

# Extension of the Northern line to Nine Elms and Battersea

Public Consultation 2011

Questionnaire Analysis

September 2011



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## Executive Summary

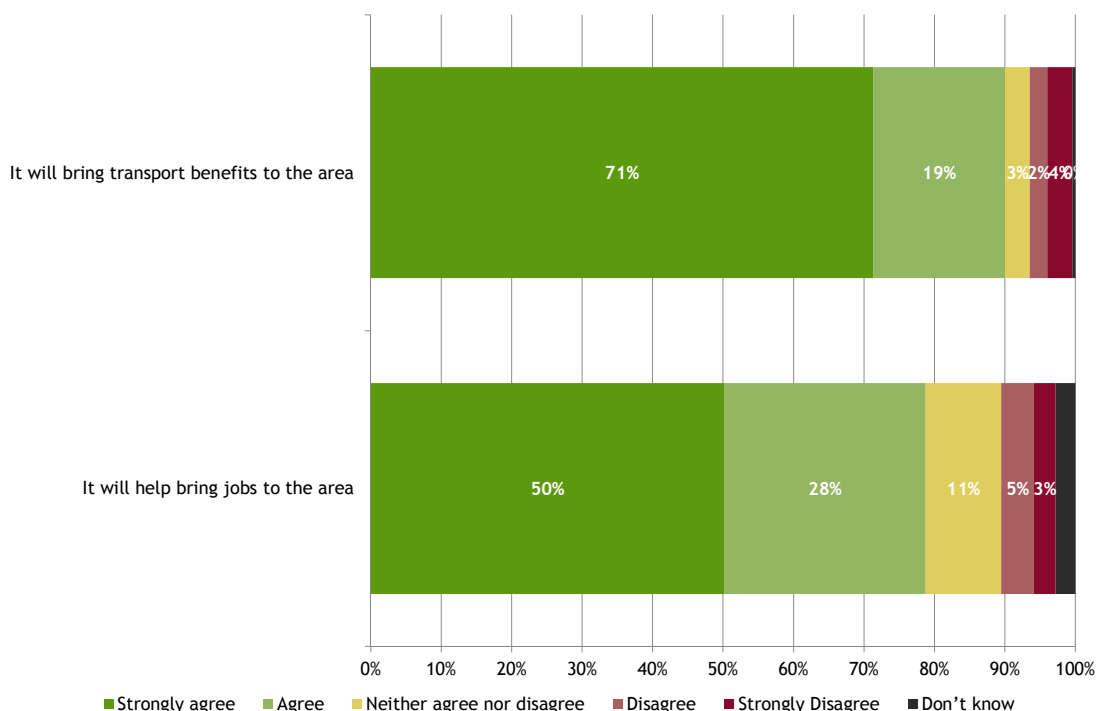
### Overview

1. The Mayor of London has identified the Vauxhall Nine Elms Battersea (VNEB) area as an ideal location for new housing and jobs. The draft Opportunity Area Planning Framework (OAPF) for the area sets out plans for significant investment and regeneration which is expected to create up to 25,000 new jobs and 16,000 new homes. TfL's associated Transport Study identifies an extension to the Northern line as the only option which can support the level of demand created by this scale of development.
2. The Mayor of London supports both the extension of the Northern line and the broader regeneration of the area and has asked Transport for London to work with Treasury Holdings, who are project managing the Northern line extension project.
3. A key objective for both Treasury Holdings and Transport for London is to understand the public's views of the proposals, and wherever feasible use these opinions to inform the design of the scheme.
4. Treasury Holdings undertook a formal public consultation exercise in Summer 2010 on four potential route options for the extension. Route 2 via South Nine Elms was the preferred option with support from 61% of respondents. Route Option 3 via Vauxhall had support from 24% of respondents. A technical route options review also recommended Route 2 as the preferred route, delivering the most passenger benefits.
5. Based on the Route 2 alignment, the project team developed potential locations for the permanent shaft sites which would be required for the extension. In May 2011, Treasury Holdings and Transport for London launched a formal consultation process to understand the public's views on Route 2, including the alignment, the station locations and their preferred locations for these shafts. Around 40,000 leaflets with a freepost questionnaire were distributed in the area supplemented by six days of local exhibitions and a dedicated website with online questionnaire.
6. During this consultation, feedback from individuals and businesses directly affected by the shaft sites or the tunnel alignment indicated that they would appreciate the opportunity to comment further on the route options due to problems with the distribution of the leaflets in 2010. Although the questionnaire did include a question regarding Route 2, as a result of this feedback, Treasury Holdings and Transport for London decided to extend and expand the consultation to cover views on the original four route options, in order to supplement the 2010 consultation. About 40,000 further leaflets with a freepost questionnaire were distributed, supplemented by three further days of local exhibitions and the dedicated website with online questionnaire. The responses from the two questionnaires have been analysed and the results are summarised briefly below. The consultation closed on 10 August 2011, although all paper responses received up to 23 September have been included in the results.

7. In addition to the analysis contained in this report, TfL is preparing a further report which considers the issues raised in the consultation in more detail and sets out the next steps for the proposal. This will include information on how the decision with regard to the route options will be taken. This report will be available shortly.
8. A third formal phase of consultation is planned for 2012, prior to the submission of the TWA (Transport and Works Act) application.
9. All results are given as percentages of the total number of responses for each question, unless otherwise stated.

**Route 2 Consultation, launched May 2011**

10. Just over 1800 questionnaire responses were received from the Route 2 consultation and the high level findings are as follows:
  - High levels of support across all groups for the scheme, with 71% strongly agreeing that the scheme will bring transport benefits to the Battersea and Nine Elms area.
  - When asked whether they support or oppose Route Option 2, the majority of people (69%) supported Route option 2 (Kennington to Battersea via an intermediate station at Nine Elms).
  - Preferences for shaft locations are dominated by the desire to avoid both housing areas and parklands.
  - A significant number of people (9%) would like to see the scheme extended (or be designed to potentially be extended) to Clapham Junction.
11. The following figure shows the overall levels of agreement with two statements regarding the impact of the Northern line extension.





12. 21% of respondents stated that they would use the extension daily; with 53% stating they would use it at least once a week.
13. Of those that responded, 69% supported Route Option 2, whilst 15% were opposed. The remaining 16% had no preference.
14. Around 40% of respondents had no opinion with regard to the location of the permanent shaft sites. Of those that responded with an opinion, the clear favourites for each of the three permanent shafts were:
  - for the Claylands Road area: the garages;
  - for the Kennington Green area: the distillery; and
  - for the Kennington Park area; the Old Lodge.
15. For those respondents living near the route alignment, and who provided their postcodes, there is slightly higher opposition to Route Option 2 among residents towards the Kennington end of the extension - 29% oppose it, compared to 57% who support it. This compares to just 5% of those residents located towards the Battersea end of the extension who oppose Route 2, and 88% who support it.

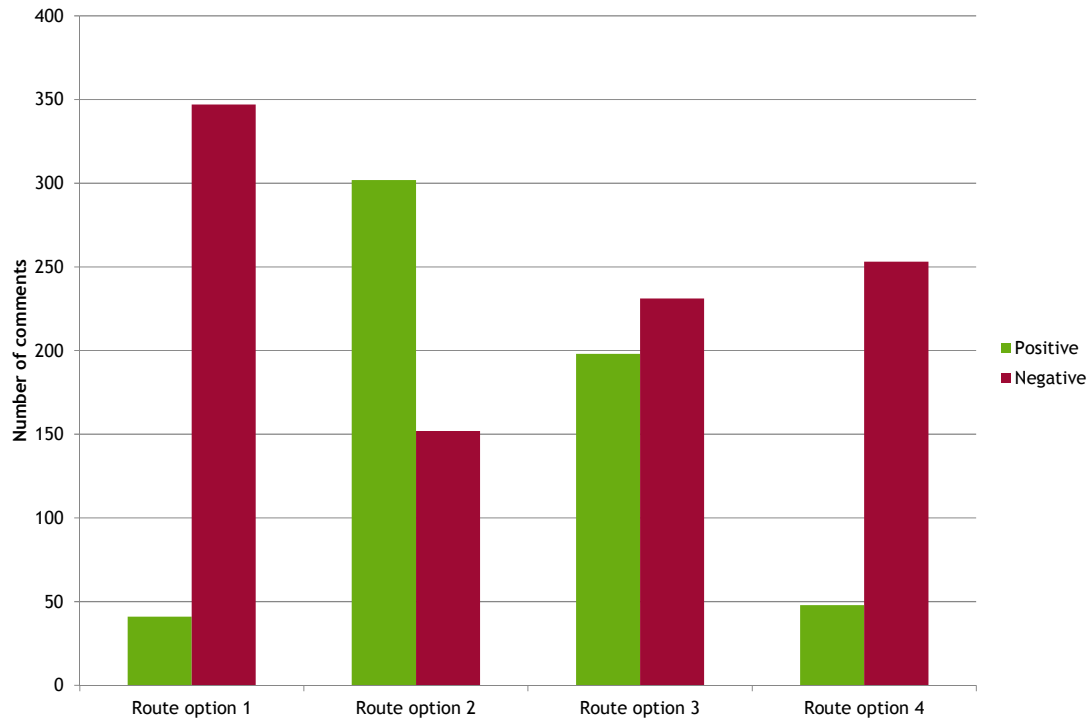
### Route Options Consultation, launched June 2011

16. Just under 1000 responses were received from the Route Options consultation and the key findings are as follows:
  - Route Option 2 is the preferred of the four route options (61% of respondents);
  - Though Route Option 3 was supported by a significant minority (24%), there was also strong opinion that it would result in substantial congestion at Vauxhall; and
  - Those living towards the Battersea end of the extension are more supportive of Route Option 2 and are more likely to agree there are transport benefits.
17. The following table shows the responses to the question “Which route option do you prefer for the proposed extension to the Northern line?”

Preferred Route Option	No.	%
Route Option 1 (direct)	40	4%
<b>Route Option 2 (via South Nine Elms)</b>	<b>562</b>	<b>61%</b>
Route Option 3 (via Vauxhall)	217	24%
Route Option 4 (via North Nine Elms)	49	5%
None of these route options	39	4%
No preference	15	2%
<b>Total</b>	<b>910</b>	<b>100%</b>

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18. Respondents were invited to comment on the four different routes, with their responses allocated as positive or negative. The following graph shows the balance of positive comments versus negative comments for each route option. Route 2 is the only option with more positive than negative comments.





# 1 Introduction

## Project Background

- 1.1 The Mayor of London has identified the Vauxhall Nine Elms Battersea (VNEB) area as an ideal location for new housing and jobs. The draft Opportunity Area Planning Framework (OAPF) for the area sets out plans for significant investment and regeneration, including the redevelopment of Battersea Power Station and New Covent Garden Market, which is expected to create up to 25,000 new jobs and 16,000 new homes. TfL's Transport Study, which was produced to support the draft OAPF, identifies an extension to the Northern line as the only option which can support the level of demand created by this scale of development. This extension would be part of a package of improvements to transport, highways and public realm in the area.
- 1.2 The Mayor of London supports both the extension of the Northern line and the broader regeneration of the area and has asked Transport for London to work with Treasury Holdings, who are project managing the Northern line extension project. Treasury Holdings are also the development manager for Battersea Power Station, on behalf of the site owners.
- 1.3 The Mayor's support for an extension of the Northern line to Battersea to support regeneration is set out in Proposal 22 of the Mayor's Transport Strategy, confirmed in May 2010. In addition, Policy 6.1 in the recently adopted London plan states that the Mayor will work with his partners to deliver the list of transport projects listed in Table 6.1, which includes the Northern line extension.
- 1.4 Previous consultation on the future of Battersea Power Station indicated significant support for an extension of the Northern line from Kennington. For example, in summer 2008, over 14,000 people attended a public exhibition at the Battersea Power Station site. The following question was included in the exhibition questionnaire: "Do you support the plan to extend the Northern Line from Kennington to a new station at Battersea". Nearly 3,800 responses were made to the questionnaire. 87% of respondents said that they supported the planned extension.
- 1.5 This 2011 consultation is the second formal phase of consultation on the extension itself. It is a joint consultation by Transport for London and Treasury Holdings and was open from 9 May to 10 August 2011.
- 1.6 The first phase of formal consultation, carried out by Treasury Holdings, took place in summer 2010. This sought views on four possible route options; Route 2 was the preferred option. A third formal phase of consultation is planned prior to the submission of the TWA (Transport and Works Act) application, and is planned to take place in 2012. In addition, smaller and local consultations will take place as appropriate.
- 1.7 The second phase consultation had two elements. The first consultation leaflet and questionnaire - which primarily sought views on Route 2, the route alignment and station locations and the locations of permanent shafts - was distributed (and

available on line) from 9 May. During this consultation, it became apparent that some people did not have the opportunity to comment on the route options in 2010 due to problems with the distribution of the leaflets and would therefore now like to do so. Although there was an opportunity to comment on Route 2 in the May leaflet, Transport for London and Treasury Holdings decided to issue a further leaflet and questionnaire - revisiting the route options in order to give further opportunity to comment. These were distributed (and available online) from early July, and the consultation was extended to 10 August. All paper questionnaire responses received between the 10 August and 23 September have also been included in this analysis.

- 1.8 The Mayor and Transport for London have had the opportunity to see all responses received during the consultation.

### **The Consultation Process**

#### ***Route 2 Consultation, launched May 2011***

- 1.9 This consultation was launched in May 2011 and was designed to gather views on the proposed route, station and ventilation shaft locations, as well as the benefits of the scheme. Treasury Holdings, Transport for London and the London Boroughs of Lambeth and Wandsworth developed the consultation programme and associated literature through a joint working group.
- 1.10 Appendix A shows a map of the target area for the consultation. This was focused on the area along the Route 2 alignment and extended outwards to cover the area which may form a catchment for the new stations, and/or may experience the impacts of construction or operation of the extension.
- 1.11 On the 9, 10 and 11 May 2011, around 40,000 leaflets were distributed to residents and businesses in the area. The leaflets outlined the exhibition programme and included a freepost questionnaire for members of the public to complete and return. The leaflet included a phone number, an email address and the website address. The leaflet was available in large print, audio or other languages on request. A copy of the leaflet is given in Appendix A.
- 1.12 The website ([www.northernlineextension.com](http://www.northernlineextension.com)) was launched on 9 May 2011, with information about the scheme and an online version of the questionnaire. A number of public exhibitions were held in the target area to allow members of the public to discuss the proposals in more detail with key members of the project team. The exhibition programme was designed to include three different locations along the route and to be available at different times of the day, including a Saturday. Individuals could also fill in a questionnaire at the exhibitions. Several residents groups requested further opportunities to discuss the proposed scheme with the project team. All requests for further meetings were met where possible.
- 1.13 A total of 1,801 responses were received - a 4.5% response rate. 999 of the responses were completed using the paper forms, and the remaining 802 completed the equivalent questionnaire online.

- 1.14 All paper questionnaire responses were received by Steer Davies Gleave and then entered onto the computer by an external company. When receiving the data in Excel format, a sense check of 50 random samples from the dataset were chosen and then compared to the data format to ensure the data had been entered correctly. This data was then combined with the excel dataset received direct from the website provider for the online survey and then analysed jointly. At this stage the full dataset was checked to ensure no irregularities. A full audit of the data analysis process was completed internally by Steer Davies Gleave following its completion.
- 1.15 Open responses were also received by letter using the Freepost address and by email at the consultation email address. Further information about the issues raised in these open responses (including alternative public suggestions) will be available soon in a follow-up Transport for London report on the consultation.

***Route Options Consultation, launched June 2011***

- 1.16 As outlined above, feedback from the public during the Route 2 consultation meant that the consultation was expanded and extended in order to cover the public's views on the route options. The four route options were detailed in a new leaflet which was sent out on the 27, 28 and 29 June to around 40,000 residents and businesses in the same target area. A copy of the second leaflet is provided in Appendix A. Respondents were asked to comment on each route, as well as to choose their preferred route. The questionnaire was also available on line. A further round of public exhibitions were held for local residents to present information about the proposed routes.
- 1.17 A total of 940 responses were received - a 2.4% response rate. 737 replied using the paper forms, and the remaining 203 completed the equivalent questionnaire online.
- 1.18 The consultation was originally scheduled to close on 17 June 2011 but was extended in order to allow responses on the route options questionnaire and closed on 10 August 2011, although all paper responses received up to 23 September have been included.

