

## **Transport and Works Act 1992**

### **Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 — Rule 10(2)(c)**

#### **London Underground (Northern Line Extension) Order**

## **CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS**

### **1. Introduction**

Transport for London is applying for an order under the Transport and Works Act 1992 for powers to construct, operate and maintain an extension of the Northern line (Charing Cross branch) from Kennington to Battersea via an intermediate station in the Nine Elms area (the NLE). It is supported by the Mayor of London and the London boroughs of Wandsworth and Lambeth.

This document is a concise statement of the aims of the NLE and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

### **2. Aims of the NLE**

The primary aim of the NLE is to encourage economic growth in London and the wider UK economy by facilitating the sustainable regeneration and development of the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area. This includes the creation of a major new sustainable residential, business and leisure district in London's Central Activities Zone.

Pursuant to the London Plan (2011) the VNEB area is designated as an Opportunity Area (OA) and its Planning Framework (the VNEB OAPF) sets out its potential to enable 16,000 new homes and 20-25,000 new jobs to be delivered. This level of development cannot happen sustainably without the appropriate transport infrastructure to catalyse and support economic growth of this scale.

The NLE will achieve this primary aim by providing two new stations to improve access to the London Underground network in an area which is in part characterised by poor access to public transport, thereby benefiting both new and existing residential and business communities. The VNEB OA is currently poorly served in terms of public transport accessibility, as evidenced by its Public Transport Accessibility Levels (PTALs) which indicate the relative density of the public transport network at a given location. While most of central London achieves a PTAL of 6 (on a six-point scale), the central and western sections of VNEB have PTALs of 1 and 2, with Level 6 only at the eastern end around Vauxhall.

The primary aim of the NLE is consistent with a number of objectives set out in the National Planning Policy Framework (2012), the London Plan, the VNEB OAPF (2012) and borough planning policies.

In particular, the NLE is intended to meet a number of the goals for transport in London set out in the Mayor's Transport Strategy (2010) (the MTS). The MTS sets six goals; while the sixth is specific to the 2012 Games, the others are relevant as secondary aims of the NLE. Those goals are enumerated below and each is followed by information on how the NLE will achieve them:

**1. Support economic development and population growth**

By enabling the sustainable regeneration and development of the VNEB OA, the NLE will catalyse the creation of 16,000 new homes and 20-25,000 new jobs. In addition, it will enhance access to employment for local people in the surrounding area and integrate the VNEB OA with the remainder of central London.

**2. Enhance the quality of life for all Londoners**

As part of a wider package of transport and urban realm improvements, the NLE will bring economic and accessibility benefits to a wide area, including the existing and new communities around Nine Elms station.

**3. Improve the safety and security of all Londoners**

The Underground is a safe and secure transport mode whilst stations provide safe and attractive meeting points: the new stations at Battersea and Nine Elms will be modern, well-designed landmarks which will be integrated with high quality urban realm, benefiting new and existing communities in the area.

#### **4. Improve transport opportunities for all Londoners**

The NLE will transform accessibility across the VNEB OA and deliver standards available elsewhere in central London, assisting and complementing London's transport network. Both new stations will be step-free from street to train and will significantly enhance transport accessibility to all by creating new high quality access points to the Underground network.

#### **5. Reduce transport's contribution to climate change and improve its resilience**

The Underground is a sustainable transport mode and the NLE will be constructed to the most up-to-date design and environmental standards. The NLE will contribute to making the area more typical of central London in terms of providing alternatives to car travel.