite of strategic transport models that predict how people's travel patterns may respond to changes in the network, population and jobs growth. The extension of London Overground services into Barking Riverside and the potential impact of the new housing development has been modelled. The predicted change in interchange patterns at Barking station once the extension is operational has been analysed.

It is forecast that demand generated by new housing at Barking Riverside, released by the opening of the London Overground extension will increase the number of people travelling through Barking station by 16 per cent. Of those arriving from Barking Riverside, the vast majority are forecast to continue their journey towards London, via London Underground or c2c services.

To accommodate increasing demand at Barking station, TfL will be increasing the capacity of the Hammersmith & City and District lines, as part of the sub-surface upgrade. In addition, from December 2015 c2c will introduce a new timetable, increasing the number of services calling at Barking. TfL will also be working with c2c and Network Rail to understand how the additional demand generated by the Barking Riverside Extension will impact the operation of Barking station.

Beam Park

Beam Park is a development site identified in the draft London Riverside Opportunity Area Planning Framework (OAPF), located between Dagenham Dock and Rainham stations. The development proposals incorporate building a new station on the Tilbury line, so this site can be served by c2c rail services. A station at Beam Park will be delivered independently of the proposed London Overground extension to Barking Riverside, and the proposals for a station will have no effect on the Overground extension.

Further information

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Barking Riverside Extension – factsheet 3 Development at Barking Riverside and the Barking Riverside Extension

Barking Riverside / London Riverside development

Barking Riverside is the largest housing development in east London, with planning permission for up to 10,800 new homes, as well as healthcare, shopping, community and leisure facilities. Barking Riverside Limited (BRL) is a joint venture between the GLA and Bellway PLC, who are leading the delivery of the site, and providing the essential physical infrastructure including highways, utilities and the wider public realm.

The Barking Riverside development site is situated within the London Riverside Opportunity Area, for which the Greater London Authority recently ran a public consultation on an Opportunity Area Planning Framework (OAPF).

The OAPF sets out how the Mayor of London wishes to see London Riverside evolve to create up to 26,500 new homes and 16,000 new jobs within the area. This document also includes further details of the Masterplan for the Barking Riverside area. More information can be found at:

<https://www.london.gov.uk/priorities/planning/publications/london-riverside-opportunity-area-planning-framework>.

The role of the Barking Riverside Extension

Despite the recognised development potential of the Barking Riverside site, without an operational new rail link in place, no more than 4,000 homes can be occupied. The delivery of the Barking Riverside Extension by TfL, is therefore essential to enable the delivery of new housing, and to stimulate the creation of a new community at Barking Riverside.

The Barking Riverside Extension would operate from Barking along the Tilbury line, before diverging to a new section of railway in the vicinity of the Alfred's Way and Renwick Road. The new railway would be built along a viaduct, rising and crossing the Tilbury lines, Freightliner terminal and Choats Road, before continuing towards Barking Riverside. The alignment would end in the Barking Riverside development, where a station would be built at the heart of a new district centre. There are two alignment options under consideration, with further information detailed in Barking Riverside Extension factsheet 1.

The Barking Riverside Extension and provision of a station within the site will enable the creation of a new District Centre. This will contain a variety of commercial and leisure facilities. The station will have a surface concourse, enabling convenient interchange with bus routes and local cycle and pedestrian networks which will be developed and delivered by BRL, separately from this London Overground Extension project. The station will be designed to a standard consistent with other stations on the London Overground network. This will include the provision of ticket vending

machines, station lighting, CCTV, help points, customer information systems and secure cycle parking.

Other transport improvements

The London Riverside OAPF identifies that improved transport connections are required across the Opportunity Area, to facilitate its development. At Barking Riverside, the delivery of the Barking Riverside Extension will be supported by improvements to the bus network, the creation of a street network that promotes walking and cycling and improvements to the A13/Renwick Road junction.

These transport improvements will be delivered by BRL and TfL, but are not within the scope of the Barking Riverside Extension project. Barking Riverside Extension factsheet 1 details the scope of the project, and provides further information regarding the potential route alignments of the Barking Riverside Extension.

Further information

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Barking Riverside Extension – factsheet 4

Environmental Impact Assessment

Introduction

Barking Riverside is the largest housing development in east London, with planning permission for up to 10,800 new homes, as well as healthcare, shopping, community and leisure facilities. The Barking Riverside Extension, a 4km extension (1.5km of new track) of the existing London Overground Gospel Oak to Barking line, is the primary component of the package of transport measures required to unlock development at Barking Riverside. Without a new operational rail link in place, the development potential of the Barking Riverside site cannot be realised. Further information regarding the Barking Riverside development proposals and the importance of the Barking Riverside Extension, is detailed in Barking Riverside Extension factsheet 3.

Environmental Impact Assessment

The project will be subject to a full Environmental Impact Assessment (EIA) under the Transport and Works Act Order (TWAO) Rules (2006). The EIA will examine the proposals and report all residual environmental effects and the mitigation measures that will remove or reduce potential impacts on the environment. This process will ensure that environmental issues are given proper consideration during the engineering design process, and are reported in an Environmental Statement (ES), as part of the Transport and Works Act Order application.