**Report Outline**

- 1.19 This report is structured as follows:
- Chapter 2 describes the key themes and results from the Route 2 consultation, launched in May 2011;
  - Chapter 3 details the same for the Route Options consultation, launched in June 2011; and
  - Chapter 4 provides comparative analysis of the two sets of results, and briefly outlines next steps.

The analyses in chapters 2 and 3 are structured to follow the order of the two questionnaires.

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- 1.20 In addition three appendices have been included in this report:
- Appendix A provide the Target Area for the Route 2 and Route Options consultation, and a copy of each of the leaflets;
  - Appendix B provides a comparison of the socio-demographic profiles of respondents in each round of consultation;
  - Appendix C provides a full breakdown of the responses to every question in each of the consultation questionnaires.
- 1.21 Please note that totals in the main body of this report will not equal the full total of surveyed respondents, as some respondents did not answer all the questions. The full totals (including the number of respondents who did not answer each question) are provided in Appendix B and C.
- 1.22 In addition to the analysis contained in this report, TfL is preparing a further report which considers the issues raised in the consultation in more detail and sets out the next steps for the proposal. This report will be available shortly.

## 2 Route 2 Consultation, launched May 2011

### Summary of Key Findings

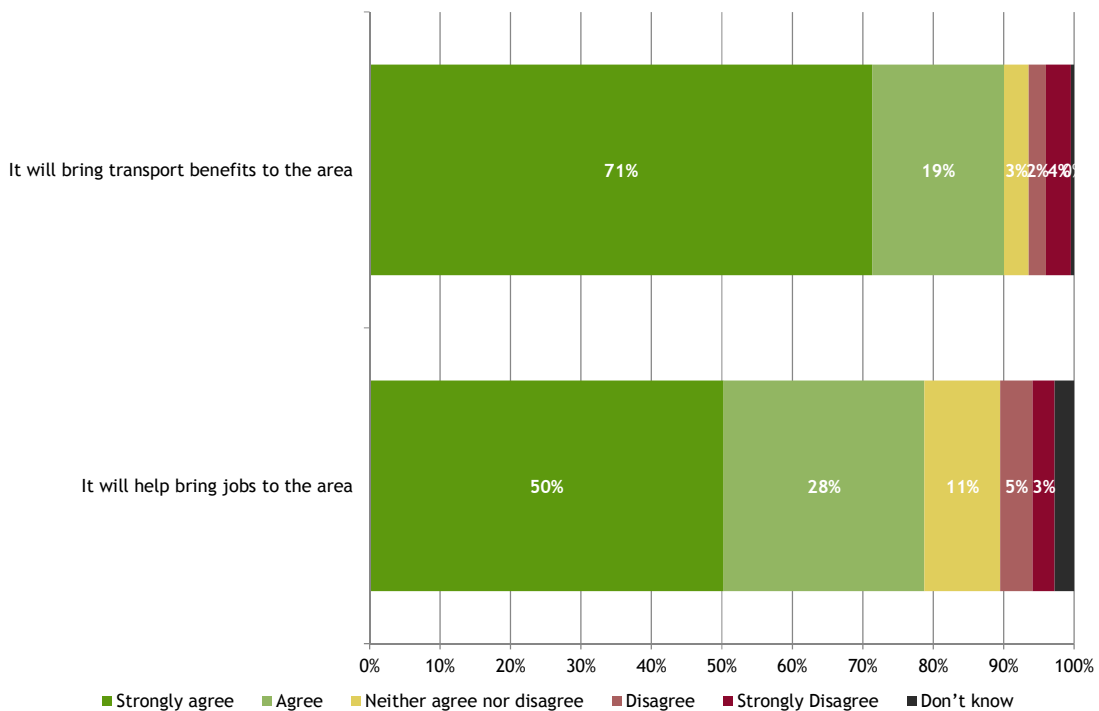
- High levels of support across all groups for the scheme, with 71% agreeing that the scheme will bring transport benefits to the Battersea and Nine Elms area.
- The majority of people (69%) support Route option 2 (Kennington to Battersea via an intermediate station at Nine Elms).
- Preferences for shaft locations are dominated by the desire to avoid both housing areas and parklands.
- A significant number of people (9%) would like to see the scheme extended (or be designed to potentially be extended) to Clapham Junction.

### Overall Results

#### Scheme Benefits

- 2.1 The level of support for the scheme is very high among the respondents. When asked if they thought the proposed scheme would bring transport benefits to the area of Nine Elms and Battersea, 90% (1,597) either agreed or strongly agreed, compared with only 4% (64) who strongly disagreed.
- 2.2 The impact of the scheme on employment was also perceived to be positive. Half of all respondents (841) strongly agreed that the scheme would help bring jobs to the area (80% (1,320) agreed or strongly agreed), with 4% (52) who strongly disagreed.

FIGURE 2.1 BENEFITS OF THE SCHEME



## Public Consultation 2011

2.3 Not only does the scheme appear to enjoy strong support in the local area, but at this early stage a significant number of people believe they will make full use of the new service. Around 53% (930) state that they think they would use it at least once a week, with more than one fifth (368) saying that they would use it daily.

2.4 Respondents were also asked about the kind of improvements they would like to see made to the area once the scheme is built. The most popular response by far of the 881 who answered this question was to see more park/green areas/landscaping in the local area - 37% (326 respondents) stated that this was their priority. Other answers included improved bus & pedestrian access (8% - 74), new shops and businesses (7% - 60) and better provision for cyclists in the area (6% - 56).

### ***Proposed Route and Stations***

2.5 Respondents were asked whether they supported or opposed Route Option 2. Of those that answered, the majority stated that they support Route Option 2, with 69% (1,195) in favour and 14% (260) against. The remaining 17% (284) had no preference.

2.6 Respondents were also given the opportunity to write additional comments on the route. Of these, the key issues and comments were as follows:

- Extending the service to Clapham Junction (156 people specifically mentioned this station - 9% of the total sample)
- The lack of station/connection at Vauxhall (95 people in total - 5% of the sample).

2.7 Of those that mentioned a connection at Vauxhall, just under 30% still said that they supported Route Option 2, and around 80% agree or strongly agree that the scheme would bring transport benefits to the Battersea and Nine Elms area. Around 80% of those that mentioned extending the line supported Route Option 2, and all bar two of them agreed or strongly agreed that the scheme would bring transport benefits to the Battersea and Nine Elms area.

### ***Location of Intervention and Ventilation shafts***

2.8 Respondents were asked to comment on the proposed locations of the ventilation shafts at Claylands Road, Kennington Green and Kennington Park. Overall there was much greater preference for construction away from parkland and green areas, or making use of existing buildings.

## Claylands Road

FIGURE 2.2 POTENTIAL SITES AT CLAYLANDS ROAD



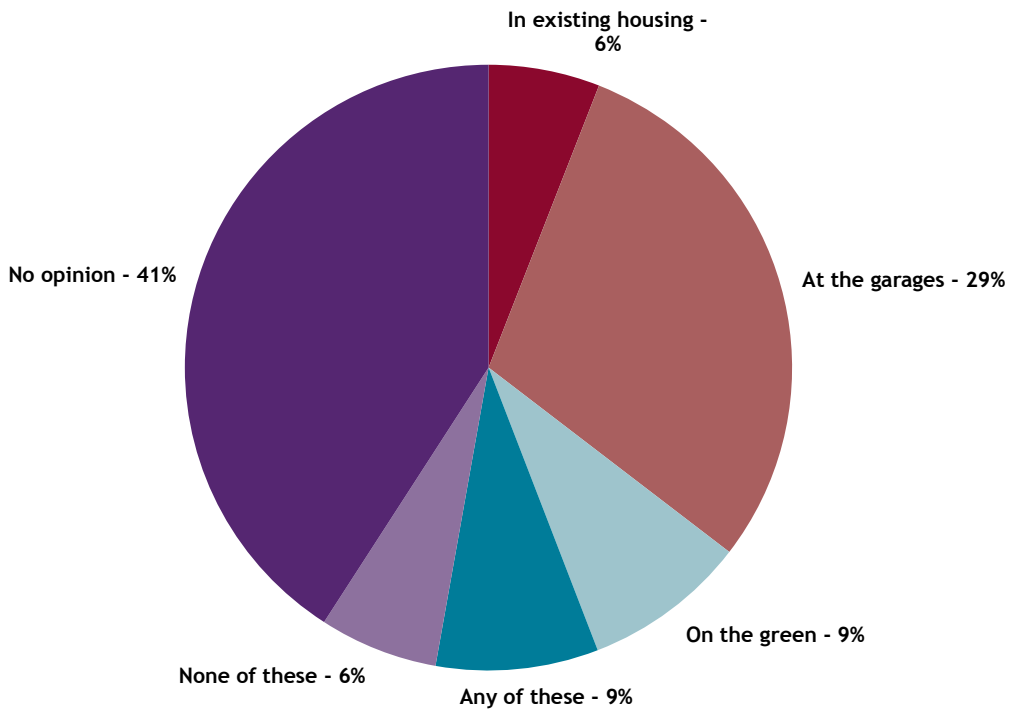
- Generally people did not have a strong opinion about the location of the Claylands Road site (41% had no opinion and 9% were happy with any of the proposed options), with those that expressed a preference this was clearly in favour of the garages. Only 6% did not favour any of the locations put forward. Table 2.1 shows the full breakdown.
- When asked to provide comments about the Claylands Road shaft sites, 228 people (13%) were looking to protect the green, and 145 people (8%) wanted to make sure that the housing remained intact. Only 9 (1%) specifically stated that they wanted to protect the garages. In addition, 199 people (11%) wanted to ensure that, wherever the location, the shaft and construction sites were kept as hidden and unobtrusive as possible. In total, 911 (51%) did not provide a comment, and a further 220 stated that they were not local to that particular area and so couldn't comment, or that the location of the Claylands Road shafts did not matter to them.

TABLE 2.1 CHOICE OF CLAYLANDS ROAD SHAFT LOCATION - ALL

Location	Number who chose this option
In existing housing	104 (6%)
At the garages	518 (29%)
On the green	153 (9%)
Any of these	152 (9%)
None of these	111 (6%)
No opinion	718 (41%)
<b>Total</b>	<b>1,756 (100%)</b>



FIGURE 2.3 CHOICE OF CLAYLANDS ROAD SHAFT LOCATION - ALL



*Kennington Green*

FIGURE 2.4 POTENTIAL SITES AT KENNINGTON GREEN



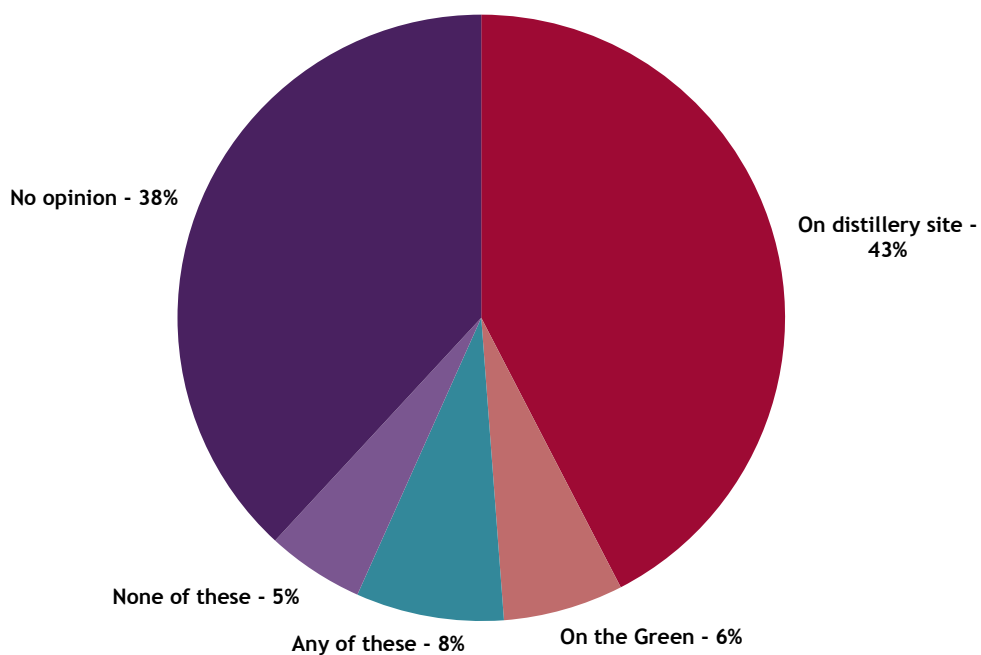
■ The most popular location for the Kennington Green shaft was the site that would least affect local housing or green areas, namely the distillery site (43%). Again a significant proportion (38%) had no opinion and a small proportion did not like either of the options - see Table 2.2 for a full breakdown.

■ Of those that provided comments, the strong preference was to protect the Green - 286 (16%) stated specifically that they wanted to see it protected, compared to just 3 people (<1%) who wanted to protect the distillery site. 188 people (10%) said that the objective should be to keep the shaft as hidden as possible. 959 (53%) did not provide comments, and 164 (9%) said that they were not local to that particular area and so couldn't comment, or that the location of the shafts did not matter to them.

**TABLE 2.2 CHOICE OF KENNINGTON GREEN SHAFT LOCATIONS - ALL**

Location	Number who chose this option
On the distillery site	743 (43%)
On the green	112 (6%)
Either of these	138 (8%)
Neither of these	91 (5%)
No opinion	668 (38%)
<b>Total</b>	<b>1,752 (100%)</b>

**FIGURE 2.5 CHOICE OF KENNINGTON GREEN SHAFT LOCATIONS - ALL<sup>1</sup>**



<sup>1</sup> Totals do not sum to 100% due to rounding

*Kennington Park*

**FIGURE 2.6 POTENTIAL SITES AT KENNINGTON PARK**

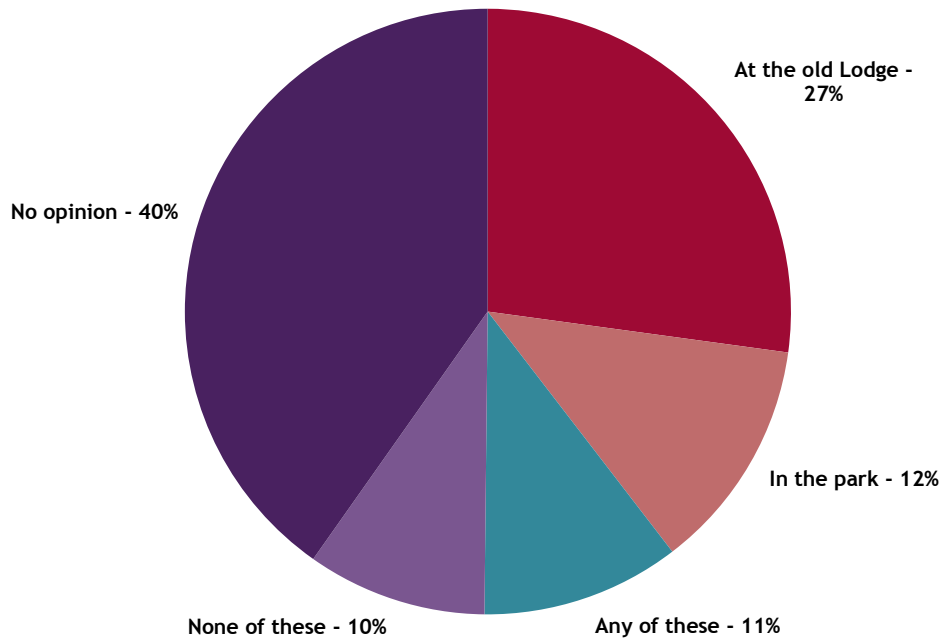


- For the proposed Kennington Park shaft sites, 40% had no opinion. Of those that did express an opinion, the Old Lodge location was the most popular choice. Table 2.3 shows the full distribution of responses.
- As with the other two shaft sites, the strongest preference among respondents who provided comments was to protect the park - 196 (11%) wanted to protect the park, compared with 47 (3%) who wanted to protect the Old Lodge. 160 (9%) wanted to make sure the shaft in the park was well hidden. 1,028 people (57%) did not provide comments, and 167 people (9%) said that they were not local to that particular area and so couldn't comment, or that the location of the shafts did not matter to them.

**TABLE 2.3 CHOICE OF KENNINGTON PARK SHAFT LOCATIONS - ALL**

Location	Number who chose this option
At the Old Lodge	472 (27%)
In the park	216 (12%)
Either of these	184 (11%)
Neither of these	167 (10%)
No opinion	699 (40%)
<b>Total</b>	<b>1,738 (100%)</b>

FIGURE 2.7 CHOICE OF KENNINGTON PARK SHAFT LOCATIONS - ALL



**Preferred station names**

2.9 The preferred name for the station at Nine Elms was “Nine Elms”. The two preferred names for the station at Battersea were “Battersea” and “Battersea Power Station”.

