

## Have your say

This consultation gives you the opportunity to comment before we finalise our proposals and submit our application for the TWAO needed to start construction. Visit [tfl.gov.uk/nle](http://tfl.gov.uk/nle) to leave a comment or complete the feedback form.

Alternatively, if you wish to receive a paper version of the feedback form please call **0843 222 1234** or email [nle@tfl.gov.uk](mailto:nle@tfl.gov.uk) and we can arrange for one to be posted to you.

The consultation period will close at 17:00 on 16 December 2012.

## Further information

More information about key sites, a consultation feedback form and other details about the scheme can be found at [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

To receive this document in large print, audio or another language, please call 0800 298 3009.

## Northern line extension

### Factsheet 8: Previous consultation on the Northern line extension (NLE) and our response to issues raised

#### Background

Consultations on the possible routes for the extension of the Northern line were held in the summers of 2010 and 2011. The purpose of the consultations was to get feedback and understand views on the proposed route and the locations for the stations, and temporary and permanent shafts required as part of the extension. Subsequently, we have also met with local residents and community groups on request to provide more information about the proposals and understand their concerns in more detail.

This factsheet is a summary of our response to the key issues raised during these previous consultations.

Full details are available at [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

#### Key issue 1

#### How the proposed route options outlined in the consultations were developed

The options for the four possible routes were developed by Treasury Holdings (the former developers of the Battersea Power Station site) and Transport for London (TfL) over an extensive period of time from the route options identified in the GLA's 2009 Vauxhall Nine Elms Battersea Opportunity Area Transport Study. Following public consultation in summer 2011, TfL undertook a detailed assessment of the various route options. This concluded that route 2 was the best option to take forward.



## Key issue 2

### **The location of the permanent ventilation and access shafts at or near Claylands Road, Kennington Green and Kennington Park**

The proposals to extend the Northern line originally included plans for three permanent shafts along the route of the extension at or near Claylands Road, Kennington Green and Kennington Park. These shafts would be required to provide ventilation for the tunnels, smoke control in the event of a fire and access for the emergency services.

The reason for locating shafts at Kennington Green and Kennington Park is that they need to be constructed as close as practicable to the junction where the existing and new railways will meet. They must also be above the tunnels to allow for the removal of the machines used to construct the tunnels themselves.

The intermediate shaft was proposed at Claylands Road because of safety requirements to position it at the midway point between Kennington and Nine Elms.

In response to concerns from residents about the proposed shaft in the Claylands Road area, a decision has been made to remove the shaft from the proposals. This follows considerable further engineering and feasibility work to review alternative options, including different ways of providing access and intervention to the tunnels at this point.

## Key issue 9

### **The funding of the proposed extension and the relationship between TfL, the Mayor and Treasury Holdings**

Since the consultation in 2011, TfL is now leading the project on behalf of the Mayor.

TfL, along with the Mayor's office, is in discussion with all relevant parties, including the new owners of the Battersea Power Station site, London Boroughs of Wandsworth and Lambeth, and HM Treasury about the funding and finance arrangements for the NLE. These will need to be finalised before a TWAO application is submitted.

A funding statement will be submitted as part of our TWAO submission in spring 2013.

## Key issue 10

### **Accessibility at new stations and links to other transport opportunities**

Nine Elms and Battersea will be fully accessible from street to train, creating step-free access for people using these stations.

The stations at Nine Elms and Battersea will open up journey opportunities to the rest of the Underground network and provide an interchange with bus routes along Wandsworth Road and Nine Elms. Well signposted links to the mainline stations at Queenstown Road, Battersea Park and Vauxhall will also be provided.

We will continue to work with the Vauxhall and Nine Elms Strategy Board, comprised of public and private sector representatives responsible for overseeing the development of the area, and the councils at Lambeth and Wandsworth to improve links between the bus, rail, Tube, cycling and pedestrian network.

## Key issue 8

### The 2010 consultation and consultation methodology

Some concerns were raised about the first phase of public consultation conducted in summer 2010 by Treasury Holdings, who were working for the former owners of Battersea Power Station on the initial development of the NLE scheme. Some people in the area said they had not been made aware of the first stage of consultation on the proposed route options owing to problems with the distribution of the leaflets. Following feedback received in response to the 2011 consultation, TfL and Treasury Holdings repeated the 2010 route options consultation and distributed leaflets to 40,000 homes and businesses along the proposed route of the extension.

Consultation is not designed to be a referendum or a decision-making tool in its own right – rather it is one of many tools used to inform decisions on large-scale infrastructure projects. Consultations are used to help make better and more informed decisions and focus on issues as much as on numbers; they are designed to help understand

people's views, provide the opportunity for people to comment and ask questions, and to raise matters that might not have already been thought of so that proposals might be improved. For example, the 2011 route options consultation told us that 61 per cent of respondents' preferred route was from Kennington to Battersea, with new stations at Nine Elms and Battersea. However, it also gave us a raft of other information. It elicited a number of suggestions for alternative routes that have since been explored by the design team and it told us that people have concerns about noise that we have since explored further. Following the outputs from the consultation, we also focused on work to explore alternative options for the proposed shaft in the Claylands Road area, which has now been removed from the proposals for the scheme.

