

TRANSPORT

Briefing

[Front page](#)[News & analysis](#)[Intelligence & resources](#)[Agenda & monitors](#)[Power 200](#)[Subscribe](#)[About](#)[News](#)[Analysis](#)

Battersea Northern line TWA application submitted

Posted 30/04/13

Northern line: extension from Kennington to Battersea could open in 2020

Transport for London has today (30 April) submitted a Transport and Works Act Order application seeking powers to extend the London Underground Northern line to Battersea.

Subject to the government granting planning powers and a funding package being finalised, construction of the new spur from Kennington to Battersea with an intermediate station at Nine Elms could begin in 2015 and open in 2020.

Results from three public consultations on plans to extend the Northern line have confirmed strong support for this potential new Tube link. Transport for London says the extension would reduce pressure on Vauxhall station, provide relief to the existing Northern line south of Kennington and give wider access to leisure and employment opportunities for local people. The new infrastructure would support up to 25,000 jobs and 16,000 new homes.

Submission of the TWA order application marks the start of a seven week statutory process during which people or organisations can make representations to government with their views on the proposed scheme. A public inquiry is likely to be held this autumn after which the government will make a decision - expected by autumn 2014.

Michele Dix, managing director of planning for TfL, said: "South London is one step closer to a possible new Tube extension. Extensive public consultation has shown that the majority of local residents and businesses are behind this proposed Tube extension, which will create access to the Underground for thousands of people as well as cutting journey times from the Battersea area to the West End and the City to about 15 minutes."

Funding for the proposed Tube link is guaranteed by the finance package confirmed by the Chancellor in his 2012 Autumn Statement (TB 8936). Up to £1bn would be borrowed by the public sector to finance the construction of the extension. The funding to repay this borrowing would then come from the private sector in the form of business rates and private developer contributions paid through Section 106 and Community Infrastructure Levy regimes.



RELATED ARTICLES

TfL prepares to seek powers to build Battersea...
Northern line extension is next for UK Guarantee
Chelsea agrees to fund Northern line extension
Tube extension survives Battersea developer demise
Power station fall-out scuppers Tube link plan
AS11: Johnson welcomes support for London projects
Battersea Tube link consultation gets underway
Northern line extension property tax plans...
Battersea Northern line funding package drawn up
Clegg funding pledge gives Tube extension hope

RELATED IMAGES



|| Transport Briefing is published by [Acumen Intelligence Ltd.](#) Unless otherwise specified all content © Acumen Intelligence 2013.
We've been writing about transport infrastructure since 2002 - we also produce the [Crossrailnews](#) and [HS2 News](#) websites.
Contact Transport Briefing: email editor@transportbriefing.co.uk Follow us on Twitter [@transportb.](#)