**Socio-demographics**

2.10 The scheme has much greater approval among younger age groups. 78% (798) of 16-44 year olds strongly agree that it will bring transport benefits, and 55% (537) strongly agree it will bring employment benefits, compared with 43% (68) and 37% (53) of those aged over 65. It should be noted also that the sample size of 16-44 year olds was 1,021, substantially higher than the sample size of over 65s (158).

2.11 The scheme is also more popular among men than women, and the sample size for men accounts for two-thirds of the total sample size (1,137 vs. 560).

**“On-route” Respondents**

2.12 The following section looks at the same questions as in the previous section, but focuses on those living closest to the proposed route (who also provided their postcodes). These people have then been categorized into the following two groups:

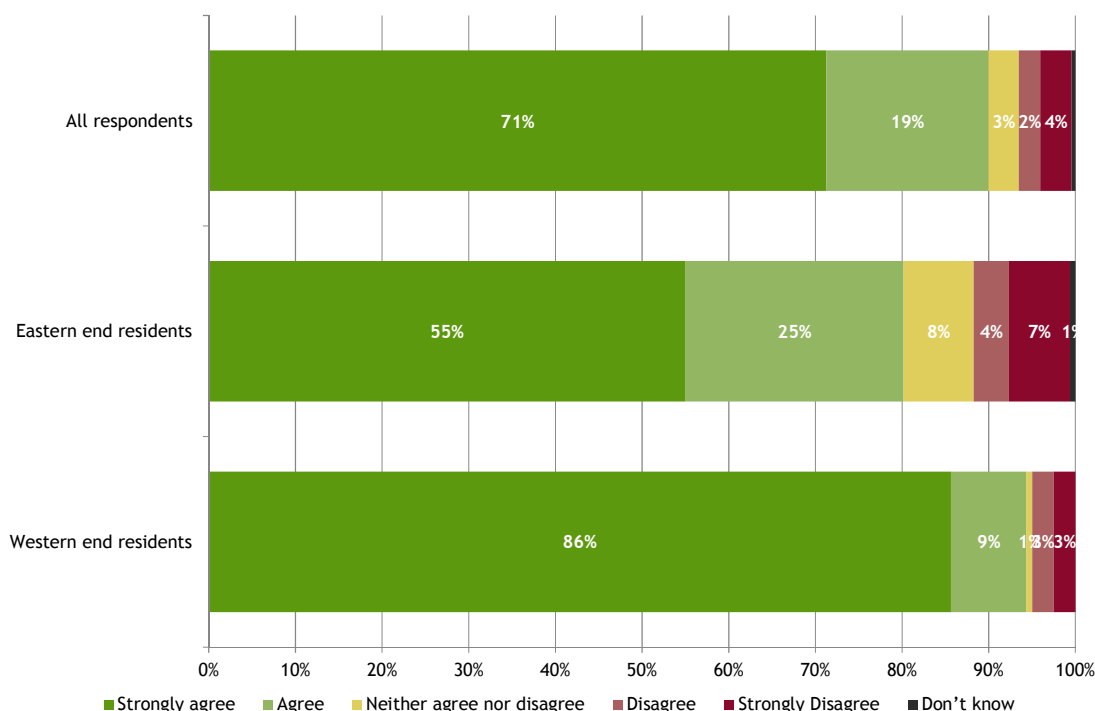
- Those living between Kennington & Nine Elms (eastern end of the route): Postcodes SE11 4, SE11 5, SE17 3 and SW8 1.
- Those living between Nine Elms & Battersea (western end of the route): Postcodes SW8 2, SW8 4 and SW8 5. It should be noted that the location of Nine Elms and Battersea station would be in this area.

2.13 Out of a total of 1,798 respondents, 1,258 people provided address information. Of these, 480 people live towards the eastern end of the route, and 163 towards the western end of the route as defined above.

**Scheme Benefits**

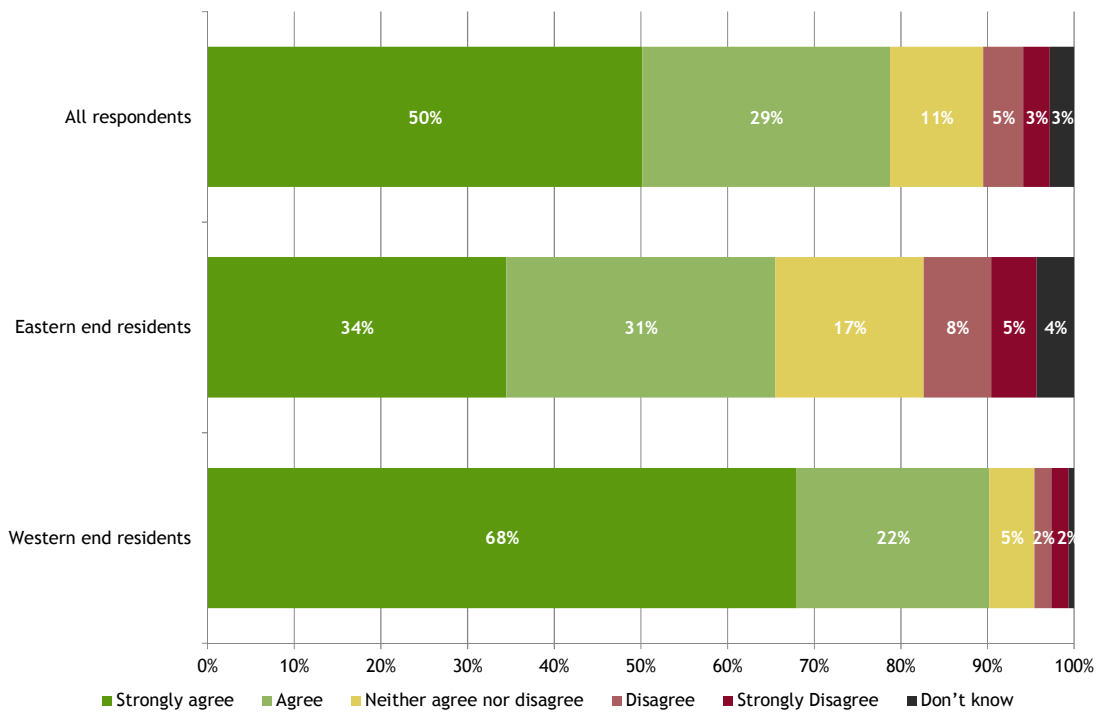
2.14 The responses for those on different sections of the proposed route, whilst mixed, are still broadly positive. Of those that responded to the question, 55% (258) living in the eastern end strongly agree that the scheme would bring transport benefits to the area, compared with 86% (137) for the western end. This compares to 7% and 3% (33 and 4 respondents respectively) who strongly disagree.

**FIGURE 2.8 SCHEME BRINGS TRANSPORT BENEFITS (ON-ROUTE RESPONDENTS)**



2.15 As for the overall picture, the support around employment benefits is not as strong as for the transport benefits, but residents are still positive. 34% (151) of eastern end residents strongly agree the scheme would bring economic benefits, compared to 68% (104) of western end residents. Only 5% and 2% (23 and 3 respondents respectively) who strongly disagree.

**FIGURE 2.9 SCHEME BRINGS EMPLOYMENT BENEFITS (ON-ROUTE RESPONDENTS)**

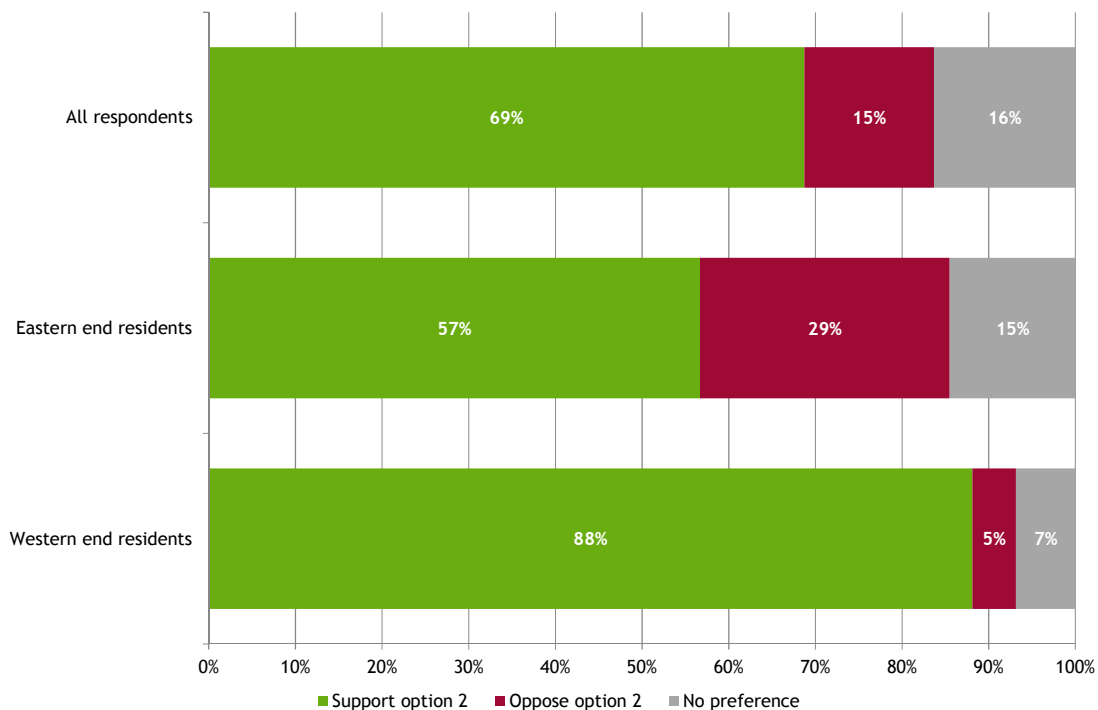


2.16 Given the location of proposed two new stations, the likelihood of western end residents to use the new service is much higher than among eastern end residents. Over 43% (70) of western end residents said they would use the new service daily, compared to just 13% (62) of eastern end residents. This reflects the proximity of western end residents to the new Nine Elms and Battersea stations, and that residents at the eastern end already have relatively good access to the existing underground system.

**Proposed Route**

2.17 There is also slightly higher opposition to Route Option 2 among eastern end residents - 29% (133) oppose it, compared to 57% (262) who support it. This compares to just 5% (8) in the western end who oppose Route 2, and 88% (141) who support Route 2.

FIGURE 2.10 ROUTE OPTION 2 (ON-ROUTE RESPONDENTS)



2.18 As with the overall picture, there is strong preference among both groups to avoid existing housing and green areas.

**Location of intervention and ventilation shafts**

*Claylands Road*

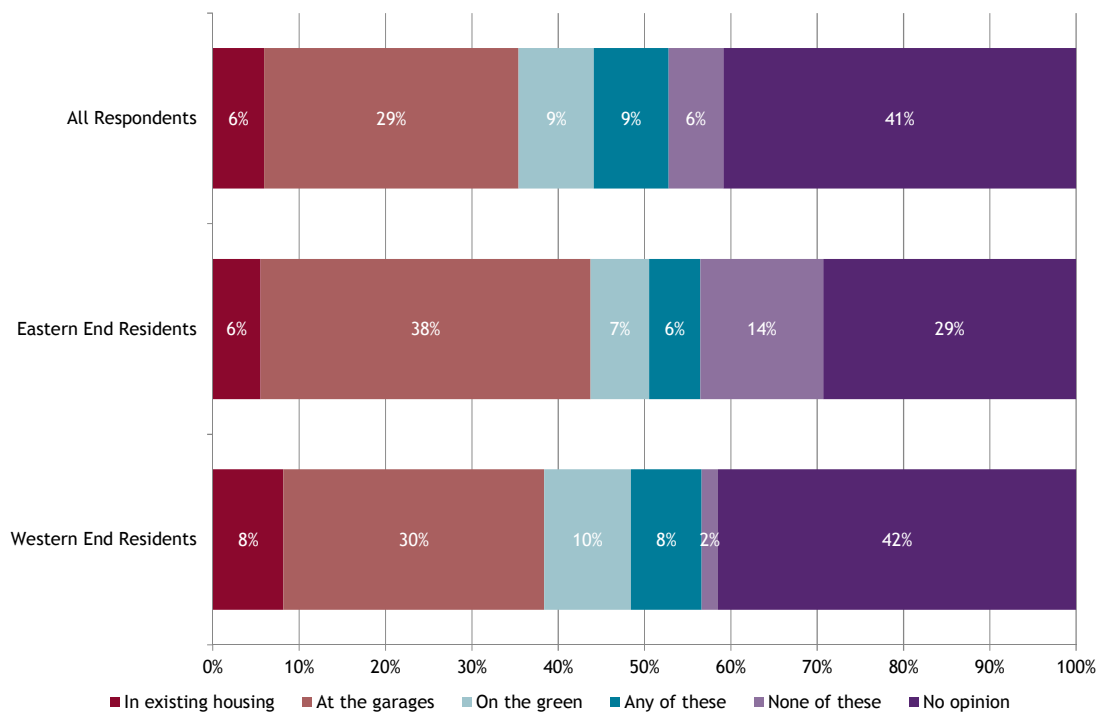
2.19 With regards to the proposed ventilation shaft at Claylands Road, around 75% of each resident group have either no view about the location, or would prefer it to be at the garages. Given the distance between western end residents and the site, it is not surprising that a greater proportion (42%) had no opinion on the site location. shows the full breakdown of responses for both sets of residents, and Figure 2.11 shows this graphically.



**TABLE 2.4 PREFERENCE FOR CLAYLANDS ROAD SHAFT LOCATION (ON-ROUTE RESPONDENTS)**

Location	Western end residents	Eastern end residents	All respondents
In existing housing	13 (8%)	26 (5%)	104 (6%)
At the garages	48 (30%)	<b>180 (39%)</b>	518 (29%)
On the green	16 (10%)	26 (6%)	153 (9%)
Any of these	13 (8%)	28 (6%)	152 (9%)
None of these	3 (2%)	67 (14%)	111 (6%)
No opinion	66 (42%)	138 (30%)	718 (41%)
<b>Total</b>	<b>159 (100%)</b>	<b>471 (100%)</b>	<b>1,756 (100%)</b>

**FIGURE 2.11 PREFERENCE FOR CLAYLANDS ROAD SHAFT LOCATION (ON-ROUTE RESPONDENTS)**



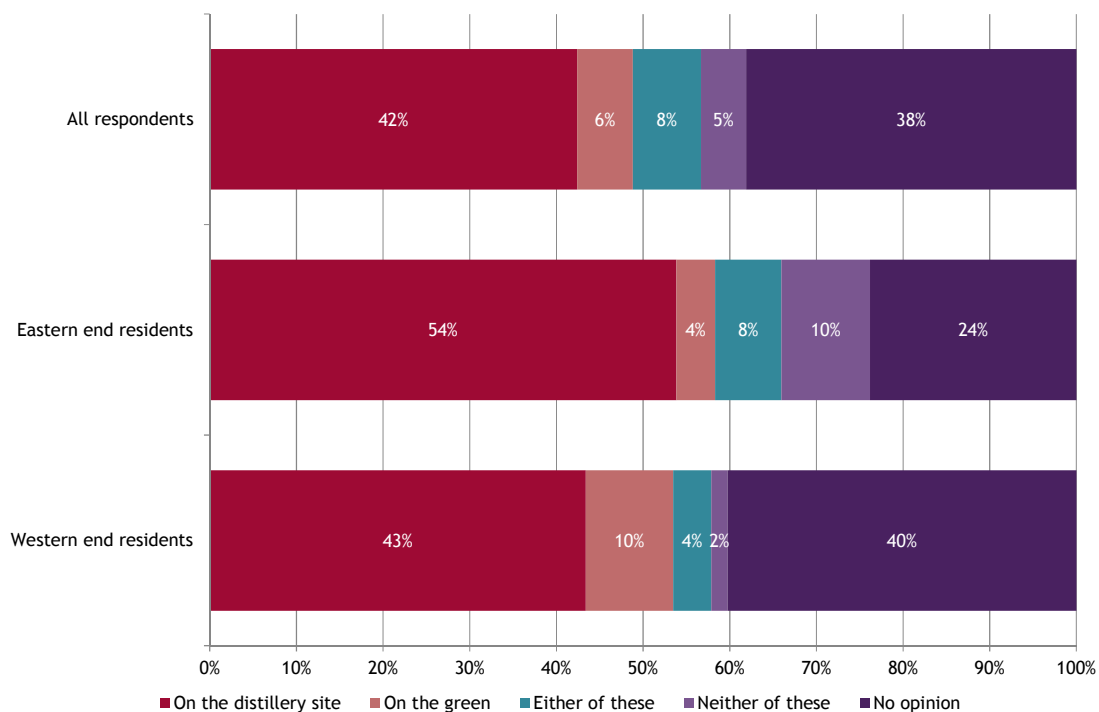
*Kennington Green*

2.20 Similarly to the overall picture, the distillery site was by far the most popular option for both sets of residents for the Kennington Green site. The proportion of residents who had no opinion was again much higher for western end residents (40% vs. 24%). Table 2.5 shows the full breakdown for each group of residents, and Figure 2.12 presents this breakdown graphically.

