



Plans to extend the Northern line to Nine Elms and Battersea (NLE)

A report on the 2012 consultation to extend the Northern line

February 2013

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Executive summary

- 1.1. In 2012 Transport for London (TfL) conducted a non-statutory eight week public consultation on the proposal to extend the Charing Cross branch of the Northern line from Kennington to Battersea via Nine Elms (NLE). The consultation ran from 7 November to 30 December.
- 1.2. Information about the proposals was made available online along with a consultation questionnaire which included both closed and open questions.
- 1.3. Members of the public and stakeholders were invited to give their views either by filling in the questionnaire online or by responding via post or email. The plans could also be viewed and commented upon at nine consultation events. The questionnaire and factsheets were available in alternative formats such as large print, audio or another language. Paper copies of the questionnaire and the factsheets were available upon request.

Questionnaires from individuals (online and via post)	1,689	93.47%
Emails from individuals	68	3.76%
Letters from individuals	4	0.22%
Responses from stakeholders	47	2.55%
Total responses	1,808	100%

- 1.5 Leaflets were distributed to over 40,000 addresses along the proposed route and promoted through the local media, posters at Northern line stations, letters/emails to ward members, MP's, Assembly Members, Disability and Access groups, resident groups and owners/occupiers of potentially affected properties along the proposed route.
- 1.6 Almost all (98%) responded as an individual and almost all lived in London postcodes with almost three quarters living in the postcodes beginning with SW and SE.
- 1.7 Almost all respondents (94%) gave general comments on the proposed route of the Northern line extension (NLE) and the location of the two new stations at Nine Elms and Battersea. Of the remaining questions, those that received the highest response overall were comments on the proposed construction work at

Battersea (44% made comments), the proposed new station at Battersea (43%) and the proposed new station at Nine Elms (41%).

1.8 Overall there were more positive and neutral comments about the proposals than negative. Overarching positive and neutral comments included:

- Great idea/support initiative
- Extension will improve transport links in the area
- No objections concerns/proposals seem sensible

1.9 The key issues and themes from the individual and stakeholder responses are summarised as:

1. Capacity of the Northern line and especially Kennington station and future service levels on the Northern line
2. Noise and vibration levels once the NLE is operational and requests for compliance with more stringent guidelines
3. The location and design of the permanent shaft and head house at Kennington Park
4. The potential effects of settlement to buildings situated above the new tunnels
5. Noise and traffic impacts during construction
6. Concerns about the consultation process – in particular the route options consultation and the location of the permanent shaft at Kennington Park
7. Requests for further investigation and consideration of the wider transport needs and alternative transport solutions to the NLE and alternative route suggestions
8. Concerns about the funding of the scheme and the potential use of public money

1.10 Full details of the consultation are available in section 6 of this report (stakeholder responses) and Appendix 1 (Proposed Northern Line Extension Consultation Report. A report by Accent). This provides a full details and analysis of the responses received from members of the public.

1.11 The issues set out in 1.9 above are responded to in detail in TfL's : Autumn 2012 consultation on the NLE. Our response to key issues raised.' This can be downloaded at www.tfl.gov.uk/NLE.

- 1.12 Consultation and engagement on the proposals is ongoing. Since this consultation closed at the end of December 2012, we have engaged further with community groups and heritage experts on the design of the head house (the above ground structure) for the permanent shaft at Kennington Park and the reinstatement of Kennington Green.
- 1.13 In addition to TfL's existing engagement programmes with Government, London Assembly Members, local authorities, business, transport, environment and accessibility groups, TfL has an ongoing schedule of meetings with resident groups, landowners potentially affected by the proposals, Lambeth, Southwark and Wandsworth councils and the Vauxhall Nine Elms Board to discuss issues specific to the NLE.
- 1.14 Details of the proposals are being finalised ready for submission of a Transport and Works Act Order (TWAo) application to the Secretary of State for Transport in April 2013. This will mark the beginning of the statutory consultation process for obtaining authority to construct the scheme.
- 1.15 A summary consultation report, highlighting all the consultation and engagement activities conducted to inform the NLE proposals will be submitted as part of our TWAo application.
- 1.16 Full details of the application, together with all the supporting documents will be available to view online at www.tfl.gov.uk/nle, at public inspection points along the proposed route, which may include libraries and the council offices for Lambeth, Southwark and Wandsworth.

Report structure

- 1.17 Chapter 2 provides a background to the NLE and past consultations, while chapter 3 introduces the most recent consultation.
- 1.18 Chapter 4 explains the consultation process.
- 1.19 Chapter 5 presents a high level summary of the consultation responses and introduces the quantitative analysis conducted by Accent, on behalf of TfL, which is appended to this report. Chapter 6 summarises stakeholder responses.
- 1.20 Finally, Chapter 7 provides information about the next steps involved in working towards the TWAo submission.

2 Background

- 2.1 An extension of the Northern line (Charing Cross branch) is proposed from Kennington to Battersea with new stations at Nine Elms and Battersea. The proposal has been developed in the context of the Mayor's vision for the regeneration of Vauxhall Nine Elms Battersea (VNEB), which he designated an Opportunity Area in the London Plan. The scale of the development envisaged for the area will require significant enhancements to public transport capacity and an extension of the Northern line to Battersea has been identified as the only way to achieve this.

Previous consultations

- 2.2 Consultations in summer 2010 and 2011 asked for feedback on four proposed routes for the NLE and on the preferred route including the locations for permanent shafts. Leaflets were sent to over 40,000 households and businesses along the route with an invitation to complete paper or online questionnaires. In addition, public exhibitions and meetings were held for local residents, businesses and community groups.
- 2.3 In autumn 2011, 2,500 households and businesses were asked for their preferences on proposed locations for temporary shafts in the Kennington area. Meetings were held with residents and community groups close to the potential sites.

