

# Northern line extension

## Factsheet G: Impact of the Northern line extension on the Northern line and Kennington station

### 1. Background

The Mayor has set out his vision for the transport network to meet the changing needs of London within the Mayor’s Transport Strategy. The Northern line extension (NLE) has been developed so that it meets this vision for London and fits with the future transport network.

### 2. Forecast journeys on the NLE

TfL has assessed the effects of the NLE on the existing Northern line and the wider transport network. This analysis has used a combination of transport models, current data on travel patterns and professional judgement to forecast and understand the effect that the scheme will have on the Tube and rail networks. This approach has been developed over many years and has been shown to be a robust method for forecasting travel in London.

The forecasted number of passengers who are anticipated to use the NLE in the morning peak period (between 07:00–10:00) in 2031 is set out in the table below:

*Chapter 6A: environmental statement addendum*

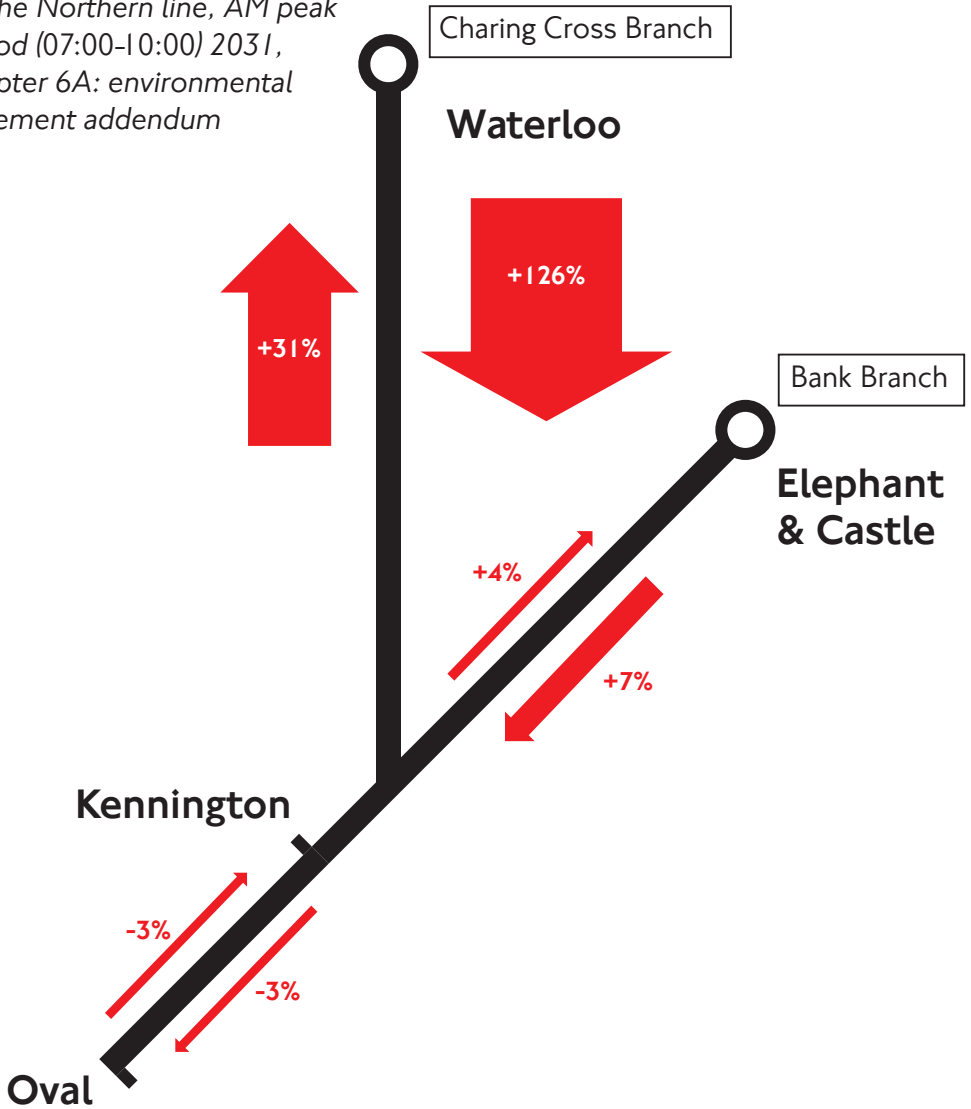
| Journeys between       | Number of passengers |
|------------------------|----------------------|
| <b>Northbound</b>      |                      |
| Battersea – Nine Elms  | 4,200                |
| Nine Elms – Kennington | 8,300                |
| <b>Southbound</b>      |                      |
| Kennington – Nine Elms | 6,300                |
| Nine Elms – Battersea  | 4,200                |