**TABLE 2.5 PREFERENCE FOR KENNINGTON GREEN SHAFT LOCATIONS (ON-ROUTE RESPONDENTS)**

Location	Western end residents	Eastern end residents	All respondents
On the distillery site	69 (44%)	253 (54%)	743 (43%)
On the green	16 (10%)	21 (4%)	112 (6%)
Either of these	7 (4%)	36 (8%)	138 (8%)
Neither of these	3 (2%)	48 (10%)	91 (5%)
No opinion	64 (40%)	112 (24%)	668 (38%)
<b>Total</b>	<b>159 (100%)</b>	<b>468 (100%)</b>	<b>1,752 (100%)</b>

**FIGURE 2.12 PREFERENCE FOR KENNINGTON GREEN SHAFT LOCATIONS (ON-ROUTE RESPONDENTS)**



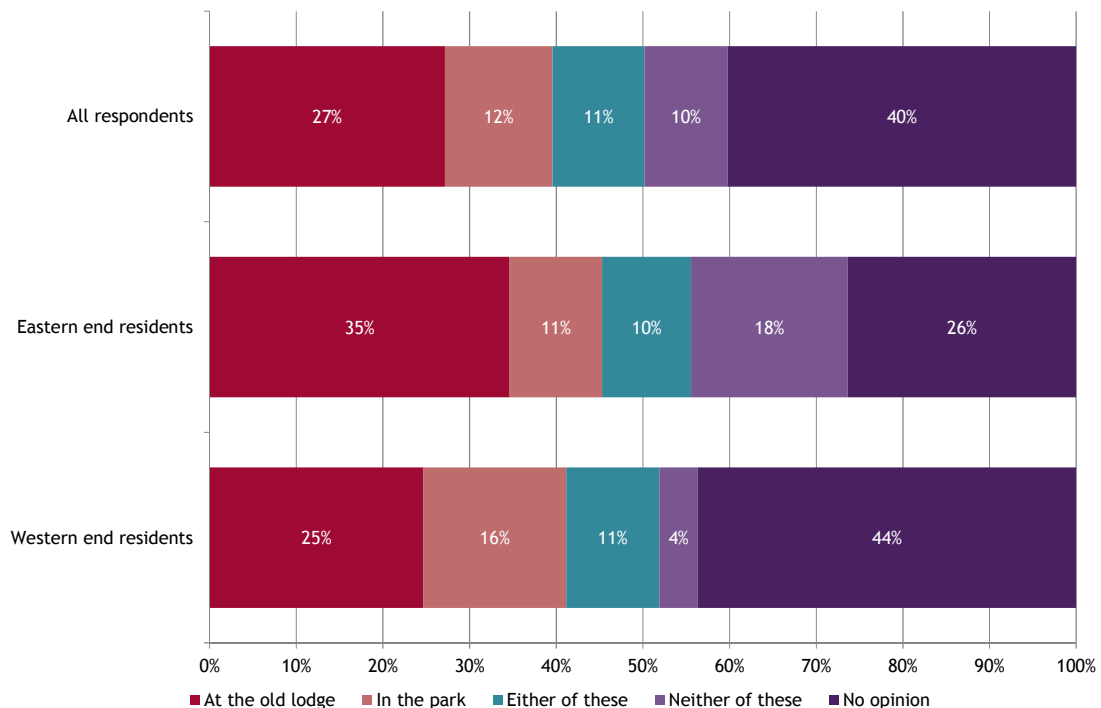
*Kennington Park*

2.21 The response to the Kennington Park shaft site was more mixed across the two resident groups. 35% of eastern end residents preferred the Old Lodge location (compared to 25% of western end residents) against 11% who chose the park (16% of western end). In contrast, 44% of western end residents had no opinion. Table 2.6 shows the full breakdown for each resident group, and Figure 2.13 presents this data graphically.

**TABLE 2.6 PREFERENCE FOR KENNINGTON PARK SHAFT LOCATIONS (ON-ROUTE RESPONDENTS)**

Location	Western end residents	Eastern end residents	All respondents
At the Old Lodge	39 (25%)	159 (35%)	472 (27%)
In the park	26 (16%)	49 (11%)	216 (12%)
Either of these	17 (11%)	47 (10%)	184 (11%)
Neither of these	7 (4%)	83 (18%)	167 (10%)
No opinion	69 (44%)	121 (26%)	699 (40%)
<b>Total</b>	<b>158 (100%)</b>	<b>459 (100%)</b>	<b>1,738 (100%)</b>

**FIGURE 2.13 PREFERENCE FOR KENNINGTON PARK SHAFT LOCATIONS (ON-ROUTE RESPONDENTS)**



## General Comments

- 2.22 For the final question of the survey, respondents were asked to provide any other thoughts or general comments around the scheme that they had not provided earlier in the survey. 818 people (45% of all respondents) answered this question, of which 37% (304) said it was a great idea or similar. A further 15% (119) were encouraged by the scheme but ultimately said they would like to see the scheme extended (again primarily to Clapham Junction). It is important to note also that of the 980 respondents that didn't respond to this question, over 75% (741) showed strong support to the scheme and the transport benefits it would aim to provide (identified from the responses to Question 1 of the questionnaire).
- 2.23 Of the other respondents who answered this question, the greatest concern was surrounding the proposed route and the construction/disruption levels involved (107 people - 13% of those who answered and 6% of the total). Of these, almost half (51) came from the eastern area as described in the previous section. The greatest concern (for 60 of the 107 concerned) were the physical effects of the construction process, such as traffic, noise, vibration & dust. The remaining 40% (48 - less than 3% of total) all believed the route itself was the wrong choice, with around half (23) mentioning Vauxhall by name as the station the route should connect with.
- 2.24 Around 7% (60) of those that responded to this question (just over 3% of the overall total) had concerns around the consultation process and the perceived lack of communication. Of these, 14 mentioned the lack of information around route options, and a further 12 specifically mentioned lack of awareness of the 2010 consultation. Nearly all of these responses came from eastern end residents in SW8 1 and SE11 5.
- 2.25 Less than 2% (14) were completely against the scheme (without giving reason) and only 4% (36 respondents) would have preferred the money went on a different scheme away from Battersea and Nine Elms. Of those 36, 8 would have preferred to see a different underground line extension, 16 would rather see the money spent on a different mode, and the remaining 12 wanted to see a different scheme for South East London as opposed to Battersea.
- 2.26 39 people (2% of the total) had concerns around accessibility of the new station. 9 of these wanted to know that the station itself would be accessible, with 18 wanting to see straight forward connections to other modes such as rail and buses (predominantly connections with Battersea Park station) and the remaining 12 commented on pedestrian access and cycle facilities (in particular extending the Barclays Cycle Hire network).

### 3 Route Options Consultation, launched June 2011

#### Summary of Key Findings

- Route Option 2 is the preferred of the four route options;
- Though Route Option 3 was supported by a significant minority (24%), there was also strong opinion that it would result in substantial congestion at Vauxhall;
- Those living in the western part of the study area are more supportive of both Route Option 2 and the scheme as a whole; and
- Though this second route options consultation proved to be useful and informative for residents, in most cases it did not affect people's views on the scheme.

#### Overall Results

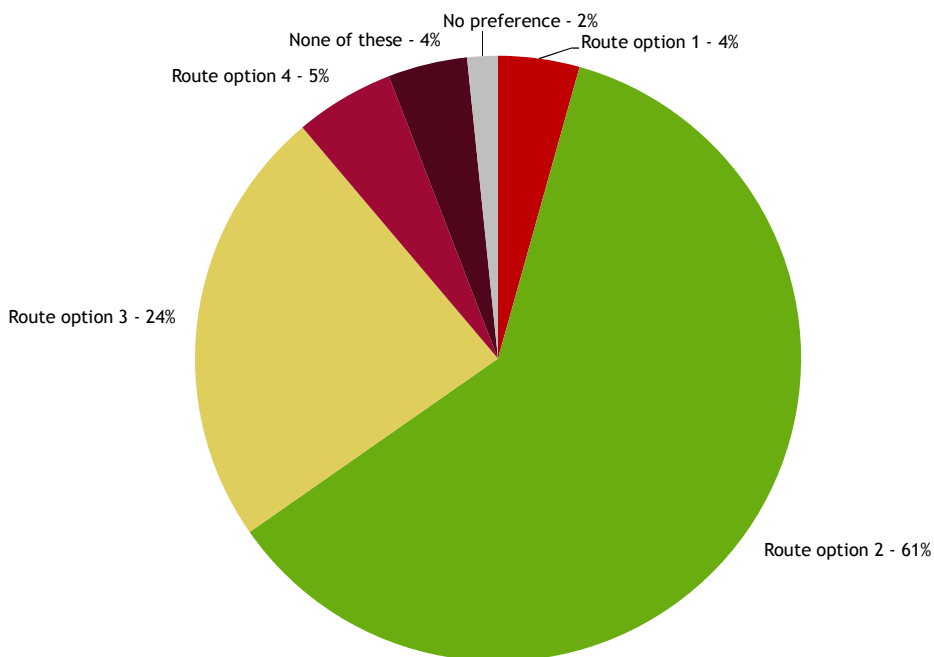
##### *Route Options*

- 3.1 61% of all respondents who indicated a preference chose Route Option 2 as their preferred option. The following table summarises all responses. Figure 3.1 shows these choices graphically.

**TABLE 3.1 PREFERRED ROUTE OPTIONS**

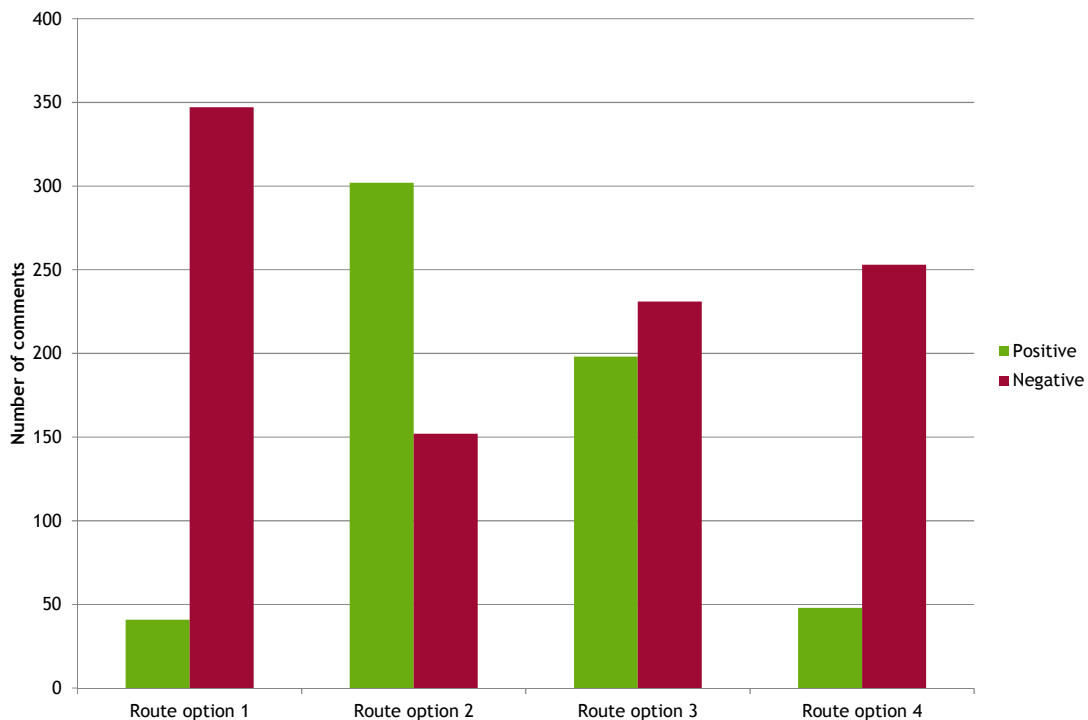
Preferred Route Option	No.	%
Route Option 1 (direct)	40	4%
<b>Route Option 2 (via South Nine Elms)</b>	<b>562</b>	<b>61%</b>
Route Option 3 (via Vauxhall)	217	24%
Route Option 4 (via North Nine Elms)	49	5%
None of these route options	39	4%
No preference	15	2%
<b>Total</b>	<b>910</b>	<b>100%</b>

FIGURE 3.1 ROUTE OPTION CHOICES



- 3.2 Residents were then invited to comment on each of the four routes - Figure 3.2 shows the splits of positive and negative comments for each of the four route options.
- 3.3 Each comment for each of the four routes was analysed on an individual basis. If the only comments provided were of a positive nature (i.e. they said the route was the best/most sensible option, or that they liked/preferred the route, or said that it was good/very good/excellent or similar) then they were deemed to be positive about that particular route. Conversely if the only comments were of a negative nature (i.e. they disliked the route, had issues with the construction, or preferred another route) then they were deemed to be negative about that route. A large number gave multiple comments, and if they gave more positive than negative, then they were deemed to be positive, and vice versa. Anyone that gave a single ambiguous comment, or gave an equal amount of positive and negative comments was assumed to be neither overall positive nor negative about each route. Each comment was counted; therefore there are more comments than respondents.

FIGURE 3.2 ROUTE OPTION COMMENTS



- 3.4 As demonstrated by Figure 3.1, Route Option 1 received the least support with residents. Figure 3.2 demonstrates that the comments provided for Route Option 1 mirror this result, with only 41 positive comments, and 347 negative comments. Many of those who disliked it stated that this was because they believed it to be wasteful to spend the money on building the extension only to include one stop. Those that did like it primarily liked it because it cost the least, and would involve less disruption as a result of only constructing one station.
- 3.5 For Route Option 2 the comments were much more supportive, with 302 positive comments, against 152 with a negative view point. Those who didn't like it were predominantly concerned about the level of disruption involved in the construction process (52 respondents in total), as well as the route itself. Of the 152, 28 specifically stated that there should be an intermediate stop at Vauxhall.
- 3.6 The comments on Route Option 3 were slightly more negative than positive, with 198 positive comments, compared to 231 negative comments. Those that were positive were in favour of the connection at Vauxhall to both mainline services from Waterloo and the Victoria line, but the potential congestion levels at Vauxhall were cited in 130 of the negative comments.
- 3.7 Route Option 4, as with Route 1, received very low levels of support, with 48 positive comments and 253 negative comments. The main reason given as to why people disliked it was that it was perceived to be a more expensive version of Route Option 2 - with just under a quarter (58) of the negative comments specifically stating this as a reason.



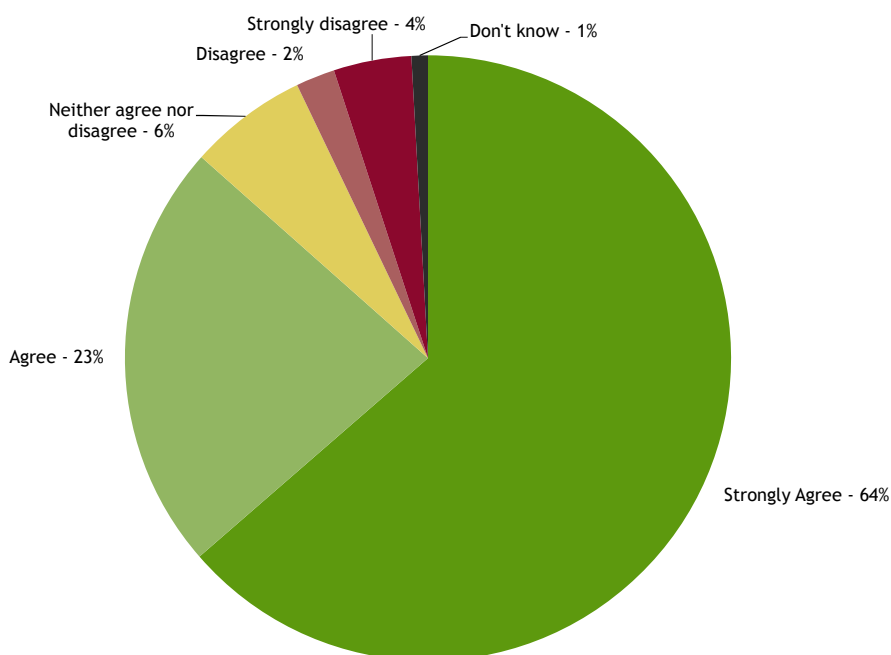
**Transport Benefits**

3.8 64% of those who responded strongly agreed that the proposed extension would bring transport benefits to the Nine Elms and Battersea area, compared to 4% who strongly disagreed. The full breakdown is shown below.

