

# TRANSPORT

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## TfL prepares to seek powers to build Battersea link

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Funding to complete development work on the Northern line extension to Battersea and ready the project for construction is expected to be authorised later this week.

A meeting of Transport for London's Finance & Policy Committee on Wednesday (13 March) is set to release £13.1m to take the scheme through the process to apply for an order this April under the Transport & Works Act, including the cost of holding a public inquiry. The money will allow design and procurement activities to be completed and formalise funding arrangements so that construction can begin as soon as a TWA order is granted by the Secretary of State for Transport.

Design for the project, which would create a spur from Kennington to Battersea Power Station with an intermediate station at Nine Elms, has been developed beyond RIBA Stage C - as required for submission of a TWAO application. Cost estimates have been firmed up - with contingency for inclusion the project is currently expected to cost £868m at 2013 prices, or £998m outturn (after forecast construction inflation has been applied).

The project budget includes the five additional trains required to operate the service. Once operational, trains from the Charing Cross branch will serve the Northern line extension with an initial frequency of around 16 trains per hour, increasing to a potential 28tph by 2031.

To finance the scheme, the public sector will raise up to £1bn debt to pay for the up-front costs of construction while the costs of servicing that debt will be paid by the private sector, in the form of tariffs on development paid by property developers under the Section 106 and Community Infrastructure Levy regimes; and incremental business rates for at least 25 years. In the 2012 Autumn Statement the government said it would provide a UK Guarantee to allow the £1bn to be borrowed at a preferential rate, subject to due diligence and the agreement of a binding Funding and Development Agreement with property developers, the Mayor of London and partner authorities during 2013 (TB 8936).

The first significant year of capital expenditure is likely to be in 2015/16, after construction starts. TfL is developing a procurement strategy for the extension which seeks to maximise the potential for private sector engagement in the project and secure the best price for project delivery. Following an industry day that took place in January, the award of main works contracts is pencilled in for autumn 2014.

TfL says results from the third public consultation on proposals to extend the Northern line to Battersea have confirmed very strong support for this new Tube link. However, support is far from unequivocal: TfL says that in response to general comments on the proposals 48% were positive, 26% neutral and 26% negative. The main response, made by almost half of respondents was that the extension was a good idea which they supported.

*Battersea Power Station:  
development area will be served by  
Northern line extension*



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## Northern line extension programme

March 2013 - TfL Board and Mayoral consent received to submit TWAO

April 2013 - TWAO application submitted

June 2013 - Notice of Intention to hold a Public Inquiry issued

Dec 2013 - Funding and Delivery Agreement signed with Battersea Power Station developer

Early 2014 - Public inquiry completed

Summer 2014 - Decision by Secretary of State announced

Summer 2014 - Formal arrangements in place for funding/financing project

Autumn 2014 - Civils and other contracts awarded

Autumn 2014 - Necessary land acquired

Autumn 2015 - Main works start on site

Dec 2019 - Service to Battersea begins

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