Update communication

- 2.4 In spring 2012, TfL sent a leaflet to over 40,000 households and businesses along the proposed NLE route to provide an update on the proposals for the NLE. Emails were also sent to stakeholders including local ward members, MPs, London Assembly Members, transport, environmental interest and local resident groups with an offer of an update briefing. The update was promoted via the media and through TfL's Metro pages in the Metro newspaper.

3 Introduction

3.1 In autumn 2012, TfL conducted a non-statutory consultation asking for the public and stakeholders' views regarding the proposed NLE. The consultation ran from 7 November to 30 December 2012.

3.2 The consultation invited respondents to give views on the proposed:

- route
- station locations
- worksites at two temporary shafts, and as an alternative, 'gallery tunnels' to enable works to stabilise the ground
- worksites at two permanent shafts
- indicative design ideas for the permanent shaft at Kennington Park and the reinstatement of Kennington Green
- construction works and designs of the two stations

Residents were also asked to prioritise three issues from a list of eight. Space for comments regarding these issues was also provided.

3.3 Information about the proposals was available online and consultees were invited to respond by filling in a questionnaire online or by submitting their views by email or post.

4 The consultation process

4.1 This section provides an overview of the consultation process, including a description of the activity undertaken to promote it and ensure the public and stakeholders could provide their views on the proposals.

Consultation working group

4.2 A consultation working group comprising representatives from the London boroughs of Wandsworth, Lambeth and Southwark and the Vauxhall Nine Elms Battersea (VNEB) Partnership, convened to discuss matters related to consultation and communications for the NLE.

4.3 The group considered and agreed the consultation process and provided details of local venues for meetings and consultation events. Existing council and VNEB

communication channels were also utilised, e.g. websites, newsletters and resident magazines, to promote the NLE consultation to council residents and local businesses (Appendix 4)..

Consultation dates

4.4 The 2012 consultation started on 7 November 2012 and ended on 30 December 2012 (extended from 16 December 2012).

Communications to promote the consultation

4.5 The consultation was promoted via the following channels:

- delivery of a leaflet to promote the consultation to over 40,000 homes and businesses along the proposed route of the extension
- a media release to local newspapers, broadcast and transport trade press and publishers.
- inclusion in TfL's Metro pages
- the start of the consultation was announced to 78,000 followers of the "@TfL Official" Twitter account
- posters at tube stations south of Charing Cross and Bank
- TfL sent an email to sections of its customer database (using only the sub-set who had given permission for their details to be used) who are existing and potential Northern line users. In total, some 440,000 emails were sent
- a pre-launch email was sent to stakeholders including Assembly Members, MPs, and local resident and interest groups to highlight the consultation and offer face to face briefings
- emails were also sent to business organisations, accessibility and environmental groups
- emails to those who signed up via the www.tfl.gov.uk/nle sign up page to receive more information (approx 600 people)
- letters to over 1000 owners/occupiers of potentially affected properties along the proposed route
- council and VNEB partnership communication channels such as websites, e-newsletters and resident magazines were also utilised

The consultation leaflet

4.6 The leaflet (Appendix 2) provided an overview of the proposed route, sign-posted recipients to where they could access further information about the NLE and provide feedback. It also promoted the dates and times of NLE consultation events to showcase the NLE proposals at venues along the proposed route.

4.7 London Letterbox Ltd delivered the leaflet on behalf of TfL. In line with their contractual obligations they monitored and back-checked the leaflet deliveries.

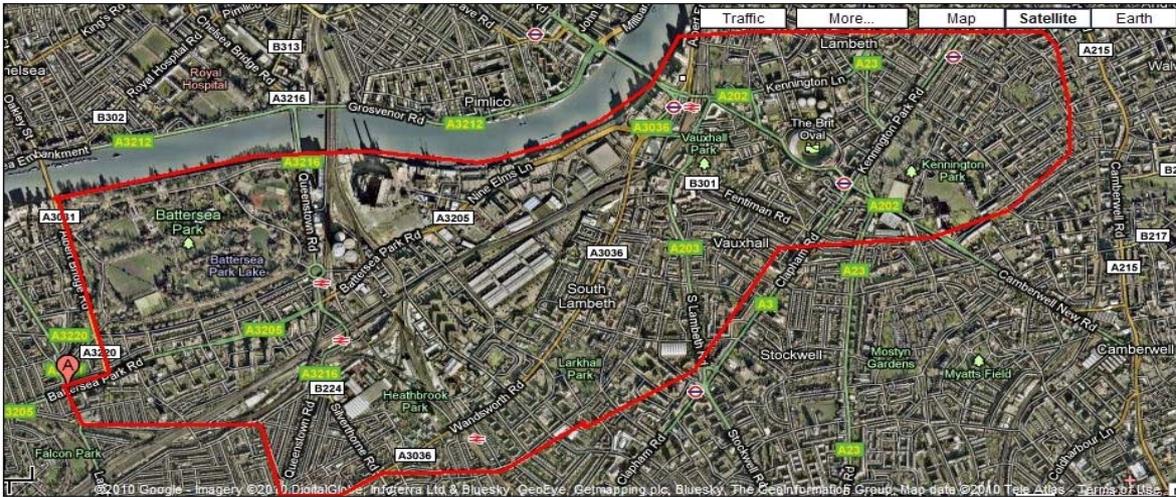


Fig 1 Map to show the distribution area for the delivery of the NLE consultation leaflet

The consultation website

4.8 TfL made information about the proposals available through an online consultation site. This provided an overview of the proposals, maps of the proposed sites required to build the scheme, nine detailed factsheets, an on line questionnaire and background paper as well as policies and route maps for the scheme. Copies of the leaflet, background paper and factsheets are available in Appendix 2. Appendix 3 features a hard copy of the consultation questionnaire.