The typical length of time for infrastructure consultation processes is around six weeks, but the 2011 consultation process lasted for just over 13 weeks. The 2012 consultation currently under way will be open for six weeks, until 16 December.

## Key issue 3

### Concerns about the construction impacts on the extension

We understand residents' concerns about potential disruption during construction and we will seek to keep this to a minimum. TfL adopts a best practice approach to managing its construction impacts based on our significant experience of delivering major transport projects across London. We will be required to adhere to a strict code of construction practice which will be agreed with the local authorities. It would include provisions on construction noise and vibration, dust, dirt on highways and working hours and noise limits.

For some construction (around Radcot Street and Harmsworth Street) we may need to temporarily close a road or divert traffic. There could also be some impact on the provision of on-street parking during the construction phase. We will work closely with the local authorities to identify alternative parking provision, should this be required.

A full environmental statement on the proposals is being prepared which will include detailed analysis of the temporary impacts during construction, including noise and air pollution, traffic movements, impacts on trees and other disruption to local residents. Working closely with the local authorities, we will seek to keep these impacts to a minimum.

Subject to permission to build the extension being granted, a contractor will be appointed to carry out the works. Together with our contractors, we will engage with local residents and businesses throughout the proposed building works. This could include establishing community liaison groups, providing newsletter updates and holding drop-in and feedback sessions. We'd welcome other ideas from local residents about how they would like to be kept informed and engaged during this period.

However, there may be circumstances in which noise impacts arise during construction which need to be alleviated further. For those who may be affected by this, TfL will work with local authorities to agree suitable mitigation measures and will put in place a Noise and Vibration Policy for the NLE. This will cover aspects

such as potential mitigation measures (such as secondary glazing) or in certain circumstances an offer of re-housing on a temporary basis where noise thresholds are likely to be reached for extended periods.

TfL is also developing a Hardship Policy where owners of eligible properties who have a compelling reason to sell their property and are unable to do so owing to the NLE could have their property purchased by TfL. These policies will be published on the NLE website as soon as they are available.

#### Key issue 4

### **Noise and vibration impacts of operating the extension**

We understand the concerns of some residents about the potential impact noise and vibration could have once the extension is operational. We take these concerns seriously and we are committed to ensuring that the proposed extension will meet levels defined in TfL's London Underground Noise and Vibration Guidance. This is at least equivalent to, and in some cases more stringent than, those of most other new underground railways in Europe, USA and Australia.

The environmental assessment will assess the future operational noise and vibration impacts of the extension. Where operational noise levels are forecast to exceed those set out in our guidelines, mitigation measures would be put in place.

#### Key issue 5

### **The impact of the NLE on Kennington station and the Northern line, and the inclusion of a possible interchange at Vauxhall**

Around 80 per cent of additional passengers as a consequence of the NLE are forecast to use the Charing Cross branch rather than the Bank branch. This will lessen the impact on Kennington station and the most crowded sections of the Northern line.

Separate to the NLE, work is already under way to upgrade the Northern line with a new signalling system by 2014, increasing capacity by 20 per cent for both branches of the line (from 20 trains per hour to 24). Looking further ahead, phase 2 of the Northern line upgrade (anticipated following completion of the Northern line extension) will further increase capacity by around 30 per cent on the Bank branch, and 15 per cent on the Charing Cross branch.

Further work is under way to assess the impacts of the NLE on the rest of the Northern line prior to our application for a Transport and Works Act Order (TWAO) for permission to build and operate the extension.

Our passenger forecasts tell us that Vauxhall station is already operating close to capacity. An interchange with the Northern line at Vauxhall would exacerbate this issue, whereas a new station at Nine Elms would provide relief.

An interchange at Vauxhall would increase demand on the Victoria line, which is already one of London's busiest lines, and would be significantly more expensive than the option we are proposing.

#### Key issue 6

### **Extending the Northern line from Battersea**

Consultation responses raised some interest in the possibility of the Northern line being extended beyond Battersea as far as Clapham Junction. The proposals allow for the potential for a future extension beyond Battersea.

#### Key issue 7

### **The decision to propose a Tube over other transport solutions**

Some consultation responses questioned whether a Tube extension is the right solution for the future transport needs of the area. The extension of the Northern line is considered essential to support the transformation of Vauxhall Nine Elms and Battersea, a designated regeneration area on the South bank, and part of wider plans to improve public transport in the area. Such an extension is the only solution that can realistically provide the required transport capacity and connectivity to achieve the Mayor's vision for development of the area of around 16,000 new homes and 20,000–25,000 jobs. This vision is detailed in the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework, the approved planning policy for the area.

The Northern line extension is an integral part of wider plans to improve transport in the area. These include passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and Barclays Cycle Hire. There will also be improvements made to the existing transport infrastructure, such as renovations of Battersea Park Station.