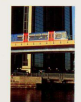


ENVIRONMENTAL ASSESSMENT AND STATION CONTEXT STUDIES

An environmental assessment study has been carried out to identify the expected impacts arising from the new railway link including the concerns of residents and to suggest ways of how the negative impacts could be reduced.

For each station, a context study has been carried out to establish the best way to locate the station within its local surroundings and to ensure its effectiveness in serving the local customer base.

Both the Environmental Statement and Context Study reports are available to members of the public from London Transport.



FURTHER INFORMATION

A number of meetings are proposed to enable a fuller discussion of the concerns of local residents and interest groups.

For advice and further information about the extension please contact:

- London Transport
Public Affairs Department
25, Broadway
London
SW10 0RD
Hotline 0800 0975 227/281
- For the Borough of Lewisham
Lewisham 2000
21st, Lambeth High Street,
Lewisham
SE13 0AR
Tel: (0803) 304 5300
- For the Borough of Greenwich
Greenwich Planning Dept
14th, Hargrave House
Southborough Street,
Greenwich
SE18 6PB
Tel: (0803) 655 9077/2257/2258
- For the Borough of Tower Hamlets
Tower Hamlets Strategic Planning Group
Tower Hill
London
E1 6AN
Tel: (0803) 360 4810/4240
- Isle of Dogs Regeneration Office
Green Station
Millwall Lane East
London
E16 1YU
Tel: (0803) 197 5000/4270
- For the LDDC
London Docklands Development Corporation
Empire House
Millwall Lane
London
E16 1YU
Tel: (077) 512 5000/4280

TIMETABLE

Deposit of Bill in Parliament	November 1990
Finalisation of scheme specification	July 1991
Granting of Road Access & Start of Construction	Early 1992
Railway Opening	Early 1995



THE GROWING RAILWAY

DOCKLANDS LIGHT RAILWAY

GREENWICH AND LEWISHAM EXTENSION

INTRODUCTION

London Transport with the support of the London Docklands Development Corporation, and the London Boroughs of Greenwich, Lewisham and Tower Hamlets are proposing to extend the Docklands Light Railway from Docklands south to Greenwich and Lewisham.

The extended DLR network will then connect Lewisham and Greenwich with the Isle of Dogs including Canary Wharf, the City, Stamford, Beckton and the Royal Docks.

This leaflet has been produced to let you know what is proposed. It describes the route and stations and the planned programme for further public consultation and information.

The route was the subject of extensive public consultation in April 1989. The comments received then, and since, have been taken into consideration in the development of the scheme now proposed.



AERIAL VIEW OF THE NEWLY EXTENDING ROUTE TO TORWICK LEWISHAM

In November 1990, London Transport was given consent by the Secretary of State to deposit a Bill in Parliament to allow the construction of the railway. Consent was given on the condition that the extension is primarily financed and London Transport is now looking at the railway being both constructed and run by the private sector under some form of concession arrangement.



DIAGRAM OF EXISTING NETWORK

Further discussion about the scheme design and method of construction will be taking place with local authorities and the public from now until they are finished in July 1991.

THE DOCKLANDS LIGHT RAILWAY AND THE LEWISHAM EXTENSION

This extension will provide a much needed river crossing allowing the benefits of Docklands regeneration to extend south of the river and to further improve access to Docklands from the south. Future rail times between strategic centres are shown below:

TYPICAL JOURNEY TIMES WITH THE LEWISHAM EXTENSION

	GREENWICH	CANARY WHARF	BANK	STIPITFORD	LEWISHAM
LEWISHAM	7	15	22	29	-
GREENWICH	-	8	15	22	-
CANARY WHARF	7	-	7	14	-
BANK	7	7	-	7	-

DESCRIPTION OF THE ROUTE

Isle of Dogs

The route will leave the existing railway just south of Canary Wharf to serve:



ARTIST'S IMPRESSION OF WHAT ISLAND GARDENS STATION COULD LOOK LIKE

MUDCHUTE STATION

The new Mudchute station will be built to the north of the existing station, with one entrance onto Spindrift Avenue and another onto East Ferry Road. Platforms will be at ground level. East Ferry Road will be widened to pass over the railway which will descend into a tunnel south of Mudchute. A footbridge over the railway will connect Spindrift Avenue with the widened East Ferry Road, the Mudchute and Millwall Park. The existing Mudchute station, together with the existing embankment and bridge over East Ferry Road, will be demolished.