The EIA will consider a number of relevant environmental topics including:

- Air Quality
- Ecology
- Ground Conditions and Contamination
- Historic Environment
- Noise and Vibration
- Resource Use and Waste
- Socio-Economic Effects
- Townscape and Visual Impacts
- Traffic and Transport
- Water Resources and Flood Risk

To inform the ES, a number of supporting documents will be developed including a Transport Assessment, Wider Economic Benefits Assessment, Sustainability Statement, and an Equalities Impact Assessment. Further information regarding the Transport and Works Act Order application is provided in Barking Riverside Extension factsheet 5.

EIA Engagement

To develop the EIA, TfL are engaging with key environmental stakeholders, such as the Greater London Authority, Barking Riverside Limited, Network Rail, Environment Agency, Natural England, Historic England the Local Planning Authority, and the

public. This engagement will ensure that due consideration is given to the potential environmental impacts of the project and recommend appropriate mitigation measures.

Once TfL submits the Transport and Works Act Order application for the project, a period of statutory consultation will follow in 2016. During this time, the public will be able to submit comments on the contents of the EIA and the ES to the Secretary of State for Transport.

Progress

TfL has issued an EIA Scoping Report to the Secretary of State for Transport. This report provides an overview of the project and the proposed environmental assessment methodology. This will allow the Secretary of State to issue a Scoping Opinion for the Barking Riverside Extension project.

TfL has also commenced the collection of environmental data to inform the EIA, including seasonal ecological surveys, background noise monitoring and other data provided by Barking Riverside Limited for the wider Barking Riverside area.

Next steps

Feedback from the spring 2015 consultation will help inform the ongoing environmental assessment process, and will ensure appropriate mitigation measures are identified and incorporated into the design of the railway extension.

This will assist TfL select a single Barking Riverside Extension alignment in summer 2015, to take forward for more detailed design development and environmental assessment ahead of the submission of a Transport and Works Act Order application. If approved, construction of the project could start in 2017, with train services commencing during 2020.

Further information

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Barking Riverside Extension – factsheet 5 Transport and Works Act Order process

Introduction

A Transport and Works Act Order (TWAO) under the Transport and Works Act 1992 (TWA) provides approval for the construction, operation and maintenance of a transport system. Transport for London will be applying for a TWAO to extend the Gospel Oak to Barking line to Barking Riverside, the proposed scheme is to be referred to as the Barking Riverside Extension.

A TWAO authorises the construction of the works and provides compulsory powers for acquiring land and property interests, and rights on a permanent and temporary basis. The TWAO application will be accompanied by a request to the Secretary of State to give a direction for deemed planning permission in respect of the Barking Riverside Extension, including a new station at Barking Riverside. Further information about the Barking Riverside Extension project and the two potential route alignments is presented in the May 2015 consultation, and is also detailed in Barking Riverside Extension factsheet 1.

The TWAO application

The application for the Barking Riverside Extension TWAO will be submitted to the Secretary of State for Transport. It will include a number of documents including a draft of the proposed Order, with supporting plans, an Environmental Statement (ES), and a summary report of the consultation carried out. Barking Riverside Extension factsheet 4 provides further information about the Environmental Impact Assessment process, and the information that will be reported in the ES.

Public inquiry

Once TfL applies for the TWAO, there will be a statutory 42 day period where representations, supporting comments or objections can be submitted to the Secretary of State for Transport. The Secretary of State is likely to require a local public inquiry into the proposals, and will appoint an independent inspector to conduct the public inquiry. Should a local public inquiry be required, TfL expects that it would take place at a point in 2016 and would be conducted over a period of several weeks.

The procedure relating to TWAO public inquiries is very similar to that for major planning inquiries and generally follows the steps below:

- Within six weeks of an announcement by the Secretary of State that there will be an inquiry, those wanting to take their representations and comments are required to submit a 'statement of case'. This is a document setting out the case that they wish to make at the inquiry.

- A short period after statements of case have been submitted, a pre-inquiry meeting will be held by the Inspector to discuss administrative arrangements for the inquiry. An independent programme officer will be responsible for these arrangements and co-ordinating the public inquiry.
- Documents called 'proofs of evidence' then must be prepared and submitted by each participant's witness or witnesses four weeks before the inquiry starts. At the inquiry, the participants each make their case, which may be supported by the evidence given on their behalf by their witness or witnesses, who can be questioned about their evidence.
- After the end of the inquiry the Inspector will submit a report to the Secretary of State for Transport with the Inspector's recommendations.
- The Secretary of State will decide whether to make or refuse the application for the TWAO, or whether any changes to it are required. The Secretary of State's decision, expected late in 2016 or early 2017, will be given in writing and will be accompanied by the Inspector's report. It will also be advertised, and those who participated in the inquiry will be sent a copy of it.

Further information

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