

Note to the Northern line extension public inquiry

**Use of the Kennington Loop
13 December 2013**

1. This note sets out the current use of the Kennington Loop and the assumed future use in 2020 (with Northern line Upgrade 1 – NLU1) and 2031 (with Northern line Upgrade 2 – NLU2), both with and without the NLE. Further details on NLU1 and NLU2 are presented in section 3.4 of Richard de Cani's Proof of Evidence [TFL1/A].
2. The Kennington Loop enables trains that are operating on the Charing Cross branch of the Northern line to turn around without having an adverse impact on the Morden branch. This enables the two branches of the Northern line to operate as almost independent networks, ensuring the maximum capacity is derived from each.
3. The NLE has an impact on the use of the Kennington Loop – reducing the number of trains which would use it to turn around. Details of the different scenarios are set out in the following table:

Table 1: Train frequencies on the Charing Cross branch of the Northern line – with and without the NLE (2013, 2020 and 2031)

Year Peak (Off-peak)	Total number of trains on Charing Cross branch (per direction)	Trains serving Charing Cross branch continuing to Morden	Trains serving Charing Cross Branch terminating at Battersea	Trains serving Charing Cross Branch terminating at Kennington (and using Kennington Loop)
2013	20 (15)	4 (0)		16 ¹ (15)
2020 Without NLE (NLU1)	24 (20)	8 (0)		16 (20)
2020 With NLE (NLU1)	24 (20)	8 (0)	16 (20)	0 (0)
2031 Without NLE (NLU2)	30 (24)			30 (24)
2031 With NLE (NLU2)	30 (24)		28 (24)	2 (0)

4. During peak periods today (2013), 16¹ trains per hour (tph) use the Kennington Loop, reducing to 15 tph in the off-peak.

¹ This number replaces the figure presented in Figure 2 of Tfl7B and Figure 2 of Tfl7D

5. Following NLU1, the peak time use of the Kennington Loop remains at 16 tph with the off-peak use increasing to 20 tph. Upon completion of NLU2 train frequencies are increased again. A peak time total of 30 tph are assumed to use the Loop, reducing to 24 tph during the off-peak.
6. With the introduction of the NLE, the number of trains using the Loop reduces. In the NLE opening year all trains that would have terminated at Kennington will instead travel to Battersea, resulting in no trains using the Loop. In 2031, following completion of NLU2 and when there will be a full service operating on the NLE, only 2 tph would use the Loop in the peak and none during the off-peak.