**TABLE 3.2 SCHEME BRINGS TRANSPORT BENEFITS - ALL RESPONDENTS**

Response	No.	%
Strongly agree	582	64%
Agree	210	23%
Neither agree nor disagree	58	6%
Disagree	19	2%
Strongly disagree	38	4%
Don't know	8	1%
<b>Total</b>	<b>915</b>	<b>100%</b>

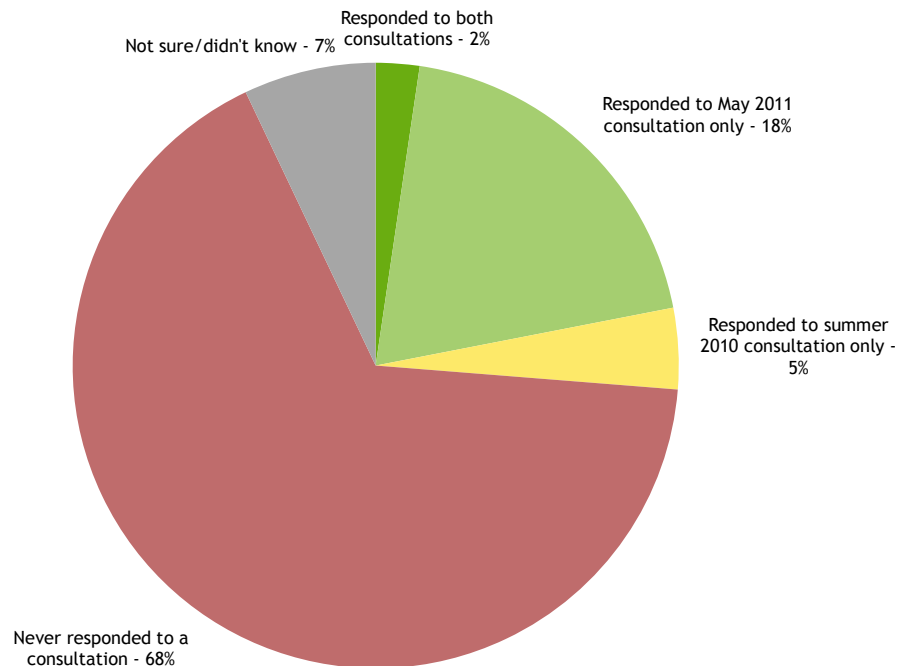
**FIGURE 3.3 SCHEME BRINGS TRANSPORT BENEFITS - ALL RESPONDENTS**



**Responses from previous consultations (Question 14)**

3.9 Of those that responded, 228 (25%) had responded to an earlier questionnaire. Of these, 165 responded to the leaflet launched in May 2011 only, 41 responded to the summer 2010 leaflet only, and 22 responded to both. 68 respondents were either unsure or didn't know whether they had already responded to another consultation. Figure 3.4 shows this breakdown.

FIGURE 3.4 RESPONSES FROM PREVIOUS CONSULTATIONS



**Change of view (Question 15)**

- 3.10 Of the 370 people (39% of the total responses) who indicated whether this extended consultation had changed their views on the scheme, 16% (61 respondents - 6% of total) said that it had. Of these people, 24 now preferred Route 2, compared with 21 who now preferred Route 3. Of the remainder, 6 chose Route 4, 3 chose Route 1 and 7 did not state a preference.
- 3.11 70 people in total provided comments to this question. 33 felt they now had better awareness and greater perspective on the scheme as a result of the additional consultation. A further 16 people still had concerns about the scheme and the consultation process as a whole.

**Socio-demographics**

- 3.12 The scheme has greatest support from those aged between 25 and 44 (72% - 339 respondents - strongly agreed that the scheme would bring transport benefits to the area). Conversely, those aged over 65 were the least supportive, with only 45% (50 respondents) agreeing with the above statement. The 25-44 age group comprise half of the total sample.

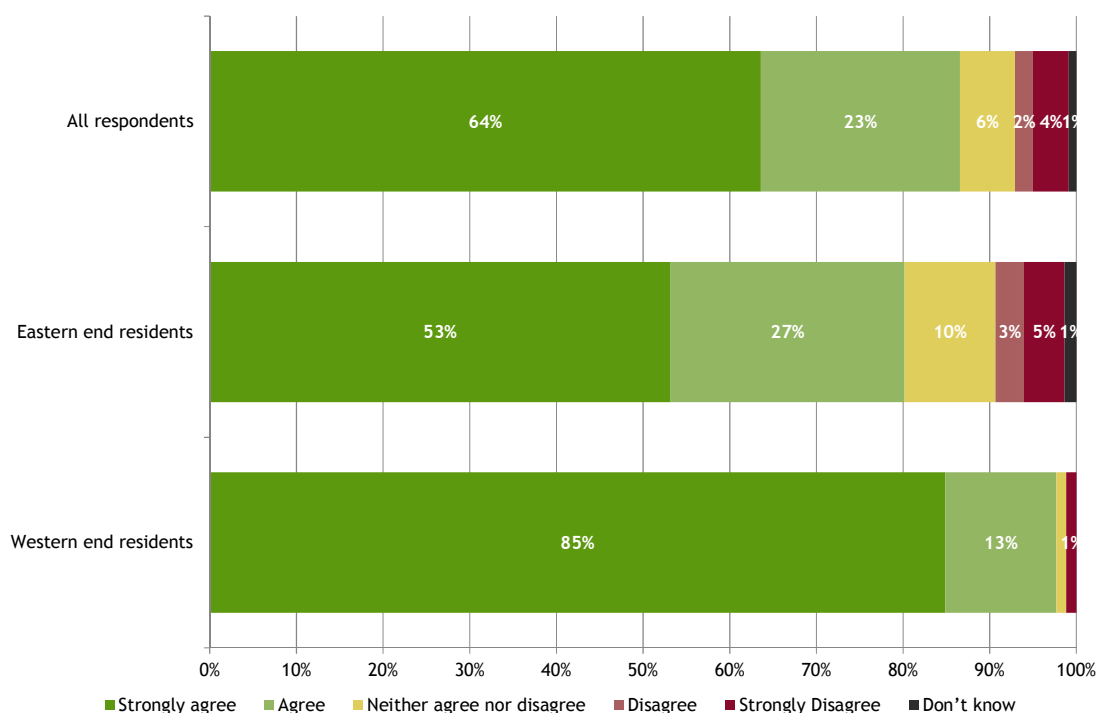
3.13 There is slightly less difference among the different age groups regarding the preferred route, with 63% of the 25-44s choosing Route Option 2, compared with 54% of the 65 and over group. The one group with significantly higher support for Route Option 2 (83% - 29 respondents) is the 16-24 age group.

**“On-route” respondents**

3.14 As with the Route 2 leaflet launched in May 2011, respondents were then split by home location, based on the home postcode information they provided. In total, 656 people responding to the Route Options leaflet launched in June 2011 provided postcode information, of which 376 live in the eastern part of the study area, and 86 live in the western part.

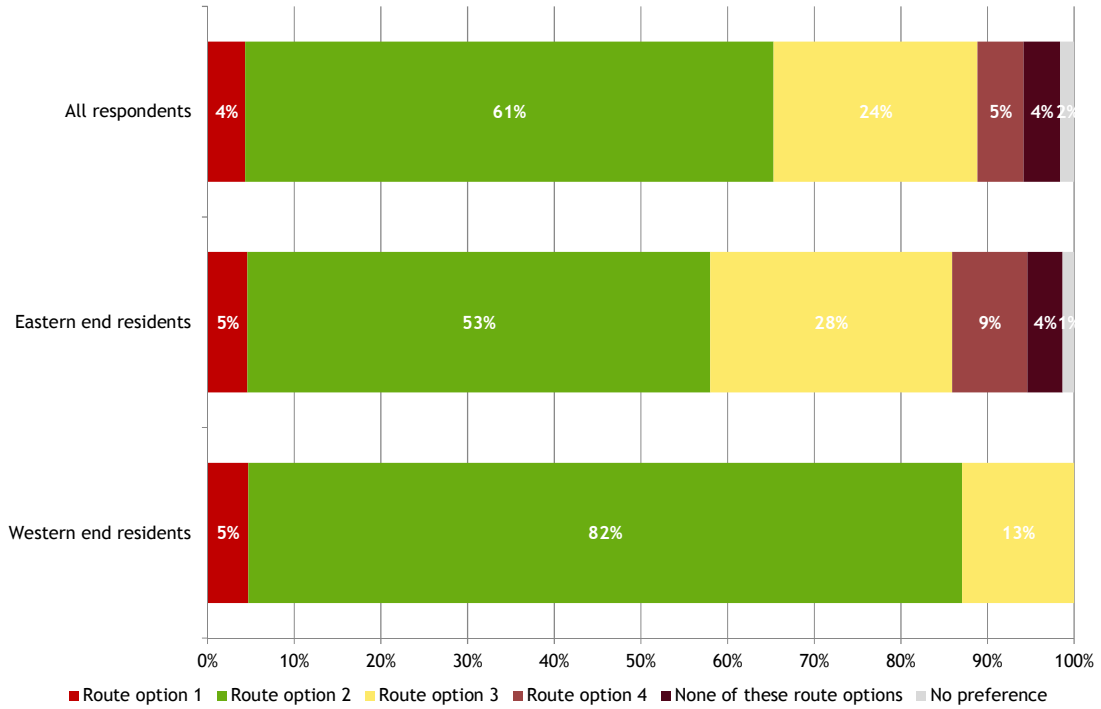
3.15 Those who live in the western area (and may benefit more directly from the proposal) are more in favour of the scheme than those in the eastern area. Around 53% (193) of eastern end residents strongly agreed that the scheme would bring transport benefits to the local area, compared with 85% (73) of western end residents. This compares to 5% and 1% (17 and 1) respectively who strongly disagreed with that statement. Figure 3.5 shows the responses for all respondents, and then for each group of residents.

**FIGURE 3.5 SCHEME PROVIDES TRANSPORT BENEFITS - STUDY AREA**



3.16 As Figure 3.6 demonstrates, there is also much greater support for Route Option 2 amongst western end residents, with 82% (70) choosing Route Option 2 as their preferred route, compared with 53% (197) who chose Route 2 from the eastern end. Conversely, only 13% (11) from the western end chose Route 3, though a much higher proportion (28% - 103 respondents) from the eastern end chose it.

FIGURE 3.6 ROUTE OPTION CHOICE - STUDY AREA



## 4 Overall Consultation Summary

### Overall Key Themes

- There is strong support across all respondents for the scheme and the transport and employment benefits it will provide.
- Route Option 2 is the most popular route.
- Overall support is higher among those living closer to Battersea, than those living closer to Kennington.
- Ventilation shafts should be kept away from housing and green areas.

### Common Questions

- 4.1 The following chapter looks at the parts of both consultation questionnaires that were comparable to see how views differ across the two. The two questions that this will focus on will be the questions relating to transport benefits of the scheme and the route options. Comparisons of the socio-demographic profiles in each consultation can be found in Appendix A.

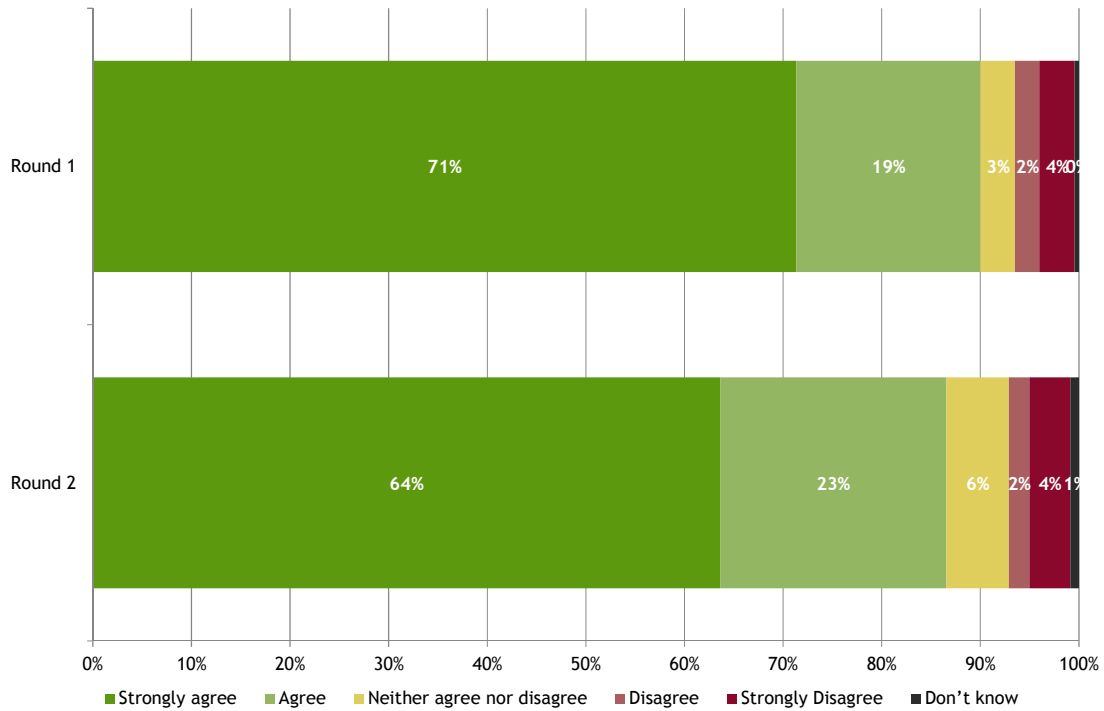
#### *Transport Benefits*

- 4.2 In both leaflets respondents were asked to what extent they agreed that the scheme would bring transport benefits to the Battersea and Nine Elms area. Table 4.1 and Figure 4.1 show the differences between the two consultations.
- 4.3 As the table and figure illustrate, the level of agreement is broadly similar, albeit marginally less in the second round of consultation, with 87% now agreeing or strongly agreeing, compared to 90% in the first round.

**TABLE 4.1 TRANSPORT BENEFITS IN BOTH SETS OF RESPONSES**

Response	Route 2 Consultation launched May 2011	Route Options Consultation launched June 2011
Strongly agree	1,265 (71%)	582 (64%)
Agree	332 (19%)	210 (23%)
Neither agree nor disagree	62 (3%)	58 (6%)
Disagree	44 (2%)	19 (2%)
Strongly disagree	64 (4%)	38 (4%)
Don't know	8 (<1%)	8 (1%)
<b>Total</b>	<b>1,772 (100%)</b>	<b>915 (100%)</b>

FIGURE 4.1 TRANSPORT BENEFITS IN BOTH SETS OF RESPONSES



### ***Route Options***

- 4.4 In the leaflet launched in May 2011 respondents were asked whether they supported or opposed Route 2, with 69% in support (of those that answered this question). In the leaflet launched in June 2011, where a choice of four route options were given, of those that answered the question, 61% preferred Route 2.

### **Next Steps**

- 4.5 In addition to the analysis contained in this report, TfL is preparing a further report which considers the responses made in the consultation, describes how the overall results will be used and outlines the next steps. This report will be available shortly.
- 4.6 Both this report and the TfL report will be used to inform the Consultation Report which will be submitted as part of the TWA application.