### 3. Impact on the Northern line train services

Our forecasting has shown that passengers using the NLE will have a limited impact on the rest of the Northern line and the wider transport network.



Forecast change to passenger flows on the Northern line, AM peak period (07:00-10:00) 2031, Chapter 6A: environmental statement addendum



The diagram illustrates that the NLE results in only a small increase in usage on the Bank branch but a larger increase on the Charing Cross branch.

Analysis shows that these additional passengers will not significantly effect crowding on

the existing Northern line. Whilst there are relatively large increases in passengers northbound and southbound between Kennington and Waterloo, there is relatively modest usage of this section of the Northern line and the increases make better use of available capacity.

## Illustration of platform 1 with the introduction of new cross passages



The NLE reduces the number of passengers travelling northbound from existing stations south of Kennington, the most heavily used sections of the Northern line and makes better use of available capacity on southbound routes.

More detail on the impact the NLE has on the Northern line is in chapter 6 of the environmental statement.

### 4. Impact of the NLE on Northern line stations

With the exception of Kennington station, passenger numbers through Northern line stations will not increase significantly. At Kennington, forecasts suggest an increase in the number of passengers interchanging between the Bank and Charing Cross branches. The NLE has little impact

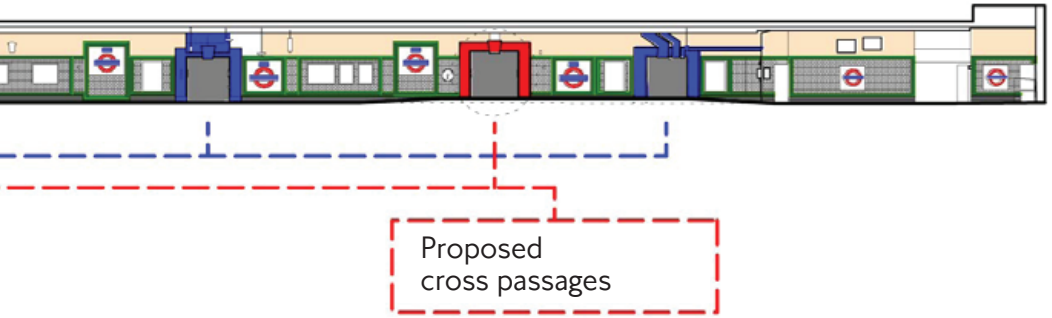
on the number of people entering and exiting the station.

To improve passenger flows between the platforms we are seeking powers to construct up to two additional cross passages linking each pair of platforms.