4.9 Visitors to the site were able to download the proposals, factsheets and questionnaires, or view the factsheets and complete the questionnaire online.

4.10 During the period of the consultation there were over 65,000 unique visitors to the NLE landing page at www.tfl.gov.uk/nle and almost 10,000 visitors to the NLE consultation website.

Accessibility

- 4.11 The questionnaire and factsheets were available in alternative formats such as large print, audio or another language. Paper copies of the questionnaire were available upon request and respondents could submit feedback by completing the questionnaire online, submitting a hard copy to the free Business Reply address published in the NLE consultation leaflet, or by emailing the NLE team at: nle@tfl.gov.uk.

NLE consultation events

- 4.12 Initially, seven consultation events to showcase the NLE proposals were planned at four venues over a range of different days and times to accommodate the greatest number of people who wished to attend.
- 4.13 In response to requests from the Heart of Kennington Association and residents living close to the proposed temporary shaft in Harmsworth Street, two further consultation events were held. The Heart of Kennington Association promoted an event at the Durning Library in Kennington and invitation letters were sent to 1600 addresses local to Harmsworth Street to promote an additional event at Keyworth School, close to Harmsworth Street in Kennington.
- 4.14 The table below lists the NLE public exhibitions held during the consultation period:

12 November	Durning Library Kennington	18.15 – 20.00
15 November	Market Towers Vauxhall	12.00 – 19.00
16 November	Market Towers Vauxhall	09.30 – 13.00
23 November	Sainsbury's Nine Elms	12.00 – 19.00
24 November	Sainsbury's Nine Elms	09.30 – 13.00
29 November	Gallery on the Corner	15:00 – 20:00
3 December	Keyworth Primary School Kennington	18.15 – 20.00
7 December	The Kia Oval	12.00 – 19.00
8 December	The Kia Oval	09.30 – 13.00

- 4.15 Two weeks after the consultation launch, an additional Factsheet 9: 'Alternative construction approach for connecting the extension to the existing Northern line and stabilising the ground', and question were added to the consultation online and in the hard copy of the questionnaire. An email update was sent to all who had already responded to the consultation, to advise them of the additional information and the opportunity to comment. An update was also sent to those who signed up to receive NLE updates at www.tfl.gov.uk/nle and to stakeholders.
- 4.16 In recognition of the late addition of this information, the consultation closing date was extended by two weeks from 16 December 2012 to 30 December 2012.
- 4.17 On 21 December 2012, TfL released 'Our response to common questions raised at the consultation events for the Northern line extension'. This was emailed to those who left comments and contact details at the exhibitions and to those who had made further enquiries via the NLE inbox. It was also posted online at www.tfl.gov.uk/nle.

Directly affected properties

- 4.18 In addition to the leaflet delivery to over 40,000 addresses along the proposed route, letters were sent to approximately 1000 owners and/or occupiers of properties that may be directly affected by construction or use of the extension (particularly of land that may need to be acquired permanently, including subsoil concerned with the railway tunnels, or of land required temporarily for construction). The letter included a copy of the consultation leaflet and highlighted the opportunity to comment on the NLE proposals. It also advised recipients that they would shortly be contacted with regard to land referencing.

Meetings with resident and local interest groups

4.19 During 2012 and 2013, TfL has met with representatives from a number of local resident and interest groups to discuss issues related to the NLE. The groups actively engaged with and the dates are detailed in the table below. This is an ongoing process of engagement and further meetings are underway.

Bee Urban (community users of Old Lodge)	13 September 2013; 16 January 2013; 17 February 2013
Claylands Green Action Group	18 May 2012; 22 October 2012; 29 January 2013
Cleaver Square, Cleaver St & Bowden St Residents Association	17 January
DATA Group	12 January 2012; 21 November 2012
Friends of Kennington Park	24 October 2012; 16 January 2013
Heart of Kennington Residents Association	23 October 2012, 12 November 2012; 17 January 2013; 8 February 2013
Kennington Association	17 January
Kennington Green Residents	23 October 2012; 17 January 2013
Kennington Park Neighbourhood Action Group	1 October 2012; 24 October 2012; 16 January 2012;
Southwark Transport Forum	5 December 2012
Vauxhall Society (AGM)	25 October

5 Summary of responses

5.1 This section provides an overview of the total number of consultation responses received and from which groups these responses came. In depth, quantitative analysis of the public's response was conducted by Accent and is contained in Appendix 1. Information about stakeholders and summaries of their responses can be found in chapter 6. It should be noted that for the purposes of analysis, the public's and stakeholders' responses have been kept separate.

Response totals and channels used

5.2 In all, TfL received 1761 responses from members of the public, the vast majority of which were via the online questionnaire. The table below shows what proportion of responses were received across the three possible channels. In addition to those responses detailed below, 23 stakeholders filled in the online questionnaire and a further 24 wrote via email and post.

Channel	Total	Proportion
Online	1,683	95.57%
Email	68	3.86%
Post	10	0.57%
Total	1,761	100%

5.3 The table overleaf details the proportion of each type of respondent. As is clear, individuals made up the majority of responses (1,744). Those who represented wider interests were designated as stakeholders and their responses have been summarised in the stakeholder analysis in chapter 6 of this report.

Respondent type	Total	Proportion
Individual	1,744	96.47%
Community or resident groups	22	1.22%
Elected representatives	10	0.55%
Major landowners/landowner group	5	0.28%
Local business or business interest	3	0.16%
Environmental groups	3	0.16%
Accessibility organisations	2	0.11%
Transport groups	2	0.11%
Not answered	17	0.94%
Total	1,808	100%

Quantitative analysis

- 5.4 TfL commissioned Accent, an independent market research company, to conduct quantitative analysis of the consultation responses received online via hard copy email. Their report can be found in Appendix 1.