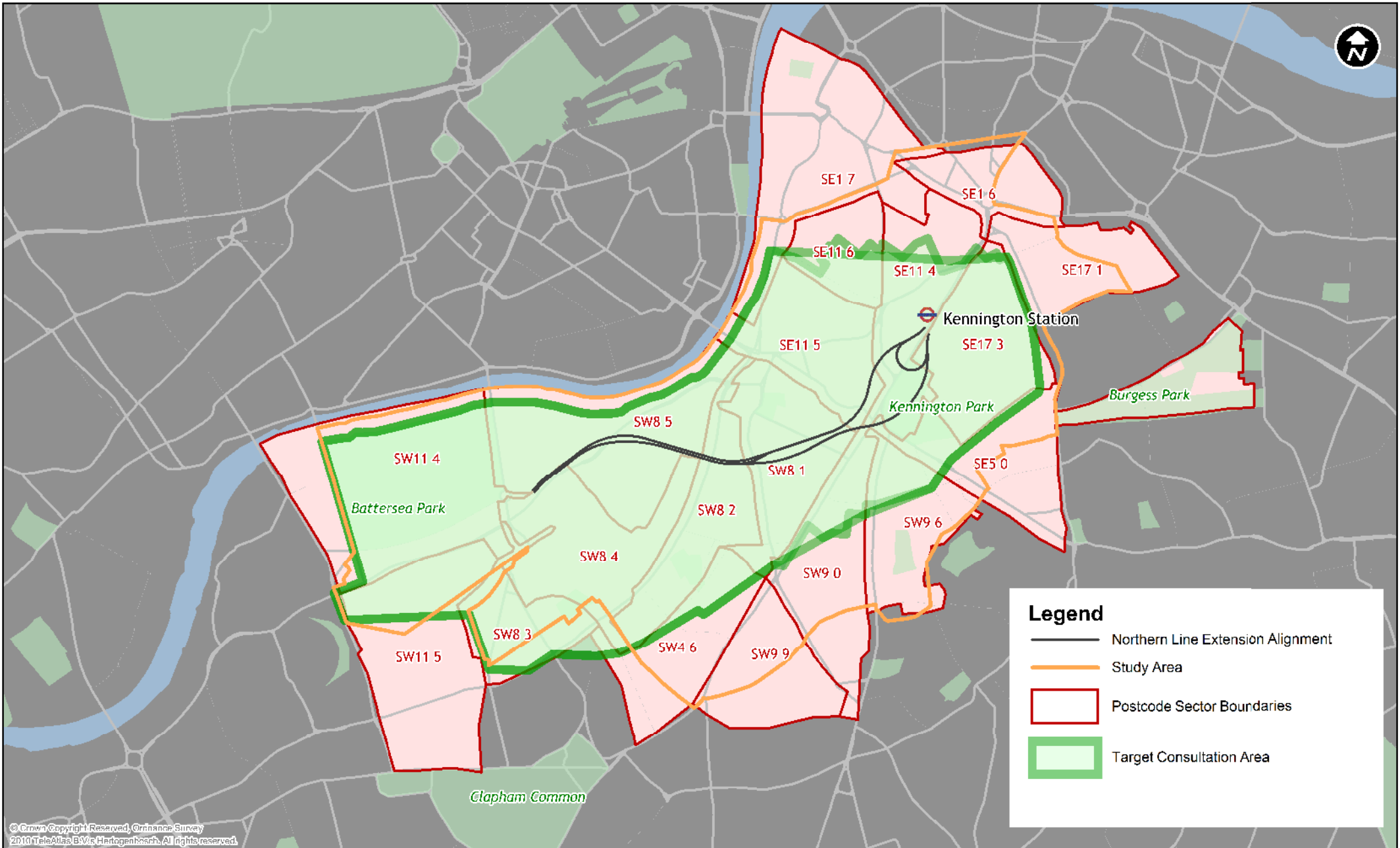
## APPENDIX

### A




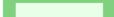
#### TARGET AREA AND LEAFLETS







**Legend**

-  Northern Line Extension Alignment
-  Study Area
-  Postcode Sector Boundaries
-  Target Consultation Area

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**Northern Line Extension**  
Target Consultation Area



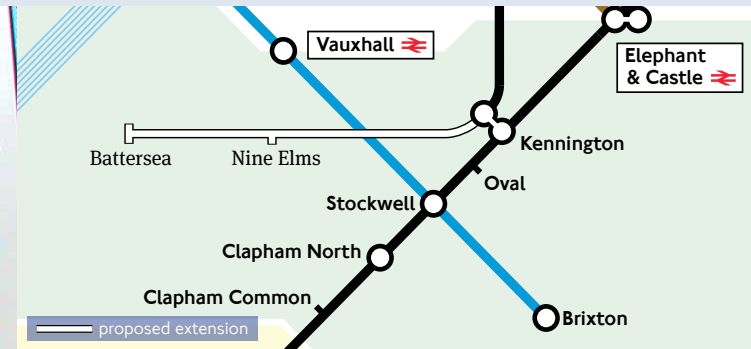
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# Extension of the Northern line to Nine Elms and Battersea

## We would like your views on the proposed extension of the Northern line to Nine Elms and Battersea

In summer 2010 Treasury Holdings wrote to you about options for the route of the extension. We have now done further work on the preferred route. This would extend the Northern line (Charing Cross branch) from Kennington, providing two new stations at Nine Elms and Battersea. Now Transport for London and Treasury Holdings would like to hear your views on the details of the proposed extension.





## The consultation

We'd like to hear your views on the proposed extension of the Northern line from Kennington, which would mean two new Tube stations at Nine Elms and Battersea. This leaflet contains information on the proposed route, station and shaft locations, and on the benefits of the scheme. It also describes how the works will be managed and how local people will be involved in this process.

### Please let us know your views

Attached to this leaflet is a pre-paid questionnaire for you to complete and return to us. **Please respond by 17 June 2011.** This questionnaire can also be completed online:

[www.northernlineextension.com](http://www.northernlineextension.com)

If you prefer, you can contact us by email or by post:

[consultation@northernlineextension.com](mailto:consultation@northernlineextension.com)

**Northern line Project Team**

**188 Kirtling Street**

**London SW8 5BN**

### What are the benefits for this area?

The Tube extension would help to support the regeneration of the Vauxhall Nine Elms Battersea area, which will mean up to 25,000 jobs and 16,000 new homes in the area. It will supplement existing Tube and National Rail stations, as well as the Vauxhall bus interchange. Benefits of the extension include:

- New stations at Nine Elms and Battersea, linked to existing bus routes, will improve access to the Tube network for local people
- Journey times from Battersea to the West End or the City would be less than 15 minutes
- Less pressure on Vauxhall station

Other proposed benefits for this area could include:

- Around 50 acres of new public realm – streets, squares, parkland and a new river walk – will be created, benefiting cyclists and pedestrians
- Improvements to local bus services and National Rail stations
- Two new passenger piers for riverboats and new Barclays Cycle Hire docking stations

### Finding out more about the proposals

During the consultation, there will be a number of public exhibitions about the proposed extension in and around the area. The times and locations are below.

#### **Wednesday 18 May 2011 and Monday 6 June 2011**

12 noon-8pm

Acquire Arts Gallery, 155 Battersea Park Road, London SW8 4BU

#### **Friday 20 and Saturday 21 May 2011**

10am-6pm

The Long Room, The KIA Oval, Kennington, London SE11 5SS

#### **Thursday 26 and Friday 27 May 2011**

10am-6pm

Sainsbury's Nine Elms, 62 Wandsworth Road, London SW8 2LF

## The Questionnaire

We would like to hear your views on the proposals. Please complete the form, fold along the lines, seal along the gummed strip and post.



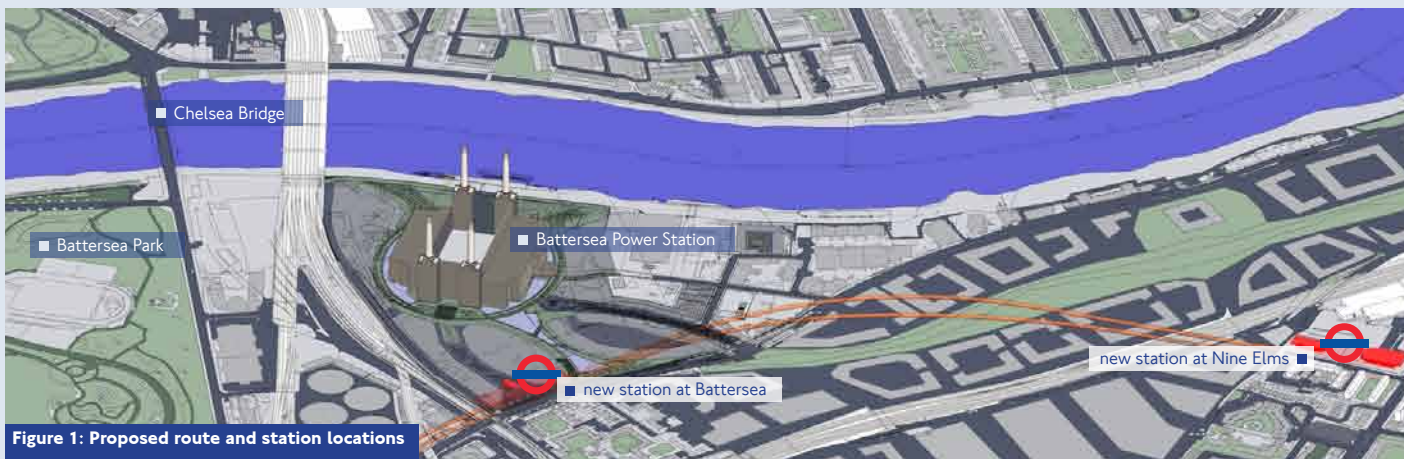


Figure 1: Proposed route and station locations

## About the extension

### What the earlier proposals were

In summer 2010 the public were asked to comment on four possible options for the route of the extension, all of which ran from Kennington to Battersea Power Station. In all cases, two 3km tunnels would need to be constructed. Maps of all four route options as well as more detail on the current proposals are on our website:

[www.northernlineextension.com](http://www.northernlineextension.com)

### The proposed route

In stage 1 of the consultation, we were told that the route via south Nine Elms was the preferred option, as shown in Figure 1 above.

We have been working on the detail of this route. There will be two new stations, one at Battersea Power Station and one in Nine Elms near Sainsbury's supermarket, as shown in Figures 2 and 3.

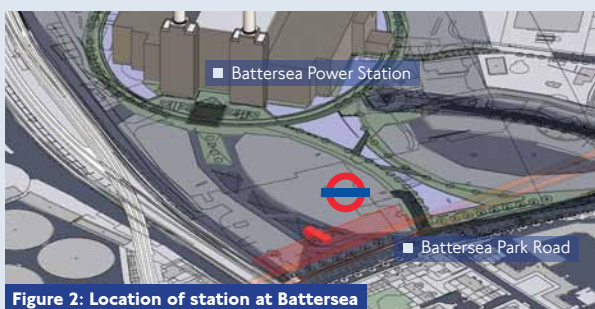


Figure 2: Location of station at Battersea



Figure 3: Location of station at Nine Elms

We have also worked on the positioning of the shafts that are required and these are shown on the next page. Your views on these will help us to do further work on the options.

### Why are the shafts needed?

Shafts are needed for any new underground railway.

There are two types of permanent shaft: ventilation shafts, which allow air in and out of the tunnel and help to cool the Tube; and intervention and ventilation shafts, which also enable access to and from the tunnel if necessary. These shafts are required for the safe operation of the extension.

In addition, we need to put in place temporary construction shafts while the tunnel is built. These would be removed once the construction work is completed and the areas restored to their original state.

Figure 4 shows the proposed locations of all these shafts.

### What are the shaft location options?

One intervention and ventilation shaft is required along the route, ideally located midway between Kennington station and the proposed Nine Elms station. This has meant investigating options in the Claylands Road area, where three possible locations are being considered by our engineers, as shown in Figures 5a to 5c.



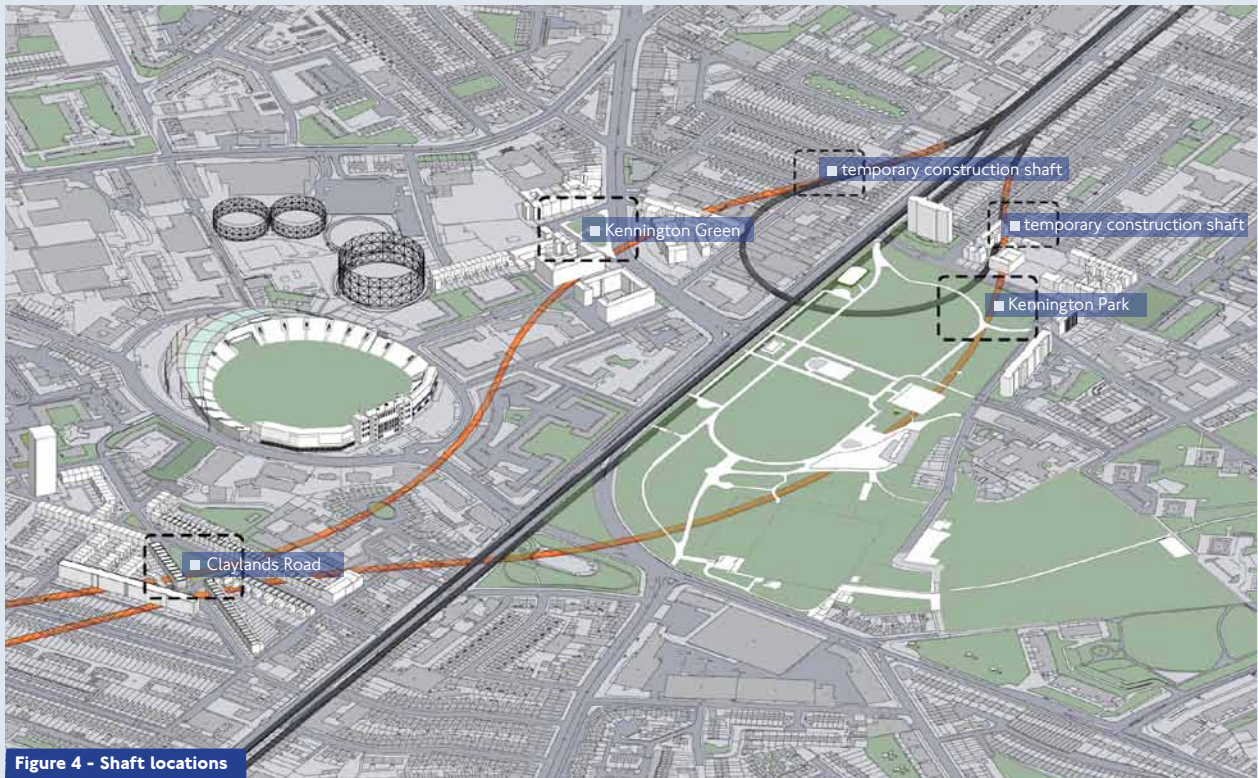


Figure 4 - Shaft locations



Figure 5 - Overview map



Figure 5b - Claylands Road - at the garages



Figure 5a - Claylands Road - in existing housing

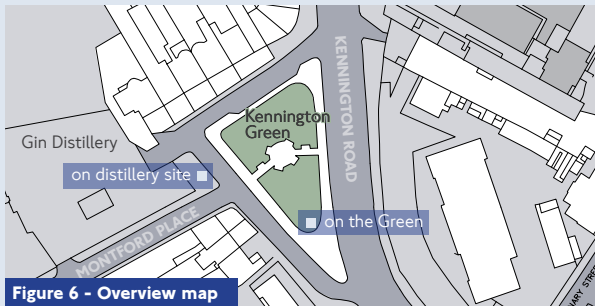


Figure 5c - Claylands Road - on the Green

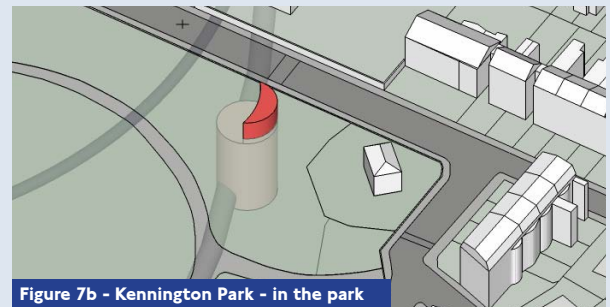


Two ventilation shafts are also required: one in the vicinity of Kennington Green and one around Kennington Park. For each location two specific site options have been identified.

At Kennington Green, our engineers suggest the shaft could be situated on the Green itself or behind the Beefeater Distillery (Figures 6a and 6b).



At Kennington Park, two options have been identified for the shaft (Figures 7a and 7b).



### During construction

As with any major project, there will be some disruption during construction. The contractor responsible for construction of the extension will be required to operate under a good neighbour policy. This means we will make sure there are minimal impacts from the works on local people and the environment.

