



Northern Line Extension (NLE) – PEDS analysis Addendum

Ref: NLE PEDS 2013 AM peak addendum

Date: 13 August 2013

Introduction

The following row replaces the PEDS ref row from Appendix C3 of the ES.

| | | |
|---------------------|-------|-------|
| PEDS AM peak | NX292 | NX324 |
|---------------------|-------|-------|

The following Results and Conclusion sections replace the Results and Conclusions sections of Appendix C3 of the ES.

PEDS results

The PEDS output on crowding levels for all stations on the Northern line is presented in the following table. This shows the worst LoS on any link in the station, for the busiest 15 minutes during the forecast 3 hour peak period. Where there is an adverse change in the worst LoS between the base case and test case at any given station, these stations are highlighted in the table.

| Station | AM peak period | |
|----------------------|----------------------------|-------------------------|
| | Base case (without NLE) | Test case (with NLE) |
| Edgware | C | C |
| Burnt Oak | B | B |
| Colindale | C | C |
| Hendon Central | D | D |
| Burnt Oak | B | B |
| Golders Green | D | D |
| Hampstead | C | C |
| Belsize Park | B | B |
| Chalk Farm | A | A |
| Camden Town | E | E |
| Mornington Crescent | D | D |
| Euston | F | F |
| Warren Street | F | F |
| Goodge Street | F | F |
| Tottenham Court Road | F | F |
| Leicester Square | F | F |
| Charing Cross | D | D |
| Embankment | E | E |
| Waterloo | E | E |
| Kennington | F | F |

| | | |
|--------------------------|----------|----------|
| High Barnet | E | E |
| Totteridge & Whetstone | B | B |
| Woodside Park | A | A |
| West Finchley | A | A |
| Finchley Central | F | F |
| East Finchley | F | F |
| Highgate | F | F |
| Archway | D | D |
| Tufnell Park | F | F |
| Kentish Town | D | D |
| King's Cross St. Pancras | F | F |
| Angel | E | E |
| Old Street | F | F |
| Moorgate | F | F |
| Bank / Monument | F | F |
| London Bridge | F | F |
| Borough | C | C |
| Elephant & Castle | F | F |
| Oval | B | B |
| Stockwell | E | E |
| Clapham North | B | B |
| Clapham Common | F | F |
| Clapham South | E | D |
| Balham | E | E |
| Tooting Bec | F | F |
| Tooting Broadway | D | D |
| Colliers Wood | D | D |
| South Wimbledon | D | D |
| Morden | B | B |

The assessment has indicated that the effect of the NLE has only a negligible impact on station crowding across the wider LU network. There is an improvement in LoS at Clapham South.

There are increases in flows at some stations, particularly those on the Charing Cross branch, but many of these stations are already operating at a high LoS, which is not worsened by the addition of the extension demand.

Clapham South

At Clapham South the improvement in the LoS from E to D is due to the slight reduction in flows through the gateline by 1.5%. In both the base and NLE cases there are fewer than 25 passengers per gate.

Conclusion

These latest Railplan runs mean that different stations are highlighted as having a change in the worst LoS than the March 2013 runs. This variation reflects the marginality of the impact, where slight changes in flows are tipping the link into a worse LoS without representing a significant concern.