6. Stakeholder responses

Overview

- 6.1 In total, 46 stakeholders responded to the consultation. Resident community and interest groups and elected officials made up the bulk of the representations, with 22 and 10 responses respectively. Additionally, three environmental groups, two local businesses, one organisation representing business interests, two accessibility groups and two transport groups sent responses. In addition, responses were received from four major landowners who will be potentially impacted by the proposals.
- 6.2 The primary concerns raised by resident and community groups include issues relating to the ventilation and intervention shaft in Kennington Park, the potential for noise and vibration during construction and operation of the NLE and the cost

of the scheme. Other frequently made comments were about the capacity of the Northern line and other possible transport improvements instead of and in addition to the NLE.

- 6.3 The elected representatives who responded to the consultation included: two London Assembly Member groups, one London Assembly Member, one Member of Parliament, one councillor group and four councillors. One London borough also responded to the consultation.
- 6.4 Below is a list of the stakeholders who responded to the consultation, along with a brief summary of each stakeholder's main points. It should be noted that the detail of responses received from four major landowners and a joint response representing three of these landowners are not included here as TfL is engaged in ongoing commercially sensitive discussions with them.

Responses from London boroughs

The London Borough of Southwark

- 6.5 The London Borough of Southwark has three concerns: the impact of the NLE on Northern line services and at stations; it calls for Kennington station to be made safer and re-designated as a Zone 1 station; and that disruption during construction (especially at Bishops House children's centre) is minimised.

Responses from resident and community interest groups

The beekeeper at the lodge

- 6.6 The beekeeper at Kennington Park supports the NLE but is opposed to the proposed shaft at Kennington Park.

BeeUrban

- 6.7 Bee Urban supports the NLE but is opposed to the proposed shaft at Kennington Park.

The Claylands Green NLE Action Group

- 6.8 The Claylands Green NLE Action Group does not oppose the NLE in principle but has concerns about its effect on the local area and residents, in particular those living above the proposed tunnels. It does not think the current noise standard is sufficiently stringent; that the Northern line may not be the optimal transport solution and is costly; and that there may be further congestion on the Northern line caused by the proposal.

The Deanery of Southwark and Newington

- 6.9 The Deanery of Southwark and Newington (St Agnes, St Paul and St Mary communities) states that the proposal will have adverse impacts in Lambeth and Southwark and states that improving Vauxhall and Elephant & Castle stations should be a priority.

Development and Transport Action Group

- 6.10 DATA Group calls for a comprehensive transport needs analysis to be undertaken before the NLE is progressed any further; it is concerned about the environmental impact of the NLE and states that the current position on the financing of the project is unacceptable. It would like further consultation once more information on these matters is available.

Fentiman Road NLE Action Group

- 6.11 The Fentiman Road NLE Action Group wrote to express interest primarily in noise and vibration mitigation and issues surrounding subsidence, settlement and building damage (especially for homeowners along the route). They were also concerned about capacity on the Northern line (specifically the Bank branch) and the lack of benefit to Lambeth residents.

Fentiman Road and Richborne Terrace Residents Association

- 6.12 Fentiman Road and Richborne Terrace Residents Association states that some residents are in favour of the NLE but are keen to ensure lower noise levels in the area and that construction traffic should use only major roads.

Harmsworth Street Action Group

- 6.13 The Harmsworth Street Action Group raised concerns about potential disruption to residents near the temporary shaft worksite at Harmsworth Street. They also expressed the opinion that the NLE was not required and that other transport interventions could serve the OA.

Incredible Edible Lambeth

- 6.14 Incredible Edible Lambeth is opposed to the proposed shaft at Kennington Park because it will affect the work of Bee Urban which is important to the local community; it also states that consultation on this site has been flawed.

Kennington Park Neighbourhood Action Group

- 6.15 KPNEG states that the consultation process with regard to the location of the shaft in Kennington Park was flawed and that the proposed location is inappropriate; it suggests that the shaft is placed at Kennington station instead or an alternative 'yard' site at another location within the park.

Kennington Planning Forum

- 6.16 The Kennington Planning Forum objects to the NLE in principle and expresses concerns over the justification for such a transport intervention, the cost of the scheme and the impact on the local community during construction.

King's College Hospital Foundation Trust

- 6.17 Kings College Hospital Foundation Trust is supportive of the proposal but states that an extension of the Northern line along the A23 would serve an area which is less well-provided with public transport.

Lambeth and Southwark Housing Association

- 6.18 Lambeth and Southwark HA states that the proposed location of the ventilation shaft at Kennington Park is inappropriate and is concerned about the effect of tunnelling on its properties. It states that while there will be many benefits from the NLE, its tenants need to be involved in the process and be protected from adverse construction impacts.

Lansdowne Residents Association

- 6.19 Lansdowne Residents Association is opposed to the NLE, stating that it is not the best solution to the transport problems in the area, is costly and should instead take the form of over ground rail.

Life Tabernacle Church

- 6.20 Life Tabernacle Church supports the proposal.

Residents of Hanover Gardens and the surrounding area

- 6.21 Residents from Hanover Gardens and the surrounding area submitted a petition to TfL requesting that the NLE be put on hold until an independent transport needs analysis has been conducted. Their concerns include congestion at Kennington station, operational noise and vibration and possible increased crowding on the Bank branch of the Northern line.

St Anne and All Saints Church

- 6.22 St Anne and All Saints Church states that the NLE would be an asset to the area.

Salter Buildings Residents Company Ltd (representing Mill Pond Close)

- 6.23 Salter Buildings Residents Company Ltd supports the NLE and is in favour of new stations in the sites proposed at Nine Elms and Battersea.