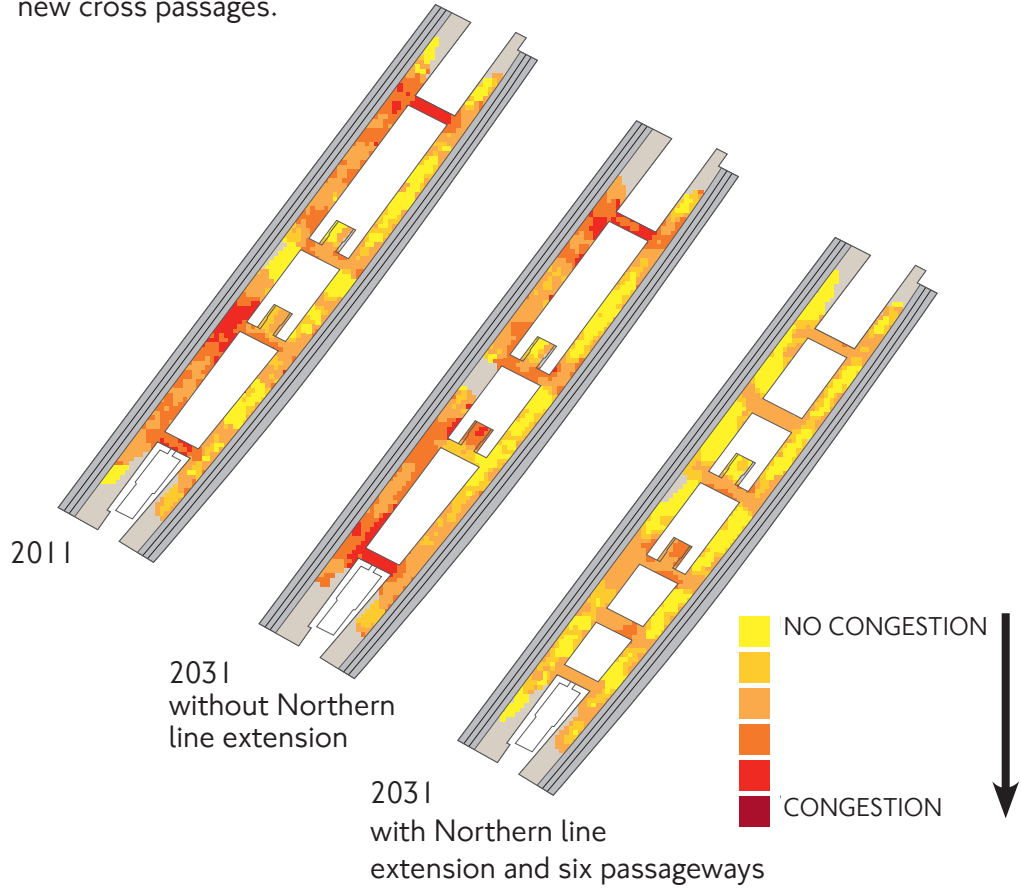
The design of the cross passages will be in keeping with the heritage status of Kennington station which is a Grade II listed building. An application for listed building consent was submitted in conjunction with our Transport and Works Act Order (TWAo) submission.

*Forecast passenger flows at Kennington station, AM peak period (07:00-10:00) 2031, Chapter 6A: environmental statement addendum*

|   | Without the NLE | With the NLE | Change | % difference |
|---|-----------------|--------------|--------|--------------|
| Entries/Exits                                       | 7,900           | 8,100        | 200    | 3%           |
| Interchange between Charing Cross and Bank branches | 12,100          | 15,400       | 3,300  | 27%          |
| Totals  | 20,000          | 23,500       | 3,500  | 18%          |



Our forecasts indicate that levels of crowding on platforms at Kennington station will significantly decrease with the introduction of the NLE and new cross passages.



The illustrations above show levels of congestion on northbound platforms within the AM peak period (08:30-08:45)

While the NLE proposals will improve the interchange at platform level, there is a further review of Kennington station being undertaken separately. This is considering further improvements to the ticket hall, lift capacity and station entrance.

## **5. Future journey options**

There will be a number of changes to London's transport network between now and when the NLE is scheduled to open. Crossrail alone will add 10 per cent to the overall capacity of London's rail network.

In addition upgrades across the Tube network, including the Northern line will be complete. This will add 20 per cent capacity to the central section of both branches by 2014. Looking ahead, further upgrades to the Northern line will provide around 30 trains per hour on both branches, compared with 20 to 22 today and 24 after the 2014 upgrade. Following this upgrade all trains to Morden will run via Bank and all trains to Battersea will run via Charing Cross.

Travel options and travelling conditions on the network in the future will therefore be very different from today offering those travelling from Battersea and Nine Elms to central London on the NLE a range of choices.

Passengers travelling to the West End are likely to use the Charing Cross branch, meanwhile many passengers travelling to stations in the City such as Liverpool Street, Farringdon, St Paul's, Chancery Lane or Blackfriars, would have the option to remain on the Charing Cross branch and interchange to continue their journey rather than transfer onto the Bank branch at Kennington and then interchanging again.

Many journey times will be the same or quicker and trains would be less crowded.

## **6. Further information**

Full details about the NLE TWAO application, and the documents to support this are available at [tfl.gov.uk/nle](http://tfl.gov.uk/nle)

If you would like more information about the proposals please email [nle@tfl.gov.uk](mailto:nle@tfl.gov.uk)

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