

# VNEB

Vauxhall, Nine Elms and Battersea  
**ENVIRONMENTAL WALK**

An all-inclusive  
approach

20.09.18



**EVERY JOURNEY MATTERS**

# Introduction

## Vauxhall and Nine Elms regeneration area



More than 20 developments will turn 195 hectares of brownfield land along the River Thames at Nine Elms into parks, homes, and shopping areas.

The roll call of schemes involved in the regeneration is breathtaking: a £8 billion revamp of Battersea Power Station is due to start in the middle of next year; a clutch of new skyscrapers is planned, including One Nine Elms, which will be one of western Europe's tallest residential towers; a new US Embassy (in the shape of a cuboid) is set to open in 2017, and two new underground stations have been proposed for Nine Elms and Battersea. Around 16,000 new homes are expected to be built, as well as an inspiring-sounding proposal for a linear park parallel to the river.

Schemes to be aware of as well as the regenerative works:

- Thames Tideway Tunnel
- Northern Line Extension
- Vauxhall Gyratory change to two way
- A new network of footpaths and cycle lanes, including a linear park running east-west through the district.
- Two new Tube stops.
- A new cycle and pedestrian bridge across the Thames.
- A new riverside path.
- A new riverbus pier.
- Major upgrades to Queenstown Road and Battersea Park Railway Stations and the Vauxhall tube, rail and bus interchange.
- Major road network improvements including Nine Elms Lane and Wandsworth Road.
- Improved bus services.
- The Barclays Cycle Hire scheme will be extended across the area



## Why walk the area?

### Walking – TfLs commitment

To encourage walking in the Capital TfL are investing in London's streets to make them more attractive places to walk. TfL also promote walking through Legible London, the Walk London Network, and engagement with schools and businesses.

### Development associated roadworks

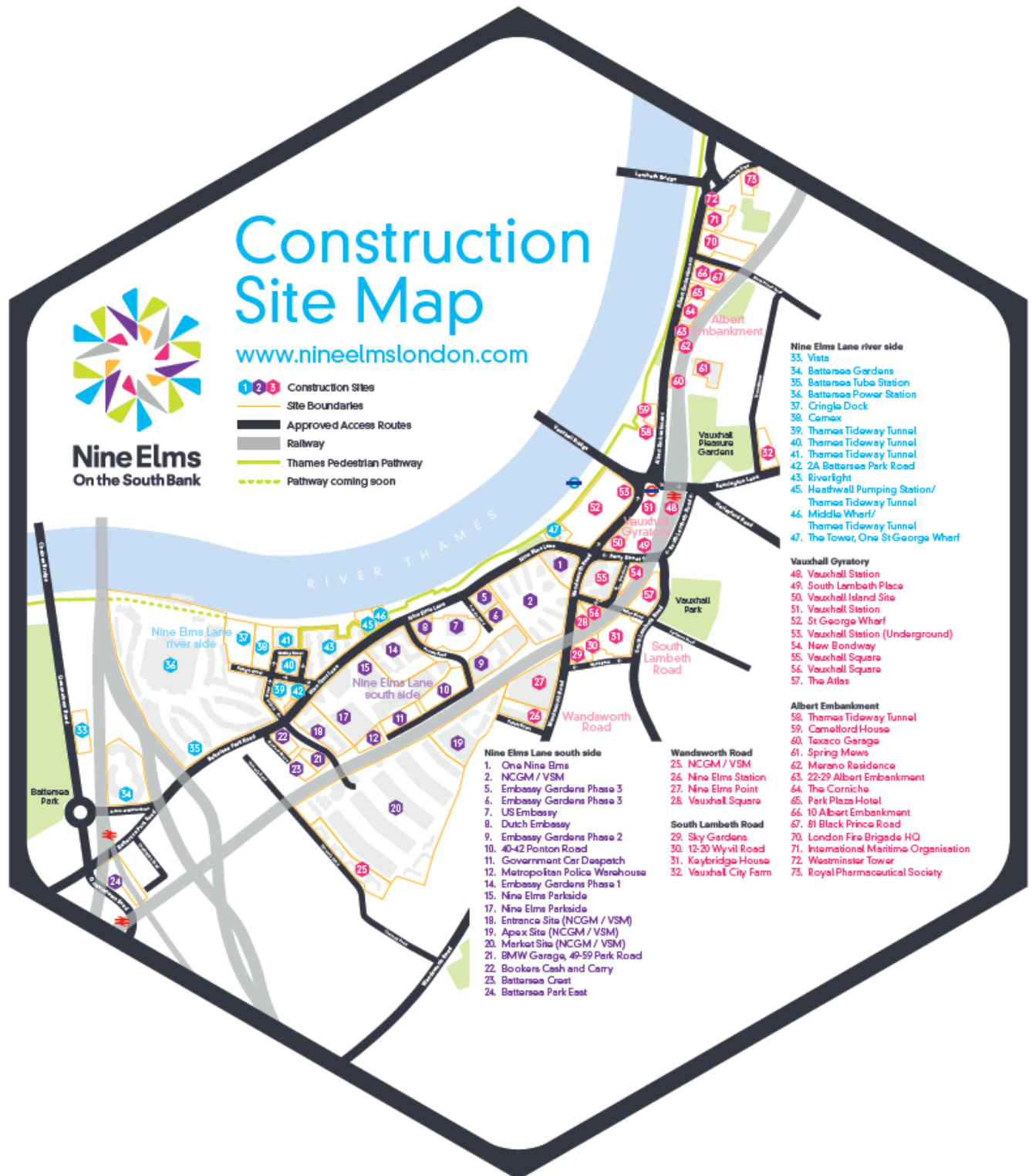
It is important that all vulnerable road users are considered during the design and implementation process to maintain and encourage those that walk and cycle the road network.