SAWTAG

- 6.24 The South and West Transport Action Group suggested a whole host of alternative transport interventions as well as a different regeneration strategy for the Battersea Power Station.

Urban Beekeeping

- 6.25 Urban Beekeeping is opposed to the proposed shaft at Kennington Park and states that the consultation on this has been flawed. It proposes an alternative site behind the park cafe. It supports the work of Bee Urban and is concerned that the group's community beekeeping and education will be adversely affected by the proposed site and is also concerned about traffic and construction impacts.

Viva Vauxhall Residents Association

- 6.26 Viva Vauxhall Residents Association expressed apprehension regarding congestion at Vauxhall, Oval and Kennington stations and the need for a transport needs assessment to be done. They also raised concerns about the funding for the NLE and the need for other transport interventions in the area.

Responses from elected representatives

Battersea Labour Party and Wandsworth Labour councillors

- 6.27 Battersea Labour Party and Wandsworth Labour councillors are supportive of the NLE but would like a further extension to Clapham Junction in the future and also state that an interchange with Battersea Park station should be considered.

Councillor Catharine Bowman, Newington Ward, Southwark (Liberal Democrat)

- 6.28 Councillor Bowman states that residents are concerned about the impact of the proposal on Kennington station; that the gallery tunnels should be preferred over the temporary shafts and that methods to mitigate noise from the operation of the NLE must be investigated.

Councillor Jeremy Clyne, Lambeth Liberal Democrat Councillors representing Streatham

- 6.29 Lambeth Liberal Democrat Councillors (Streatham wards) state that the NLE should be routed to Streatham and that this would bring more benefit to Lambeth than the current proposal.

Rt Hon Simon Hughes MP, Bermondsey and Old Southwark

- 6.30 Simon Hughes MP states that if money can be borrowed to fund the NLE, then it must also be found to extend the Bakerloo line and is concerned about the impact on Kennington and Elephant and Castle stations. Mr Hughes would prefer the gallery tunnels construction method and calls for the size of the Kennington Park shaft to be minimised and for TfL to preserve community uses at the site.

Darren Johnson, London Assembly Green Group

- 6.31 Darren Johnson AM states that the NLE should be extended to Clapham Junction as part of the current proposal.

Councillor Stephen Morgan, Prince's ward, Lambeth

- 6.32 Councillor Morgan supports the NLE and states that both stations must open at the same time and construction vehicles for Radcot Street must use only Stannary Street.

Caroline Pidgeon, the London Assembly Liberal Democrat Group

- 6.33 The London Assembly Liberal Democrat Group is concerned that alternatives to the NLE have not been fully considered and that it will place too great a strain on the Northern line, and calls on TfL to make more information available on these matters. In terms of local impacts, it states that there should be further commitment on the appearance of the Kennington Park shaft, on noise standards and on making local area improvements to transport more generally, as well as efforts to minimise the adverse impacts of construction works.

Valerie Shawcross, London Assembly member for Lambeth and Southwark

- 6.34 Valerie Shawcross AM supports the NLE and states that it is the best way to regenerate the area. Ms Shawcross states that Battersea and Nine Elms stations must open at the same time; supports the route and provision for further extension; calls for noise mitigation measures for train operation and, while supportive of the proposed shafts at the Park and the Green, would like TfL to investigate if Kennington station could fulfil this role. Finally Ms Shawcross notes that adverse impacts locally must be mitigated and managed and states that the funding risk should be carried by the Government not the GLA or local authorities.

Councillor Gregory Udeh, Graveney Ward, London Borough of Merton

- 6.35 Councillor Udeh welcomes the proposal and is positive about the proposed designs and states that any travel time delays or construction impacts locally should be minimised.

Vauxhall Liberal Democrats

- 6.36 The Vauxhall Liberal Democrats expressed concern about the funding of the NLE, congestion at Kennington and on the Northern line generally and the lack of benefit to locals. They also suggested that both alternative transport interventions and the proposed route of the NLE be reconsidered.

Responses from environmental interest groups

English Heritage

- 6.37 English Heritage supports the introduction of transport to enable regeneration in VNEB area but states that the proposals will have a significant effect on the historic environment and that it can provide guidance on how to mitigate this. It asks for more information about how the sites for the shafts have been determined and looks forward to further working with TfL in the EIA process.

The Environment Agency

- 6.38 The Environment Agency states that its key issues are flood risk, the protection of underlying groundwater and assessing the risks associated with the dredging and modifications to Battersea Pier. It will continue to work with TfL on ensuring that the data required is presented in the Environmental Impact Assessment (EIA).

Natural England

- 6.39 Natural England does not consider that the NLE poses any significant risk to the features of the natural environment for which it is responsible so does not provide detailed comments; it notes that further information will be required as part of the formal TWAO submission.

Responses from local businesses

MP Moran, plumbers and builders on Stannary Street

- 6.40 MP Moran states that it is vital that there remains sufficient parking space in Stannary Street for the operation of its business, and that LB Lambeth must address this.

World First UK Ltd

- 6.41 World First UK Ltd supports the NLE but states that there is a requirement for a Tube station further west in Battersea.

Responses from accessibility groups

Guide Dogs for the Blind

- 6.42 Guide Dogs for the Blind does not comment on the proposal in principle but states that the stations must be accessible for blind and partially-sighted people.

Trailblazers Network

- 6.43 Trailblazers Network, a muscular dystrophy charity, refers to the extension as a 'positive step forward', but states that disabled people should be involved in the design and construction of the scheme.

Responses from transport groups

Clapham Transport Users Group

- 6.44 Clapham Transport Users Group disagrees with the view that passengers on the proposed extension will wish to use the Charing Cross branch and that the proposal will require rebuilding of Kennington station. It proposes instead a development of the Overground from Wandsworth Road station.