For example, control measures will be put in place to manage noise and vibration, and to avoid dust generation from the works. Vehicles and goods going to and from the construction sites will be controlled and local pedestrian access maintained. Site working hours will be in accordance with all relevant borough planning guidelines. No works at surface level will normally be undertaken in the evening or on Sundays and Bank Holidays.

There will be a community liaison manager using regular meetings and newsletters to keep local people informed about the works. As more detail emerges on the temporary construction works, there will be further engagement with people in the area.



## Why are we proposing this?

The Mayor of London has identified the Vauxhall Nine Elms Battersea area as a great location for new housing and jobs. Significant investment and regeneration means new homes, shops, businesses and leisure facilities in the area, as well as the redevelopment of Battersea Power Station and New Covent Garden Market. These new developments are expected to create up to 25,000 new jobs and 16,000 new homes.

Additional public transport is needed to make these new developments happen and to benefit existing residents and businesses. A Tube extension has been identified as the best option here. Previous consultation on the future of Battersea Power Station indicated support for an extension of the Northern line from Kennington, with new stations at Nine Elms and Battersea.

It is proposed that the extension would be paid for by private sector contributions, the first instalment of which has already been committed. In all other respects it would be just like any other part of the Tube, with the same fares and Oystercard accepted.

### Who's involved?

The Mayor of London supports both the extension of the Northern line and the broader regeneration of the area and has asked Transport for London to work with Treasury Holdings, who are managing the project, in consulting you on these proposals. Treasury Holdings are also the development manager for Battersea Power Station, on behalf of the site owners. For the past three years, they have been working closely with Transport

for London, the local councils – the London boroughs of Wandsworth and Lambeth – as well as consulting the public and local groups.

### Next steps

This second consultation builds on the consultation undertaken in summer 2010 on the route options. It is a further stage towards applying to the Secretary of State for Transport for a Transport and Works Act Order (TWAo). This is needed in order to obtain the necessary powers to begin work on new railway infrastructure. Work cannot start on the project until these are in place, and the necessary funding has been secured.

The results of this consultation will be available later this year on our website:

**[www.northernlineextension.com](http://www.northernlineextension.com)**

Subject to securing a TWAo and all the funding, we would have the go-ahead for the extension in 2013 at the earliest. This means that the new stations at Nine Elms and Battersea could be open in 2017.

### Directly affected properties

This leaflet has been sent to around 40,000 addresses in the area so that everyone can have their say on the proposals. Treasury Holdings have also written to households which are directly affected by the proposals. These include, for example, properties which are above or adjacent to proposed construction. There will be detailed discussions with people directly affected. We also hope that people will respond to the questionnaire. If you think you are directly affected but have not received a letter, please contact the project team on:

**020 7501 0676**



**1. Please indicate which of the following most closely matches your view of the proposed extension**

**It will bring transport benefits to the Nine Elms and Battersea area**

- Strongly agree     Agree     Neither agree nor disagree  
 Disagree     Strongly disagree     Don't know

**It will help to bring jobs to the area**

- Strongly agree     Agree     Neither agree nor disagree  
 Disagree     Strongly disagree     Don't know

**2. How often do you think you would use the new stations/extension?**

- 5 or more days a week     3-4 days a week  
 2 days a week     Once a week  
 Once a fortnight     Once a month  
 Every three months     Twice a year  
 Once a year     Less than once a year

**3. We propose to proceed with Route Option 2 (Kennington-Battersea Power Station via south Nine Elms). What do you think of this option?**

- Support Option 2  
 Oppose Option 2  
 No preference

**4. Do you have any other comments on the proposed route?**

**5. What are your preferences for the location of the intervention and ventilation shaft on Claylands Road (see Figures 5a,b,c)? Please tick one only**

- In existing housing     At the garages  
 On the Green     Any of these  
 None of these     No opinion

Please state why you have ticked this box:

**6. What are your preferences for the location of the ventilation shaft at Kennington Green (see Figures 6a and b)?**

**Please tick one only**

- On distillery site     On the Green  
 Either of these     Neither of these  
 No opinion

Please state why you have ticked this box:

**7. What are your preferences with regard to the ventilation shaft at Kennington Park (see Figures 7a and b)? Please tick one only**

- At the Old Lodge     In the park  
 Either of these     Neither of these  
 No opinion

Please state why you have ticked this box:

**8. We intend to make appropriate local improvements around the construction sites. What would you like to see?**

**9. We'd like to have your ideas for station names**

Station at Nine Elms   
Station at Battersea

**10. In what capacity are you responding to the consultation?**

- As an individual  
 As a representative of a business  
 As a representative of a community/voluntary organisation

**11. What is the first part of your home/work postcode? (e.g. SE11 5)**

Home    
Work

P.T.O.

If you would like to receive this document in large print, audio or another language please call 0800 298 3009

### Mailing instructions

#### Step 1

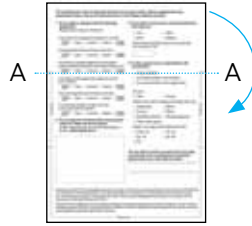
Moisten the gummed area



gummed area

#### Step 2

Fold along line A and seal



#### Step 3

Fold along line B and seal



#### Step 4

Place in a post box – there is no need to affix a stamp

Treasury Holdings and their service providers will use your personal information for the purpose of administering this consultation and assessing opinions on the extension. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

2

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LONDON  
SE1 9YA

#### 12. Are you:

- Male  Female

#### 13. What is your age group:

- Under 16  25-44  65-74  
 16-24  45-64  75+

#### 14. Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

- Yes  No

#### 15. What is your ethnic background?

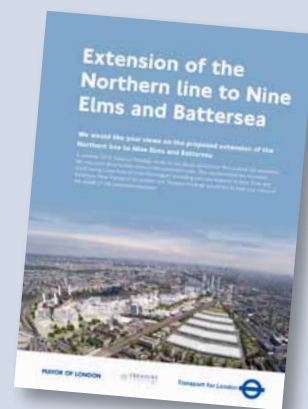
#### 16. Do you have any other comments on the extension? Please use box below.

Thank you for taking the time to complete this questionnaire. Please send it back by 17 June 2011.

# Proposed Extension of the Northern line to Nine Elms and Battersea

## Public Consultation May-June 2011 – Update

In May this year, the three sponsors of the proposal: the Mayor of London, Treasury Holdings and Transport for London (TfL), sent a leaflet to around 40,000 addresses in this area. This provided information about the current preferred route of the proposed extension of the Northern line and included a questionnaire for respondents to complete with their views on the scheme.



We have received a high level of response to this consultation and thank you for the comments made so far.

During this consultation some people have said that they didn't have an opportunity to comment previously on all of the route options and would now like to do so. In response to this request, we are providing more information on the route options that have been considered and extending the consultation period to 10 August 2011 to allow further time for comment on the route options and on the May 2011 leaflet.

The maps over the page show details of all four route options that have been considered, including the current preferred Route 2.

You can comment on the route options by:

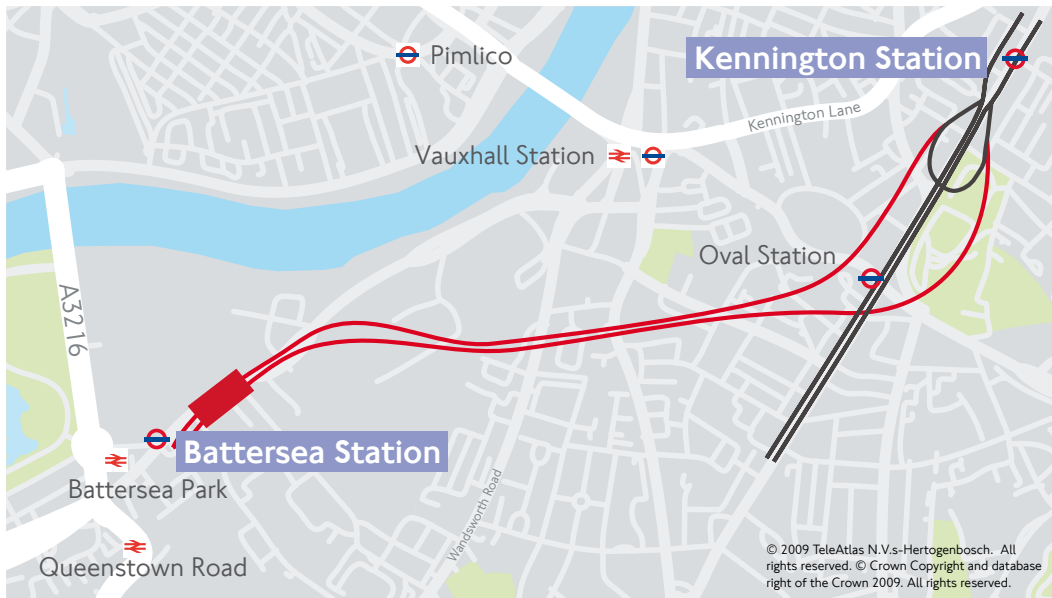
- completing the attached questionnaire, which can also be filled in online at [www.northernlineextension.com](http://www.northernlineextension.com) or
- emailing your comments to [consultation@northernlineextension.com](mailto:consultation@northernlineextension.com)



## Route Options

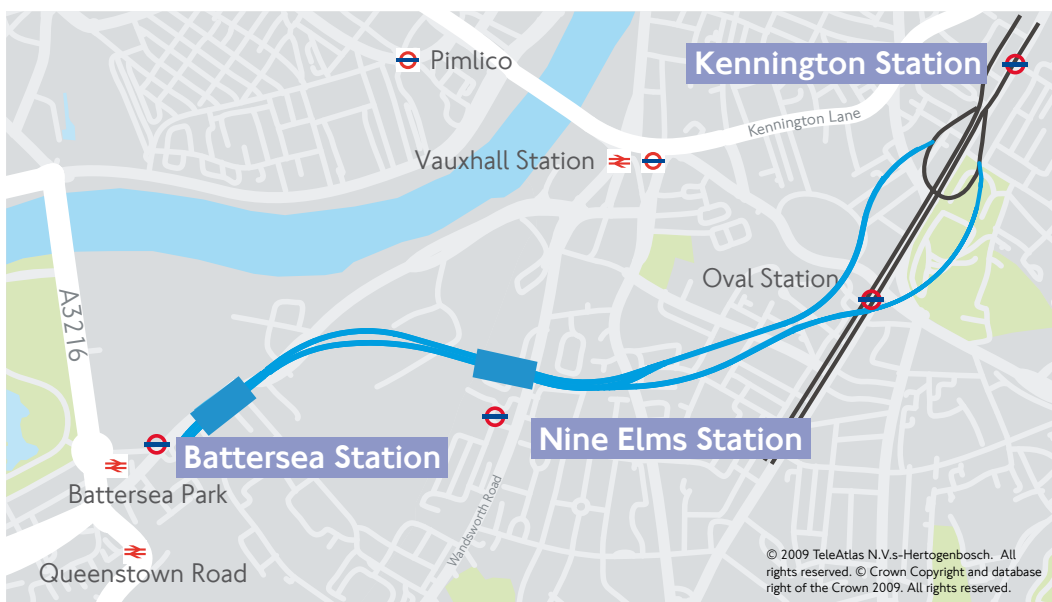
The plans show the four route options, which were first consulted on in summer 2010. All four routes involve two new tunnels to extend the Northern line from Kennington to Battersea.

Each option would require the construction of some temporary and permanent shafts for ventilation and access to the tunnels, as would be the case for any new underground railway.



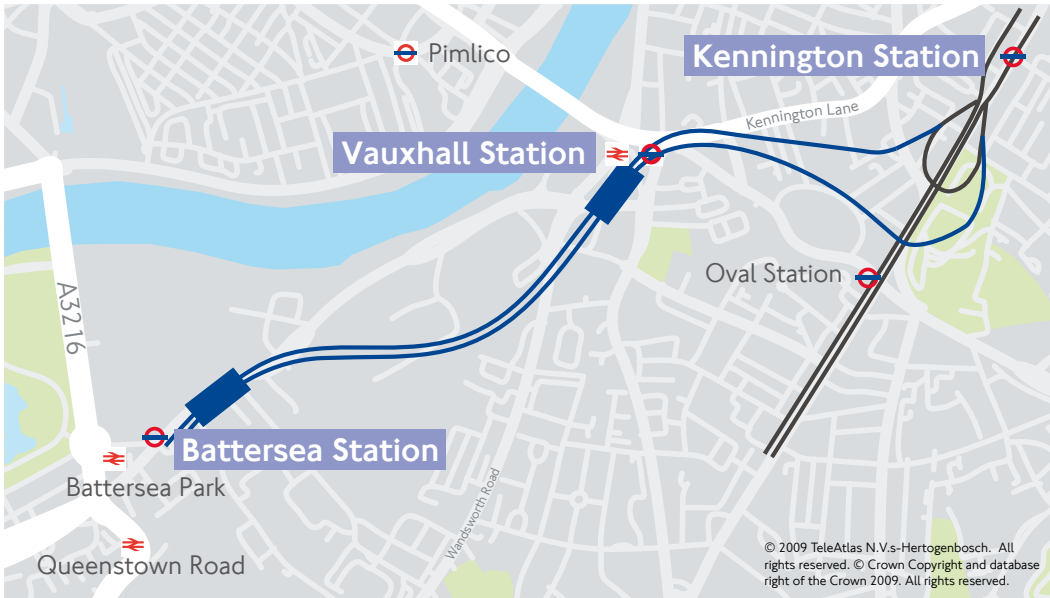
### Route 1: Kennington – Battersea Power Station (direct)

This option would cost the least and be the easiest to build as there would only be one station at the end of the line. Since there is no intermediate station there would be no direct benefits to the people living around Nine Elms, Wandsworth Road and south Lambeth.



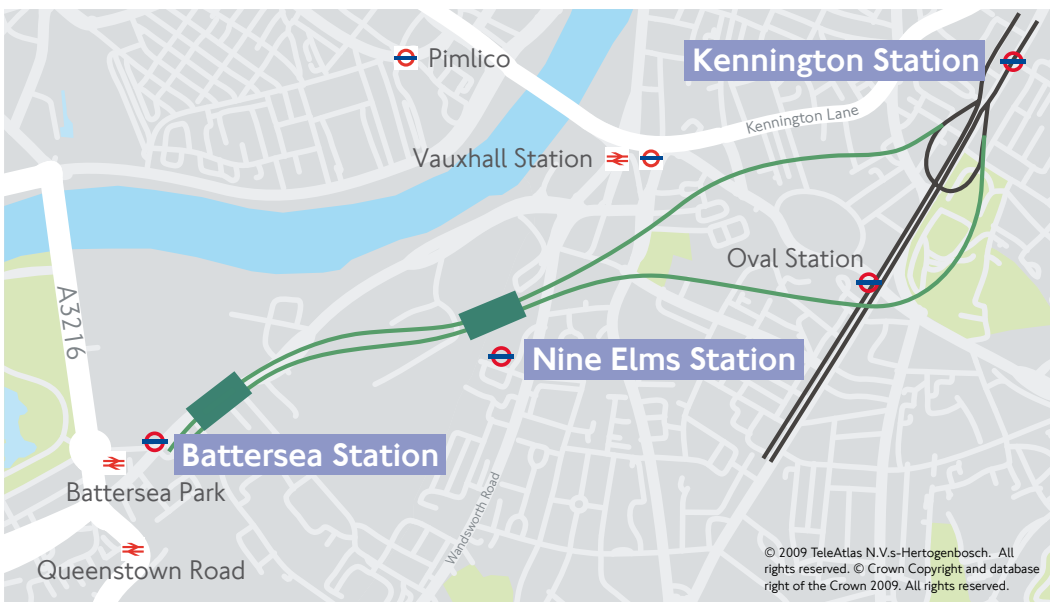
### Route 2: Kennington – Battersea Power Station (via south Nine Elms)

This option would include an additional station in the Nine Elms area in the vicinity of Wandsworth Road. It would improve accessibility for people living around Nine Elms, Wandsworth Road and south Lambeth and help relieve pressure at Vauxhall station and on the Victoria line.



**Route 3: Kennington – Battersea Power Station (via Vauxhall Station)**

This option would connect directly to bus, Underground and National Rail services at Vauxhall. However, its proximity to Vauxhall station would also make it the most difficult and expensive option to construct, and would increase pressure at Vauxhall station and on the Victoria Line.



**Route 4: Kennington – Battersea Power Station (via north Nine Elms)**

This option would include a station to the north of the existing railway viaduct, which would serve the Nine Elms development area but be less accessible to communities along Wandsworth Road and south Lambeth than Route 2. It would also be more costly and difficult to construct than Route 2 because of its proximity to the viaduct.

