

Northern Line Extension

Resident and Stakeholder Technical Update Meeting Chaired by Val Shawcross CBE London Assembly Member for Lambeth and Southwark

Tuesday 4 December 2012

18:00 – 21:00 South Lambeth Library, 180 South Lambeth Road

Attendees

Val Shawcross AM (Chair) – London Assembly Member for Lambeth & Southwark
Cllr Lib Peck – Leader of Lambeth Council

Lambeth Council officers – Abu Barkatoolah - Head of Transportation
Rob Heslop – Transport Planning Manager
William Howe – Senior Transport Planner

Ramboll – Matthew Garner - Associate
Ray Browne - Associate
Max Elliott – Senior Engineer
Pete Syddall – Principal Transport Planner

Residents and community groups

Purpose of the meeting

Lambeth Council held a public meeting on the 10th September 2012 that offered stakeholders the opportunity to raise concerns and ask any questions they had in relation to the Northern Line Extension (NLE). At that meeting the council undertook to take all away all of the points raised and to provide feedback on them when able to. This meeting was proposed to provide this feedback as well as to update on overall scheme progress.

The following issues were addressed:

1. Introduction & General Update
2. Noise & Vibration
3. Construction Methodology
4. Shaft Design and Locations
5. Impact on the Northern Line including Kennington Station

Issues raised, discussion points and actions from the meeting are listed under each of these headings.

1. Introduction & General Update

A general update on the NLE together with an overview of the ongoing assessment work being undertaken by Ramboll was given. Residents requested that LBL increases the amount and frequency of information shared with residents; it was suggested that regular updates would be an appropriate means of communicating progress.

The issue of costs was raised with Ramboll advising that their work up to this point had not included any assessment of the overall scheme costs although they had looked at the relative costs of individual elements. Valerie Shawcross AM confirmed that the TWAO process would involve a thorough examination of all issues related to scheme costs.

2. Noise & Vibration

Ray Browne provided an update on the work undertaken by Ramboll in respect of noise and vibration.

- TfL are designing the scheme to not exceed 35dB which is a lower level than used for Crossrail and have committed to using best endeavours to achieve this;
- Ramboll consider that a design standard of 30dB would eliminate any impact on residents and will advise LBL to formally request this;
- TfL's consultants URS have undertaken significant noise assessment work along the route which Ramboll consider to be in accordance with 'best practice';
- Ramboll have amended the proposed route to achieve the lowest possible impacts in terms of noise and vibration and this will be submitted to TfL for comment;
- TfL have a range of mitigation measures available to them and need to consider long term maintenance issues as well as short term performance and cost;
- LBL would have the ability to control noise impacts during the construction phase through Section 61 legislation.

Questions and points raised by residents/community

Q. Is the 35dB target in addition to any background noise levels? **A.** Only if this is within 10dB of existing.

Q. What does 'best endeavours' mean? **A.** TfL will use 35dB as a starting point and will employ mitigation measures to achieve this.

Q. Has the cumulative impact of where the two tunnels are very close to each other with the potential for two trains passing under a property simultaneously been considered? **A.** Yes TfL should take this in to account in their assessment.

Q. Has the issue of vibrations been fully assessed? What is the risk of damage to properties from vibration? **A.** Vibration is very closely linked to noise and TfL have

targets to meet in respect of this. They are using experts to assess vibration and this will form part of the TWAO. Any damage to buildings is extremely unlikely.

Q. A resident who currently lives above the Kennington Loop confirmed that the existing track does not cause them any disturbance but asked what noise monitoring would be carried out in that area? **A.** TfL have taken noise and vibration readings above the Loop.

Q. Will sound travel through the proposed shafts? **A.** TfL has to control noise from fans and tunnels and will take background readings to ensure that noise emitted is 10dB below existing background noise.

Q. Hann Tucker (acoustic consultants) produced a report on noise levels for the Victoria Station upgrade programme which recommended that max noise levels should be 30dB during that day and 25dB at night. Why are the same standards not being applied to the NLE? **A.** Ramboll will review this report.

Q. A World Health Organisation Report on the proposed Dublin Metro project proposed that noise levels should not exceed 25dB. Why are the same standards not being applied to the NLE? **A.** Noise levels of 30dB have been shown to have no observable impact and this is the level recommended by Ramboll.

Q. What are the relative impacts of Ramboll's amended route compared to TfL's preferred route? **A.** Once this option has been assessed by TfL these details will be published.

Q. How achievable is a design standard of 30dB? Is this a technical or economic issue? **A.** It's difficult to predict but Ramboll consider that it is achievable. Its both as cost is always a consideration in any project.

Q. Since the Claylands Green shaft has been removed is it necessary for the tunnels to be so close to each other as spreading them out could reduce any cumulative impacts? **A.** Tunnels need to be close together for safety reasons as linking cross passages allow for easy evacuation.

Q. Where the new track meets the existing Kennington Loop there will need to points. What level of noise will this cause? **A.** The interface between the old and new tracks is called the 'step plate' and at this point the tunnel will be constructed in such a way with an insulating lining that it is possible that noise levels will decrease below the existing.

Q. Does the Control of Pollution Act cover construction traffic? **A.** Yes, both the environmental impact from and the permitted hours of operation can be controlled.

Q. Will LBL be recommending to TfL that noise levels do not exceed the existing? **A.** LBL are committed to ensuring that the NLE does not cause any significant negative impact on its residents and will take on board all recommendations from Ramboll to ensure that the most resilient mitigation measures are employed by TfL to achieve this.

Q. In respect of Kennington Station previous repairs to address noise complaints have taken a long time in coming forward. What improvements are proposed to

Kennington Station as part of the NLE? **A.** TfL has confirmed that no improvements will be undertaken to Kennington Station as part of the NLE.