London TravelWatch

- 6.45 London TravelWatch supports the NLE but states that Battersea station must allow for easy interchange between it and the mainline stations of Battersea Park and Queenstown Road.

Responses from organisations representing business interests

The London Chamber of Commerce and Industry

- 6.46 The London Chamber of Commerce and Industry (LCCI) supports the proposed NLE, welcomes Government support for it and calls for a delivery programme to be set out.

Responses from major landowners/landowner groups affected by the proposals

6.47 Banhams (see 6.4)

6.48 Sainsbury's (see 6.4)

6.49 Covent Garden Market Authority (CGMA) (see 6.4)

6.50 Thames Water (see 6.4)

6.51 Joint response from CGMA, Sainsbury's and Banhams (see 6.4)

7. Next steps

- 7.1 In April 2013 TfL will submit an application for a TWAO, which if made by the Secretary of State for Transport, will grant TfL permission to build, operate and maintain the NLE.
- 7.2 As a part of this process, the public and stakeholders alike will have the opportunity to make representations to the Secretary of State before a decision is made. Additionally, there is likely to be a public inquiry in the autumn where objections will be heard.
- 7.3 In the period leading up to the application, TfL will continue to liaise with the London boroughs of Lambeth, Southwark and Wandsworth and other stakeholders, including key landowners, owners/occupiers of properties potentially affected by the proposals and local resident groups. In addition, there is ongoing local engagement about the design of the ventilation shaft head houses proposed at Kennington Park and the reinstatement of Kennington Green.
- 7.4 In conjunction with this report, TfL has published 'Autumn 2012 consultation on the NLE. Our response to key issues raised'. This is available at www.tfl.gov.uk/nle.

Appendix 1: Proposed Northern Line Extension Consultation Analysis by Accent
(please separate document)

Appendix 2: 2012 NLE consultation leaflet and factsheets (please see separate document)

Appendix 3: 2012 NLE consultation questionnaire (please see separate document)

Appendix 4: Borough and VNEB communication channels

Wandsworth council

- Three media releases to local newspapers and tweets to 3,000 London Borough of Wandsworth followers
- Feature in *24/7*, a Wandsworth e-magazine circulated to 27,000 email addresses
- Feature in *Brightside Magazine*, delivered to 140,000 homes in Wandsworth

Lambeth council

- Feature in the *Vauxhall is Changing* newsletter, distributed to over 30,000 addresses in Bishop's, Prince's, Oval, Stockwell and Larkhall wards
- Promoted and talked about at the Lambeth SPD roadshows:

1. 16 November	KOV forum
2. 17 November	Sainsburys Nine Elms
3. 20 November	Oval Farmers Market
4. 7 November	Royal Vauxhall Tavern

- Links to the NLE consultation pages from www.lambeth.gov.uk/vauxhallspd.
- Email update to Vauxhall Nine Elms subscriber list of more than 500 included an item on the NLE consultation.
- Featured in the November edition of *Up Your Street*, a council newsletter for North Lambeth distributed to all households in Bishop's, Prince's, Oval and Vassall wards.

VNEB

Featured on the VNEB partnership website and its e-newsletter, distributed to around 2,000 email addresses

Appendix 5: NLE media coverage

Broadcast

Source	Article Date	Borough	Headline/Title
ITV 1, London Tonight	Wed 05 Dec 12	Broadcast	Northern line will be given an extension thanks to government funding
Choice FM	Wed 05 Dec 12		Chancellor promises funding to redevelopment Battersea Power station
BBC 1, London News	Wed 05 Dec 12	Broadcast	Mayor of London welcomes Battersea Power station connections

Nationals

Source	Article Date	Borough	Headline/Title
Evening Standard	Wed 12 Sep 12	London Regional	How Battersea is powering up for its brave new world
Evening Standard	Fri 14 Sep 12	London Regional	Mayor's banking on a Boris bridge, but arch enemies lurk
Financial Times	Sat 27 Oct 12	National	The last blank canvas
Financial Times	Sat 27 Oct 12	National	Route manoeuvres
The Observer	Sun 11 Nov 12	National	Utopia on Thames?
Evening Standard	Wed 21 Nov 12	London Regional	South of the river goes up in the world
City AM	Thu 22 Nov 12	London Regional	New image reveals London skyline after Nine Elms makeover
The Times	Thu 22 Nov 12	National	City Diary: Juliet Samuel
Evening Standard	Fri 23 Nov 12	London Regional	'New Vauxhall' can't be a rich man's ghetto
Financial Times	Wed 05 Dec 12	National	Push to end impasse on Battersea Tube link
Evening Standard	Wed 05 Dec 12	London Regional	Boost for Battersea as Osborne puts power station on the Tube
Evening Standard	Thu 06 Dec 12	London Regional	Property market is being distorted
City AM	Thu 06 Dec 12	London Regional	Thumbs up for Tube plan and £1bn roadworks
Metro	Thu 06 Dec 12	London Regional	£1billion government loan to kick-start a Tube upgrade
Daily Telegraph	Thu 06 Dec 12	National	Extra £10bn to be spent on roads and railways to keep Britain competitive
Evening Standard	Fri 07 Dec 12	London Regional	Businesses welcome transformation of 'no man's land'
Financial Times	Tue 11 Dec 12	National	Tube pledge unlocks Nine Elms' riverside vista
Evening Standard	Tue 08 Jan 13	London Regional	Rethink Battersea transport plans
Evening Standard	Wed 30 Jan 13	London Regional	'Build monorail to serve Nine Elms'

