MAYOR OF LONDON

Tony Devenish AM
City Hall
The Queen's Walk
More London
London SE1 2AA

Our ref: MGLA081118-6885

Date: 12 DEC 2018

Dear Tony,

Thank you for the petition presented to the London Assembly (Plenary) Meeting on 1 November 2018 about track replacement near Temple Station.

Tackling tube noise is a priority for me, and I continue to press Transport for London (TfL) to do all it can to minimise noise levels for its neighbours. TfL is actively working with suppliers and academics to innovate and develop new technology to improve noise levels across the network.

When we met - along with local residents - to discuss this issue in November 2017, Duncan Weir, London Underground's Head of Track, explained that the track would be replaced as part of TfL's condition-based track renewal programme when appropriate, but that he was not able to give a fixed date for renewal.

The most recent noise measurements at this building were taken on 25 September, when readings were taken at two different properties. On this date, average noise levels ranged from 31dB to 37dB. Although there are no legal limits on the amount of noise or vibration that may be emitted from trains operating on existing railways, TfL is required to use reasonable endeavours to minimise disturbance and to keep noise and vibration to a minimum, while undertaking its statutory duties.

At the November 2017 meeting, TfL did commit to carrying out rail grinding, and carrying out noise measurements every 12 weeks. Rail grinding in this area was completed in January. Rail grinding involves smoothing roughness from the rails, making it easier for train wheels to run along them. TfL will continue to monitor the site and carry out regular noise measurements in this area.

The track was most recently assessed on 11 December 2018 and remains in good condition. TfL has indentified a redundant rail joint in this location, which will be removed early next year. This may reduce disturbance for some impacted residents.

Given that the track is in good condition, it is unlikely that track renewal would significantly reduce current noise levels. TfL prioritises investment in track renewals based on the condition of the track, and providing a safe and reliable railway for customers. When track assets are old and worn, the required maintenance effort becomes more intensive with a higher likelihood of failure, which then leads to service delays. Therefore, TfL is prioritising other parts of the network for track renewal works in line with this approach.

Given this information I am satisfied TfL has done all it can at present and is keeping the area under review.

Yours sincerely,



Sadiq Khan
Mayor of London