### The importance of the active experience

The works promoters, contractors and highway authority to walk around the area to see all issues that may cause harm or discomfort to the local community or those that use sustainable modes to and from the area..



## Site locations

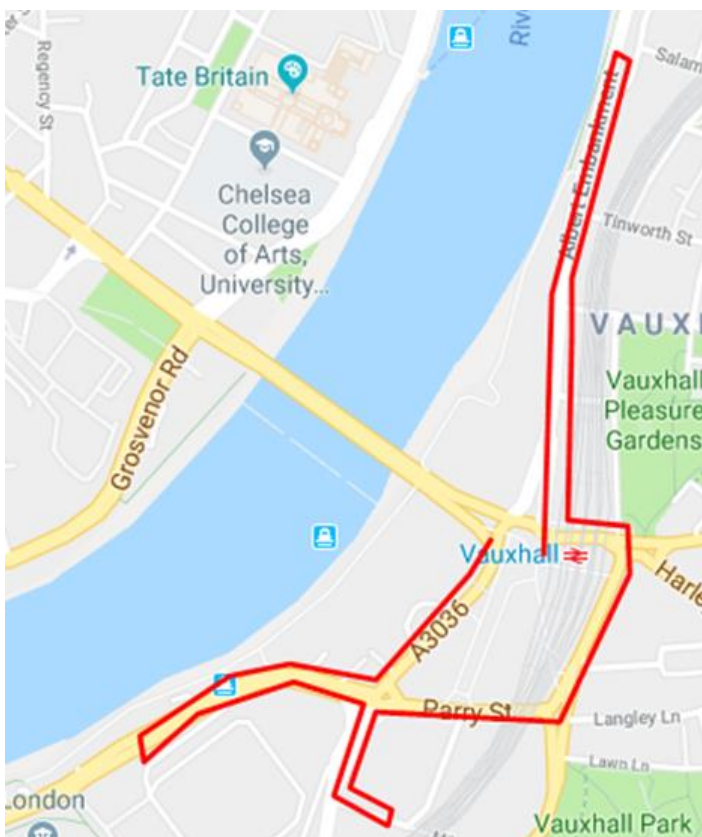




Attendee picture distorted for GDPR purposes




ATTENDEES		
Michael Barratt	TfL	TfL Apprentice
TfL Network Management		TfL Walking & Accessibility
TfL Buses		R&F Developers
TfL Asset Management		St James
Turner & Townsend		

## Walking route – clockwise from Vauxhall Station







<p>Site staff working on and around scaffold tower had no traffic management in place. This is to protect the passing public and themselves from potential issues.</p> <p><b>St James instructed to hold works until correct traffic management installed. Rectified by St James immediately.</b></p>	
<p>South Lambeth Road</p>	
<p>Site compound and pedestrian plate issues. Site not cared for and asphalt surrounding the plate has come away leaving a trip hazard.</p> <p><b>Network Rail to be informed of site and TfL Asset team of hazard.</b></p>	
<p>Parry Street</p>	
<p>Operative had closed off footway with ladder, spoil and cones. Incorrectly installed and a hazard to himself and the public.</p> <p><b>Operator was instructed to stop works. MB spoke to company over the phone to explain issues. TfL asset team has been informed</b></p>	

Operator vehicle parked on the footway and causing pedestrians to walk in the road.

Issues explained and operator instructed to remove vehicle.



Over-sailing hoarding under the 2.4m height requirement.

PK explained issues to the Site lead




## Miles Street

Better example of what a gantry should look like – open feel, wider and good through visibility.

Improvements – change colour to brighten up, box in support scaffold and have warning markers for those with visibility impairments. The angle of boxing at the top is flat and should be steeper to minimise public placing litter on it.





<p><b>Nine Elms Lane</b></p> <p>Pedestrian guided area passed site gate. Discussion took place on improvements of surface areas and increased traffic management a possibility for increased pedestrian comfort.</p>	
<p><b>An apprentice experience</b></p> <p>On the walk I had the experience to speak to the developers at Vauxhall, nine elms and Battersea and to gain an insight to safety risks and what has to be taken into account when working near the public in order to protect both the public and the construction workers.</p> <p>Many aspects must be taken into consideration when working closely to the public for example I witnessed fencing which was holding unused stone, that was a hazard as it was a similar colour to the pavement making it difficult for the visually impaired to see, which means they may walk into it. The recommendation Michael Barratt made was to use different colour fencing such as red and white in order to make the fencing stand out.</p> <p>Also Michael Barratt stopped works going on which were dangerous to both the worker and the public. This was because the pavement was being obstructed by a ladder, a van and a pile of rubbish. The worker also was by himself so there was no one to assist him when on the ladder which means he was at risk of falling and injuring himself or others.</p> <p>Overall the walk gave me a great insight into potential risks which can impact both the public and the workers themselves and what measures must be put in place to ensure that everyone is safe and able to enjoy their lives without the risk of being in harms way.</p>	<p><b>Developer experience</b></p> <p>From a personal perspective I would add that this was an extremely useful insight into TfL's work, influence and the initiatives in the area.</p> <p>Also some useful tips in being aware of what is going on around oneself in our daily life.</p>
<p><b>Next steps</b></p>	<p>Arrange next walk – Nov TBC</p>

## Contact

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Network Management  
Transport for London

