

SHORTLANDS STATION
Beckenham Lane Bridge

Existing retaining wall and trees

level of new tracks
top of existing embankment
probable loss of trees and new retaining wall for this length
(continuing bottom left)

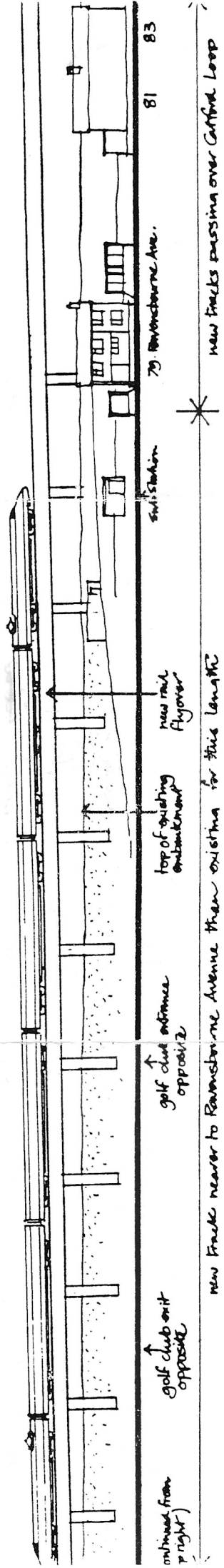
Bromley Council will hold the second public meeting to discuss the various route options for the high speed Channel Tunnel Rail Link at the Civic Centre, Rochester Road on 23rd January, 1989 at 7.30 p.m..

Two of BR's possible routes are planned through Bromley South on the main line through Shortlands to Beckenham Junction. BR plan to build two extra tracks between Shortlands Station and Herne Hill. The effect on Shortlands Station and along Ravensbourne Avenue will be dramatic as we have tried to show in the sketches above and below -

1. a concrete flyover will be constructed to carry the high speed tracks from platforms 3 and 4 of Shortlands Station out over the embankment on the side of Ravensbourne Avenue climbing to a height of some 25 feet above the existing Catford Loop line which it will cross at Shortlands Junction to then run alongside the two slow tracks to Beckenham Junction.

2. Shortlands Station will effectively be reduced to two platforms (1 and 2) to serve stopping trains on both the main line and Catford Loop line.

IF YOU WISH TO MAKE YOUR VIEWS KNOWN THEN PLEASE ATTEND THE MEETING



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new tracks nearer to Ravensbourne Avenue than existing for this length

new tracks passing over Catford Loop

BR intends to announce their decision next month on the choice of routes, but will not start engineering work until 1993.

The choice of this route will have the following effects on our area -

1. properties along Ravensbourne Avenue will suffer immediate planning blight, disturbance during the construction period and the close dominance of the flyover and the added noise from high speed traffic.
2. the environmental impact on Shortlands Village.
3. possible reduction of existing rail services especially at peak times.
4. the concrete structure for the flyover will act as a "sounding-board" and would magnify the noise of the proposed 60-90 m.p.h. traffic across the valley.

The details shown here are a professional assessment based on information provided by BR and using Ordnance Survey maps and photographs of the existing railway.