Locals

Source	Article Date	Borough	Headline/Title
Streatham Guardian	Thu 14 Jun 12	Lambeth	Preserve vital train links
Property Week	Fri 13 Jul 12	Trade	Nine Elms on the line
New Civil Engineer	Thu 27 Sep 12	Trade	Mayor predicts early start for Northern line extension tunnels
Building	Fri 05 Oct 12	Trade	London's rolling
Estate Gazette	Sat 20 Oct 12		Battersea Powers Up
Wandsworth & Putney Guardian	Thu 01 Nov 12	Wandsworth	Area overhaul
Wandsworth & Putney Guardian	Thu 01 Nov 12	Wandsworth	Regeneration work begins at Nine Elms
Streatham Guardian	Thu 01 Nov 12	Lambeth	Regeneration work begins at Nine Elms
Wandsworth Guardian	Thu 01 Nov 12	Wandsworth	Area overhaul
Wandsworth Guardian	Thu 01 Nov 12	Wandsworth	Regeneration work begins at Nine Elms
South London Press	Fri 02 Nov 12	South London Regional	Call to Tube line to Clapham Junction

South London Press	Fri 02 Nov 12	South London Regional	Call to bring Tube line to Clapham Junction
South London Press	Fri 02 Nov 12	South London Regional	Call to bring Tube line to Clapham Junction
Building	Fri 07 Dec 12	Trade	£1bn guarantee for Northern Line extension
Building Design	Fri 07 Dec 12	Trade	Battersea and schools win in Autumn Statement
Local Transport Today	Fri 07 Dec 12	Trade	Osborne makes Tube extension pledge
Construction News	Thu 13 Dec 12	Trade	Battersea Tube backed by £1bn UK Guarantee
Wandsworth Guardian	Thu 13 Dec 12	Wandsworth	Green light for Northern line plan
New Civil Engineer	Thu 13 Dec 12	Trade	Tube deal triggers first raft of new private investment
Wandsworth & Putney Guardian	Thu 13 Dec 12	Wandsworth	Green light for Northern line plan
South London Press	Fri 14 Dec 12	South London Regional	Tube extension will wreck our fine park
South London Press	Fri 14 Dec 12	South London Regional	Tube extension will wreck our fine park
South London Press	Fri 21 Dec 12	South London Regional	Tube extension 'will wreck our fine park'
South London Press	Fri 21 Dec 12	Wandsworth	Tube extension 'will wreck our fine park'
South London Press	Fri 04 Jan 13	South London Regional	Strong support for a Tube link
South London Press	Fri 04 Jan 13	South London Regional	Strong support for a Tube link
South London Press	Fri 04 Jan 13	South London Regional	Strong support for a Tube link
South London Press	Fri 04 Jan 13	South London Regional	Strong support for a Tube link
South London Press	Fri 04 Jan 13	South London Regional	Strong support for a Tube link
Southwark News	Fri 04 Jan 13	Southwark	Park fears over Tube plans
South London Press	Fri 11 Jan 13	South London Regional	'Off track': Fears Tube system may never come to Streatham
South London Press	Fri 11 Jan 13	South London Regional	Developers should pay for £1bn Tube extension costs
South London Press	Fri 11 Jan 13	South London Regional	'Off track': Fears Tube system may never come to Streatham
South London Press	Fri 11 Jan 13	South London Regional	Developers should pay for £1bn Tube extension costs
Building Design	Fri 11 Jan 13	Trade	Next stop for Battersea
South London Press	Fri 11 Jan 13	South London Regional	Developers should pay for £1bn Tube extension costs
South London Press	Fri 11 Jan 13	South London Regional	Developers should pay for £1bn Tube extension costs
Lambeth Post	Thu 17 Jan 13	London Regional	'We're losers in transport'
The MJ	Thu 07 Feb 13	Trade	Wandsworth is top for local authority areas
Web			
Source	Article Date	Borough	Headline/Title
www.builderandengineer.co.uk	Tue 19 Jun 12	Trade	Wandsworth gives green light to Covent Garden and Nine Elms schemes
Civic and Public Building	Wed 15 Aug 12		New website to showcase Nine Elms

www.atdonline.eu	Mon 15 Oct 12		Bluesky Photography Maps Multi Billion Pound London Development
Estate Gazette	Mon 29 Oct 12		Vauxhall Nine Elms Battersea. It's starting to happen...
www.topix.com	Mon 29 Oct 12		Work on multi-million pound Nine Elms underway
www.surreycomet.co.uk	Wed 31 Oct 12	Surrey	Battersea project underway
Out-Law	Mon 12 Nov 12		TfL consults on Northern Line underground extension
www.net-lettings.co.uk	Mon 12 Nov 12		Northern line extension plans put to public consultation
www.worldarchitecturenews.com	Mon 12 Nov 12		The next High Line?
www.topix.com	Tue 13 Nov 12		Northern line extension 'a great piece of business for London'
World News	Thu 15 Nov 12		Northern Line extension consultation begins
www.londonist.co.uk	Thu 15 Nov 12	London Regional	Northern Line extension consultation has started
Wandsworth Guardian	Tue 20 Nov 12	Wandsworth	Wandsworth house prices set to rocket by more than 20 per cent
www.bbc.co.uk	Thu 22 Nov 12	National	Vauxhall transformation plan photograph released
www.whosjack.org	Thu 22 Nov 12	web	Vauxhall's new look » Who's Jack
www.propertyweek.com	Mon 03 Dec 12	Trade	TfL reveals Northern line start date
www.ft.com	Tue 04 Dec 12	National	Plan to break Battersea transport deadlock
www.bbc.co.uk	Wed 05 Dec 12	National	New transport infrastructure projects unveiled
www.independent.co.uk	Wed 05 Dec 12	National	Osborne commits extra £1 billion for roads and a Tube line extension
www.builderandengineer.co.uk	Wed 05 Dec 12	Trade	Chancellor confirms £1bn support for Northern Line Extension
www.london.gov.uk	Wed 05 Dec 12	London Regional	Mayor hails finance agreement for Northern Line extension that will boost jobs and growth
www.sunderlandecho.com	Wed 05 Dec 12		Extra £1 billion for roads and Tube
www.shieldsgazette.com	Wed 05 Dec 12		Extra £1bn for roads and Tube
www.ft.com	Mon 10 Dec 12	National	Tube pledge unlocks riverside vista
Tunnel & Tunneling International	Tue 11 Dec 12	Trade	Loan secured for Northern Line extension
BBC News	Sat 22 Dec 12	Broadcast	Residents fear over Northern Line extension
www.lambeth-today.co.uk	Wed 16 Jan 13	Lambeth	Developers should pay for £1bn Tube extension costs
www.southlondonpress.co.uk	Wed 16 Jan 13	South London Regional	Developers should pay for £1bn Tube extension costs
London SE1 Community Website	Mon 28 Jan 13	London Regional	Lib dems suggest Waterloo monorail as Northern line alternative