**Route 2** is currently the preferred option because it offers the most benefits, however, no formal decision on this has yet been taken and your views will be considered. The provisional detailed technical appraisal of route options is available on the project website [www.northernlineextension.com](http://www.northernlineextension.com)

If you would like more information on any of the route options, please see the project website, come to an event or contact the project team on **0207 501 0676**.





## What happens next?

We will be holding three further public exhibitions about the proposed extension, including route options:

**Wednesday 6 July**, 12 noon - 8pm,  
the Long Room, KIA Oval, London SE11 5SS

**Thursday 7 July**, 12 noon - 6pm,  
Sainsbury's Nine Elms, 62 Wandsworth Road, London SW8 2LF

**Friday 8 July**, 1pm - 7pm,  
Battersea Park Station, Battersea Park Road, London SW8 4LJ

All comments we receive during this consultation and earlier consultations will inform the final appraisal of route options and decision-making process for the development of the proposed extension.

We will review our route option appraisal and report later on in the year on the results of the consultation and an update on the route to be taken forward. Further consultation will be carried out on the preferred route in due course.



Thank you for your interest to date and if you have any questions please call the project team on 020 7501 0676 or email [consultation@northernlineextension.com](mailto:consultation@northernlineextension.com)

Please return the attached questionnaire by 10 August 2011



**1. Please indicate which of the following most closely matches your view of the proposed extension**

**It will bring transport benefits to the Nine Elms and Battersea area**

- Strongly agree     Agree     Neither agree nor disagree  
 Disagree     Strongly disagree     Don't know

**2. Which route option do you prefer for the proposed extension to the Northern line?**

- Route option 1     Route option 2     Route option 3  
 Route option 4     None of these route options     No preference

**3. Do you have any comments on Route 1?**

**4. Do you have any comments on Route 2?**

**5. Do you have any comments on Route 3?**

**6. Do you have any comments on Route 4?**

**7. Do you have any other comments?**

**8. In what capacity are you responding to the consultation?**

- As an individual  
 As a representative of a business  
 As a representative of a community/voluntary organisation

**9. What is the first part of your home/work postcode?**

Home   

Work   

**10. Are you:**

- Male     Female

**11. What is your age group?**

- Under 16     25-44     65-74  
 16-24     45-64     75+

**12. Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?**

- Yes     No

**13. What is your ethnic background?**

**14. Have you already responded to a consultation on these proposals? (tick as many as apply)**

- No, never  
 Yes, in summer 2010  
 Yes, in May/June 2011  
 Not sure/don't know

P.T.O.

A

Moisten Line

B

A

Moisten Line

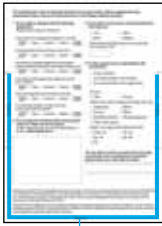
B

If you would like to receive this document in large print, audio or another language please call 0800 298 3009

### Mailing instructions

#### Step 1

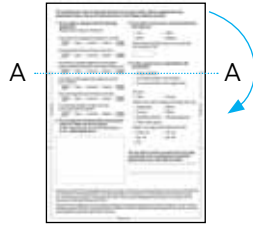
Moisten the gummed area



gummed area

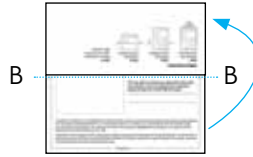
#### Step 2

Fold along line A and seal



#### Step 3

Fold along line B and seal



#### Step 4

Place in a post box – there is no need to affix a stamp

Treasury Holdings and their service providers will use your personal information for the purpose of administering this consultation and assessing opinions on the extension. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

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LONDON  
SE1 9YA

**15. If you have already responded, has this leaflet on route options changed your views?**

No

Yes

if yes, how?

Thank you for taking the time to complete this questionnaire.

Please send it back by **10 August 2011**.





**APPENDIX**

**B**

**SOCIO-DEMOGRAPHICS**



## B1 ROUTE 2 CONSULTATIONROUTE OPTIONS CONSULTATIONSOCIO DEMOGRAPHIC ANALYSIS

B1.1 The following appendix provides a tabular breakdown of the responses to the socio-demographic questions in each of the two consultation questionnaires.

### *Gender*

Gender	Route 2 Consultation	Route Options Consultation
Male	1,137 (63%)	549 (58%)
Female	560 (31%)	372 (40%)
Missing	104 (6%)	19 (2%)
<b>Total</b>	<b>1,801 (100%)</b>	<b>940 (100%)</b>

### *Age*

Age Group	Route 2 Consultation	Route Options Consultation
Under 16	14 (1%)	5 (<1%)
16-24	110 (6%)	35 (4%)
25-44	916 (51%)	477 (51%)
45-64	514 (29%)	287 (31%)
65-74	111 (6%)	88 (9%)
75+	52 (3%)	35 (4%)
Missing	84 (4%)	13 (1%)
<b>Total</b>	<b>1,801 (100%)</b>	<b>940 (100%)</b>

### *Disability*

Do you have a mental or physical disability?	Route 2 Consultation	Route Options Consultation
Yes	93 (5%)	65 (7%)
No	1,596 (89%)	847 (90%)
Missing	112 (6%)	28 (3%)
<b>Total</b>	<b>1,801 (100%)</b>	<b>927 (100%)</b>

## Public Consultation 2011

### *Respondent Type*

In what capacity are you responding to the consultation?	Route 2 Consultation	Route Options Consultation
As an individual	1,688 (94%)	887 (94%)
As a representative of a business	22 (1%)	22 (2%)
As a representative of a community/voluntary organisation	37 (2%)	14 (2%)
Missing	54 (3%)	17 (2%)
<b>Total</b>	<b>1,801 (100%)</b>	<b>940 (100%)</b>

**APPENDIX**

**C**

**FULL QUESTIONNAIRE ANALYSIS**



## C1 FULL QUESTIONNAIRE ANALYSIS

### Route 2 Consultation

#### Question 1:

Please indicate which of the following most closely matches your view of the proposed extension:

*It will bring transport benefits to the Nine Elms and Battersea area*

Response	Number of responses		
	Online	Paper	Total
Strongly agree	588 (73%)	677 (68%)	1,265 (70%)
Agree	130 (16%)	202 (20%)	332 (18%)
Neither agree nor disagree	25 (3%)	37 (4%)	62 (3%)
Disagree	21 (3%)	23 (2%)	44 (3%)
Strongly Disagree	28 (4%)	36 (4%)	64 (4%)
Don't know	0 (0%)	8 (<1%)	8 (<1%)
Missing	10 (1%)	16 (2%)	26 (1%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

*It will help to bring jobs to the area*

Response	Number of responses		
	Online	Paper	Total
Strongly agree	442 (55%)	399 (40%)	841 (47%)
Agree	188 (23%)	291 (29%)	479 (27%)
Neither agree nor disagree	86 (11%)	94 (9%)	180 (10%)
Disagree	41 (5%)	36 (4%)	77 (4%)
Strongly Disagree	18 (2%)	34 (3%)	52 (3%)
Don't know	6 (<1%)	41 (4%)	47 (3%)
Missing	21 (3%)	104 (10%)	125 (6%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>



## Public Consultation 2011

### Question 2

How often do you think you would use the new stations/extension?

Response	Number of responses		
	Online	Paper	Total
5 or more days a week	172 (21%)	196 (20%)	368 (21%)
3-4 days a week	80 (10%)	100 (10%)	180 (10%)
2 days a week	72 (9%)	128 (13%)	200 (11%)
Once a week	82 (10%)	100 (10%)	182 (10%)
Once a fortnight	53 (7%)	76 (8%)	129 (7%)
Once a month	79 (10%)	79 (8%)	158 (9%)
Every three months	70 (9%)	58 (6%)	128 (7%)
Twice a year	57 (7%)	70 (7%)	127 (7%)
Once a year	35 (4%)	28 (2%)	63 (4%)
Less than once a year	88 (11%)	135 (13%)	223 (12%)
Missing	14 (2%)	29 (3%)	43 (2%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

### Question 3

We propose to proceed with Route Option 2 (Kennington - Battersea Power Station via south Nine Elms). What do you think of this option?

Response	Number of responses		
	Online	Paper	Total
Support Option 2	508 (63%)	687 (69%)	1,195 (66%)
Oppose Option 2	149 (19%)	111 (11%)	260 (14%)
No preference	121 (15%)	163 (16%)	284 (16%)
Missing	24 (3%)	38 (4%)	62 (4%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

**Question 4**

Do you have any other comments on the proposed route?

**Question 5**

What are your preferences for the location of the intervention and ventilation shaft on Claylands Road?

Response	Number of responses		
	Online	Paper	Total
In existing housing	39 (5%)	65 (6%)	104 (6%)
At the garages	198 (25%)	320 (32%)	518 (29%)
On the green	48 (6%)	105 (11%)	105 (9%)
Any of these	79 (10%)	73 (7%)	152 (8%)
None of these	61 (7%)	50 (5%)	111 (6%)
No opinion	358 (45%)	360 (36%)	718 (40%)
Missing	19 (2%)	26 (3%)	93 (2%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

**Question 6**

What are your preferences for the location of the ventilation shaft at Kennington Green?

Response	Number of responses		
	Online	Paper	Total
On distillery site	288 (36%)	455 (46%)	743 (41%)
On the Green	37 (5%)	75 (7%)	112 (6%)
Any of these	71 (9%)	67 (7%)	138 (8%)
None of these	39 (5%)	52 (5%)	91 (5%)
No opinion	345 (43%)	323 (32%)	668 (37%)
Missing	22 (3%)	27 (3%)	49 (3%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

## Public Consultation 2011

### Question 7

What are your preferences with regard to the ventilation shaft at Kennington Park?

Response	Number of responses		
	Online	Paper	Total
At the Old Lodge	186 (23%)	286 (29%)	472 (26%)
In the park	78 (10%)	138 (14%)	216 (12%)
Any of these	74 (9%)	110 (11%)	184 (10%)
None of these	72 (9%)	95 (10%)	167 (9%)
No opinion	364 (45%)	335 (33%)	699 (39%)
Missing	28 (4%)	35 (4%)	63 (4%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

### Question 8

We intend to make appropriate local improvements around the construction site. What would you like to see?

### Question 9

We'd like to have your ideas for station names:

- Station at Nine Elms
- Station at Battersea

### Question 10

In what capacity are you responding to the consultation?

Response	Number of responses		
	Online	Paper	Total
As an individual	731 (91%)	957 (96%)	1,688 (94%)
As a representative of a business	10 (1%)	12 (1%)	22 (1%)
As a representative of a community/voluntary organisation	19 (3%)	18 (2%)	37 (2%)
Missing	42 (5%)	12 (1%)	54 (3%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

**Question 11**

What is the first part of your home/work postcode?

**Question 12**

Are you male or female?

Response	Number of responses		
	Online	Paper	Total
Male	602 (75%)	535 (53%)	1,137 (63%)
Female	163 (20%)	397 (40%)	560 (31%)
Missing	37 (5%)	67 (7%)	104 (6%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

**Question 13**

What is your age group?

Response	Number of responses		
	Online	Paper	Total
Under 16	7 (1%)	7 (1%)	14 (1%)
16-24	70 (9%)	40 (4%)	110 (6%)
25-44	492 (61%)	424 (42%)	916 (51%)
45-64	173 (22%)	341 (34%)	514 (29%)
65-74	23 (3%)	88 (9%)	111 (6%)
75+	9 (1%)	43 (4%)	52 (3%)
Missing	28 (3%)	56 (6%)	84 (4%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

## Public Consultation 2011

### **Question 14**

Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

Response	Number of responses		
	Online	Paper	Total
Yes	37 (5%)	56 (6%)	93 (5%)
No	723 (90%)	873 (87%)	1,596 (89%)
Missing	42 (5%)	70 (7%)	112 (6%)
<b>Total</b>	<b>802 (100%)</b>	<b>999 (100%)</b>	<b>1,801 (100%)</b>

### **Question 15**

What is your ethnic background?

### **Question 16**

Do you have any other comments on the extension?

## Route Options Consultation

### Question 1

Please indicate which of the following most closely matches your view of the proposed extension:

*It will bring transport benefits to the Nine Elms and Battersea area*

Response	Number of responses		
	Online	Paper	Total
Strongly agree	120 (59%)	462 (63%)	582 (62%)
Agree	35 (17%)	175 (24%)	210 (22%)
Neither agree nor disagree	24 (12%)	34 (5%)	58 (6%)
Disagree	5 (2%)	14 (2%)	19 (2%)
Strongly Disagree	13 (6%)	25 (3%)	38 (4%)
Don't know	3 (1%)	5 (<1%)	8 (1%)
Missing	3 (1%)	22 (3%)	25 (3%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

### Question 2

Which route option do you prefer for the proposed extension to the Northern line?

Response	Number of responses		
	Online	Paper	Total
Route option 1	3 (1%)	37 (5%)	40 (4%)
Route option 2	101 (51%)	461 (63%)	562 (60%)
Route option 3	69 (34%)	148 (20%)	217 (23%)
Route option 4	6 (3%)	43 (6%)	49 (5%)
None of these route options	15 (7%)	24 (3%)	39 (4%)
No preference	7 (3%)	8 (1%)	15 (2%)
Missing	2 (1%)	16 (2%)	18 (2%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

## Public Consultation 2011

### Question 3

Do you have any comments on Route 1?

### Question 4

Do you have any comments on Route 2?

### Question 5

Do you have any comments on Route 3?

### Question 6

Do you have any comments on Route 4?

### Question 7

Do you have any other comments?

### Question 8

In what capacity are you responding to the consultation?

Response	Number of responses		
	Online	Paper	Total
As an individual	191 (94%)	696 (94%)	887 (94%)
As a representative of a business	7 (3%)	15 (2%)	22 (2%)
As a representative of a community/voluntary organisation	3 (2%)	11 (2%)	14 (2%)
Missing	2 (1%)	15 (2%)	17 (2%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

### Question 9

What is the first part of your home/work postcode?

### Question 10

Are you male or female?

Response	Number of responses		
	Online	Paper	Total
Male	134 (66%)	415 (56%)	549 (58%)
Female	61 (30%)	311 (42%)	372 (40%)
Missing	8 (4%)	11 (2%)	19 (2%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

**Question 11**

What is your age group?

Response	Number of responses		
	Online	Paper	Total
Under 16	2 (1%)	3 (<1%)	5 (1%)
16-24	12 (6%)	23 (3%)	35 (4%)
25-44	131 (66%)	346 (47%)	477 (50%)
45-64	38 (19%)	249 (34%)	287 (31%)
65-74	13 (6%)	75 (10%)	88 (9%)
75+	2 (1%)	33 (5%)	35 (4%)
Missing	5 (2%)	8 (1%)	13 (1%)
<b>Total</b>	<b>203</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

**Question 12**

Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

Response	Number of responses		
	Online	Paper	Total
Yes	12 (6%)	53 (7%)	65 (7%)
No	182 (90%)	665 (90%)	847 (90%)
Missing	9 (4%)	19 (3%)	28 (3%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>



## Public Consultation 2011

### Question 13

What is your ethnic background?

### Question 14

Have you already responded to a consultation on these proposals? (NB Option to choose multiple responses - hence totals are not included)

Response	Number of responses		
	Online	Paper	Total
No, never	126 (62%)	511 (69%)	637 (68%)
Yes, in summer 2010	6 (3%)	57 (8%)	63 (7%)
Yes, in May/June 2011	57 (28%)	130 (18%)	187 (20%)
Not sure/don't know	16 (8%)	57 (8%)	73 (8%)

### Question 15

If you have already responded, has this leaflet on route options changed your views?

Response	Number of responses		
	Online	Paper	Total
No	82 (40%)	227 (31%)	309 (33%)
Yes	20 (10%)	41 (6%)	61 (6%)
Missing	101 (50%)	469 (64%)	570 (61%)
<b>Total</b>	<b>203 (100%)</b>	<b>737 (100%)</b>	<b>940 (100%)</b>

CONTROL SHEET

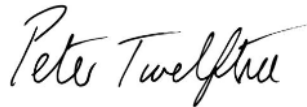
Project/Proposal Name Northern Line Extension  
Document Title Questionnaire Analysis, Public Consultation Report  
SDG Project/Proposal No. 22366001

ISSUE HISTORY

Issue No.	Date	Details
Final	30/9/11	Final report for publication on NLE website

REVIEW

Originator Lee Mowle  
Other Contributors Chris Chinnock  
Review by: Print Peter Twelftree  
Sign



DISTRIBUTION

Client/ Stakeholders Treasury Holdings, Transport for London, Northern Line Extension website  
Steer Davies Gleave: NLE Project Team