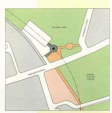
After Mudchute station the railway will descend into a tunnel under Millwall Park to reduce the environmental impact of the line. This will be achieved by "cut and cover" tunneling involving the temporary loss of park alongside the existing railway.



POSSIBLE VIEW OF THE PROPOSED CITY BANK STATION ENTRANCE FROM GREENWICH CHURCH STREET

ISLAND GARDENS STATION

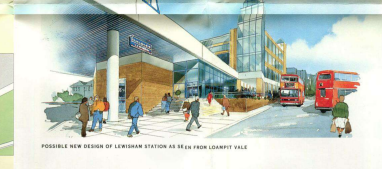
The station will be built below ground level with access by stairs at the southern end from an entrance on Manchester Road. Various designs are being considered through consultation with the local authority and the public. The simplest assumes a station in deep open landscaped cutting.



POSSIBLE NEW DESIGN OF LEWISHAM STATION AS SEEN FROM QUAYSIDE

Island Gardens to Greenwich RR Station

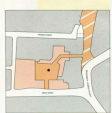
This section of route will be tunnelled beneath the river and Greenwich town centre serving:



The tunnel will be constructed in a conventional bored section as far as Road Hill Court and then by "cut and cover" to:

CUTTY SARK STATION

Cutty Sark station will be located underground behind the shops on the north corner of Creek Road and Greenwich Church Street. Existing shop frontages will be retained as far as possible. A new pedestrian precinct will provide access to the underground station, which links through to Creek Road and Greenwich Church Street.



GREENWICH STATION

The new DLR station will be built within the site of the existing RR station with entrances onto Greenwich High Road, Tavers Road and possibly Norman Road and Southborough Street. Single-track roads will be closed under the railway to through traffic although a replacement public thoroughfare for pedestrians will be provided.

Greenwich RR Station to Deptford Bridge

This section of route, which is through a primarily light industrial area, will be elevated to enable the railway to pass over both Norman Road and Deptford Bridge as well as the Deptford Creek.

DEPTFORD BRIDGE STATION

The new station will extend over the A2 at Deptford Bridge with staircase and lift access on both sides of the road. A public footbridge forming part of the station structure, will provide safe pedestrian crossing over the road.



Deptford Bridge to Lewisham

South of Deptford Bridge, the route will descend to ground level and continue at this level as far as its terminus at Lewisham. The route will run along the east bank of the River Northbourne open from a short section alongside Concert House. Over this section, to reduce the environmental impact, it is proposed to position the route in the existing over-bank slightly below ground level and divert the river through the southern end of Broadhill Park.

The present access to the Thames Water site on Broadhill Road will be replaced by a new access from Deptford Bridge across Broadway Fields. To make up for the loss of park land in Broadway Fields it is proposed that Broadhill Park will be extended to include the Thames Water administration building and its grounds. This would allow Thames Water to operate entirely on the east bank of the river and enable a new park overlooking from Broadhill Road to Deptford Bridge to be created.

ELVERSON ROAD STATION

The new station will be built at the eastern end of Elversham Road, with entrances onto Elversham and Conington Roads. Elversham Road will be closed to vehicle traffic, but a new footbridge with steps will maintain pedestrian access.

LEWISHAM STATION

The new DLR station will be located near Lurgate Vale adjacent east end of the existing RR bridge. The principal entrance to the DLR station will be on the north side of Lurgate Vale opposite the bus station. A second entrance will be provided on the south side of Lurgate Vale providing convenient access to the town centre.

KEY

- Station Access
- Proposed Substructure Site
- Park/Landscaping
- Existing
- Proposed Crossing
- Station Entrances