Q. Can TfL's consultation period be extended to allow for residents to incorporate findings from Ramboll's report? **A.** This request should be put directly to TfL.

3. Construction Methodology

Matthew Garner provided an update on the work undertaken by Ramboll in respect of construction methodology;

- Much of the detail on construction practices and working hours will not be known until after the TWAO;
- TfL and their contractors will have to demonstrate that their works are necessary and LBL can question this through the TWAO;
- The Code of Construction Practice will govern the way the scheme is implemented and this can be amended throughout the project to respond to any problems arising;

Questions and points raised by residents/community

Q. Will spoil from the tunnels be taken out via the river? **A.** Spoil from the main tunnel will be transported by barge from Battersea but spoil from the shafts will need to be removed by road.

Q. How many lorry movements will be needed? **A.** This will be set out in the transport assessment accompanying the TWAO and TfL have guidance on managing construction traffic that they will need to adhere to.

Q. How will TfL deal with any structural damage caused to properties especially old buildings with shallow foundations etc? **A.** Any concerns related to a specific property should be relayed to TfL directly. Following approval of the TWAO TfL should commission condition surveys on all properties where significant movement is anticipated. This is part of the detailed design following the TWAO.

Q. What extent of compensation grouting might be required? **A.** it is anticipated that compensation grouting will be required in the vicinity of the step-plate. TfL should be writing to all properties above the tunnel to advise owners of the process for predicting and assessing settlement. TfL have committed to paying a standard £50 fee for the compulsory purchase of sub-soil required for the tunnels.

Q. A previous drawing circulated by TfL showed the existing tunnel in the wrong place so can any drawings be relied upon as accurate? **A.** Since the meeting TfL have confirmed that there was an error with an indicative diagram used in some correspondence but that all engineering drawings and plans are accurate.

Q. What level of detail is there over settlement elsewhere along the Northern line? **A.** TfL have undertaken initial assessments the outcomes of which Ramboll consider to be acceptable although this was based on the previously proposed smaller tunnel and therefore the results will have to be considered in light of the new larger tunnel.

Ramboll will be discussing the need for further ground investigation with TfL as guidance suggests that ground conditions should be surveyed every 200m and more closely near to proposed stations and shafts. As part of the TWAO an area of sub-soil would be secured for construction of the tunnels as well as an envelope of permissible deviation around the tunnels allowing for slight adjustment in the route alignment. It is critical that TfL get this right at TWAO stage as the area of sub soil is fixed.

4. Shaft Design and Locations

Questions and points raised by residents/community

Q. What is Ramboll's response to TfL's position on the Kennington Park shaft? **A.** The use of Oval Green has previously been suggested but TfL have confirmed that this is too far from the step plate and that there should not be more than 2 trains between Kennington station and the shaft for safety reasons. The use of signals within the tunnels to control train movements has also been ruled out. Ramboll will relook at this issue and ask TfL to clarify any points of contention.

Q. What is the latest on the Kennington Green shaft and what assurances are there that the green will be restored following works? **A.** The shaft headhouse is proposed to be within the Beefeater distillery site and TfL are currently working on the proposals for reinstating the green including meeting with residents to develop an acceptable design.

Q. Is there potential for the proposed temporary shafts to be removed from the proposals if an alternative construction methodology is used? **A.** TfL is investigating this and will advise further once all options have been considered.

Q. What are the knock-on impacts of removing the Claylands Green shaft on the remaining shafts or stations? **A.** TfL has been asked to confirm this but it is anticipated that more fans would be required within the remaining shafts.

Q. Will the proposed sub-stations generate any noise or vibration? Will the sub-stations be visible above ground? **A.** TfL will have to assess any impacts from them but any noise would have to be 10dB below background. All sub-stations will be below ground and thus not visible.

5. Impact on the Northern Line including Kennington Station

Questions and points raised by residents/community

Q. There is a discrepancy in the figures released by TfL for the number of extra passengers using Kennington station. When will accurate figures be available? **A.** TfL is still at an early stage of modelling these numbers but will need to justify all

figures at the TWAO. LBL will require a robust assessment of this issue and will be asking Ramboll to check these numbers.

Q. Why was an extension of the Victoria line or an extension of the Northern line via Vauxhall not considered? **A.** This was considered but TfL ruled out an early stage due to current issues of overcrowding on the Victoria line and at Vauxhall station respectively. TfL have an existing programme of tube line improvements that will increase capacity by 25 – 30%.

Q. Would this increase of 25 – 30% create spare capacity or simply accommodate existing demand? **A.** TfL will be asked to confirm this.

Q. TfL's current figures indicate that during the AM peak hour 3900 extra passengers would use the Charing Cross branch and 1200 extra passengers would use the Bank branch. Are these estimates accurate given existing usage patterns and fluctuations that occur even within the AM peak? **A.** TfL is being challenged on this and has provided reasons for their assumptions. Ramboll will scrutinise this and will make their recommendations public.

6. General points raised

Valerie Shawcross AM opened the floor to general questions and comments related to the NLE to close out the meeting. The main topics raised were;

- Concerns over the cost of the NLE and the relative benefit to Lambeth;
- Lack of involvement from Southwark Council;
- Quality and scope of consultation being undertaken by TfL;
- Lack of consideration for transport solutions other than the NLE.

Abu Barkatoolah requested that all comments or requests related to the NLE are submitted to transportplanning@lambeth.gov.uk so that the council can maintain an audit trail on all correspondence.

Valerie Shawcross AM closed the meeting by thanking all attendees for their input and reinforced the importance of all individuals making full representation of their concerns to TfL.

TfL are running their consultation on the Northern Line Extension until 30 December, please visit their website <https://consultations.tfl.gov.uk/tube/nle> or email nle@tfl.gov.uk or write to;

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