Battersea Power Station development / US Embassy

Broadcast

Source	Article Date	Borough	Headline/Title
BBC 1, London News	Wed 09 Jan 13	Broadcast	Battersea Power Station development
CNBC	Tue 15 Jan 13		New homes

Nationals

Source	Article Date	Borough	Headline/Title
Evening Standard	Thu 07 Jun 12	London Regional	Another new owner for Battersea's icon
Evening Standard	Thu 07 Jun 12	London Regional	£400m deal to regenerate Battersea
City AM	Fri 08 Jun 12	London Regional	Chelsea lose in 3400m battle for Battersea

Evening Standard	Fri 08 Jun 12	London Regional	Another new owner for Battersea's icon?
The Sun	Fri 08 Jun 12	National	Batt out of Chel...
The Independent	Fri 08 Jun 12	National	Chelsea still hope they can secure Battersea site
The Guardian	Fri 08 Jun 12	National	Malaysian group wins £400m Battersea power station battle
Financial Times	Fri 08 Jun 12	National	Malaysians move closer to £400m Battersea deal
The Times	Fri 08 Jun 12	National	Chelsea won't be moving south of the river, but new Battersea buyers face £1bn bill
The Daily Telegraph	Fri 08 Jun 12	National	Malaysian group kicks out Chelsea as preferred bidder for Battersea
The Independent	Sat 09 Jun 12	National	The white elephant saved? Pigs might fly
Daily Telegraph	Mon 11 Jun 12	National	Battersea football stadium 'out of the question'
The Times	Thu 05 Jul 12	National	Malaysians win where Bayern Munich failed
Financial Times	Fri 06 Jul 12	National	Malaysians seal Battersea deal
Daily Telegraph	Thu 06 Sep 12	National	Battersea Power Station chimneys to come down in redevelopment
Evening Standard	Thu 06 Sep 12	London Regional	Power station to be a 'new town centre'
The Times	Thu 06 Sep 12	National	Developers plan for fall and rise of Battersea chimneys
Evening Standard (Homes & Property)	Wed 09 Jan 13	London Regional	Battersea Power Station: first homes for sale
The Times	Thu 10 Jan 13	National	A room with a view for £6m, and it's not Belgravia
The Guardian	Thu 10 Jan 13	National	Regenerated: £6m for power station flat
Sunday Times	Sun 13 Jan 13	National	Battersea powers ahead
Evening Standard	Mon 14 Jan 13	London Regional	Battersea bonanza as £600m flats go in 4 days

Locals

Source	Article Date	Borough	Headline/Title
South London Press	Tue 12 Jun 12	South London Regional	Fears power station will take away trade
Estate Gazette	Sat 16 Jun 12		Battersea buyers 'stick to plan'

Web

Source	Article Date	Borough	Headline/Title
www.telegraph.co.uk	Sun 10 Jun 12	National	Battersea power station bidder Liew Kee Sin rules plans for a football stadium on the historic site
www.telegraph.co.uk	Sun 10 Jun 12	National	Meet the Malaysian who's beaten Roman Abramovic
www.telegraph.co.uk	Mon 11 Jun 12	National	Battersea power station bidder Liew Kee Sin rules out plans for a football stadium on historic site
Out-Law	Tue 12 Jun 12		No stadium on Battersea likely, says preferred bidder
Out-Law	Thu 05 Jul 12		Contracts exchanged for £400m Battersea Power Station
www.citmagazine.com	Thu 05 Jul 12		Battersea Power Station sold for £400m to Malaysian consortium
www.ft.com	Fri 06 Jul 12	National	Malaysians seal £400m Battersea deal
www.yourlocalguardian.co.uk	Fri 06 Jul 12	London Regional	Battersea Power Station finally sold to Malaysian company
Yahoo	Fri 06 Jul 12		M'sian JV buys Battersea Station
www.londonlovesbusiness.com	Fri 06 Jul 12	Trade	Battersea Power Station finally sold for £400m
www.worldarchitecturenews.com	Fri 06 Jul 12		Power Station finally sold for £400m
www.wandsworthguardian.co.uk	Fri 06 Jul 12	Wandsworth	Battersea Power Station finally sold to Malaysian company
Builder and Engineer Online	Wed 05 Sep 12	Trade	Redevelopment of Battersea power station to start next year
www.net-lettings.co.uk	Mon 10 Sep 12		Redevelopment of Battersea Power Station to start in 2013
www.independent.co.uk	Tue 04 Dec 12	National	Tact is not Anna Wintour's strong suit. And I hope she knows the embassy's moving...
www.london24.com	Thu 10 Jan 13	London Regional	'Enormous interest' in Battersea Power Station apartments
www.london24.com	Tue 15 Jan 13	London Regional	'Watershed moment' for Battersea Power Station as £600m worth of flats are sold

