



Nine Elms Lane and Battersea Park Road

Response to issues raised
October 2018

MAYOR OF LONDON



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1.0 Executive Summary

Between 3 July and 20 August 2017, we consulted on proposals to transform the 2.5km stretch of road from the Vauxhall Gyratory, along Nine Elms Lane and Battersea Park Road to Macduff Road, connecting to Cycle Superhighway 8 (CS8). Due to the length of the scheme, we divided the route into seven sections with sections 1 to 3 from Macduff Road to adjacent to Stewart's Road and sections 4 to 7 from Stewart's Road to Lassco.

We published our factual [Nine Elms Lane and Battersea Park Road consultation report](#) on 19 March 2018. In response to the consultation, we received:

- 930 direct responses to our consultation questionnaire online, through a paper copy (for example, completed the questionnaire at an exhibition) or by unique email. Of those who responded, 30 per cent strongly supported the overall proposals, 13 per cent partially supported, 8 per cent partially opposed, 46 per cent strongly opposed, 3 per cent neither supported or opposed, and less than 1 per cent had no opinion
- 33 responses from stakeholders, who comprised politicians, statutory bodies, employers, residents' associations, developers and campaigns groups
- 1,064 template emails generated as part of campaigns which partially or strongly opposed the proposals

The consultation report described the consultation process, outlined levels of support for and against the proposals, and summarised the issues most frequently raised during consultation. This document provides our response to issues raised about the proposals and the decisions we have made about the future of the scheme. It should be read in conjunction with the [consultation report](#).

Next steps

Following careful consideration of the consultation responses, we have reached the following decisions about our proposals.

Sections 1 to 3 (from Macduff Road to adjacent to Stewart's Road)

We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for these sections, and to understand the impact this will have on the local area. Our review of these sections is looking to provide enhanced provision for cyclists and pedestrians. We aim to reach a decision and provide further update about our proposals for these sections, including an updated response to issues raised report, in early 2019.

Sections 4 to 7 (Stewart's Road to Lassco)

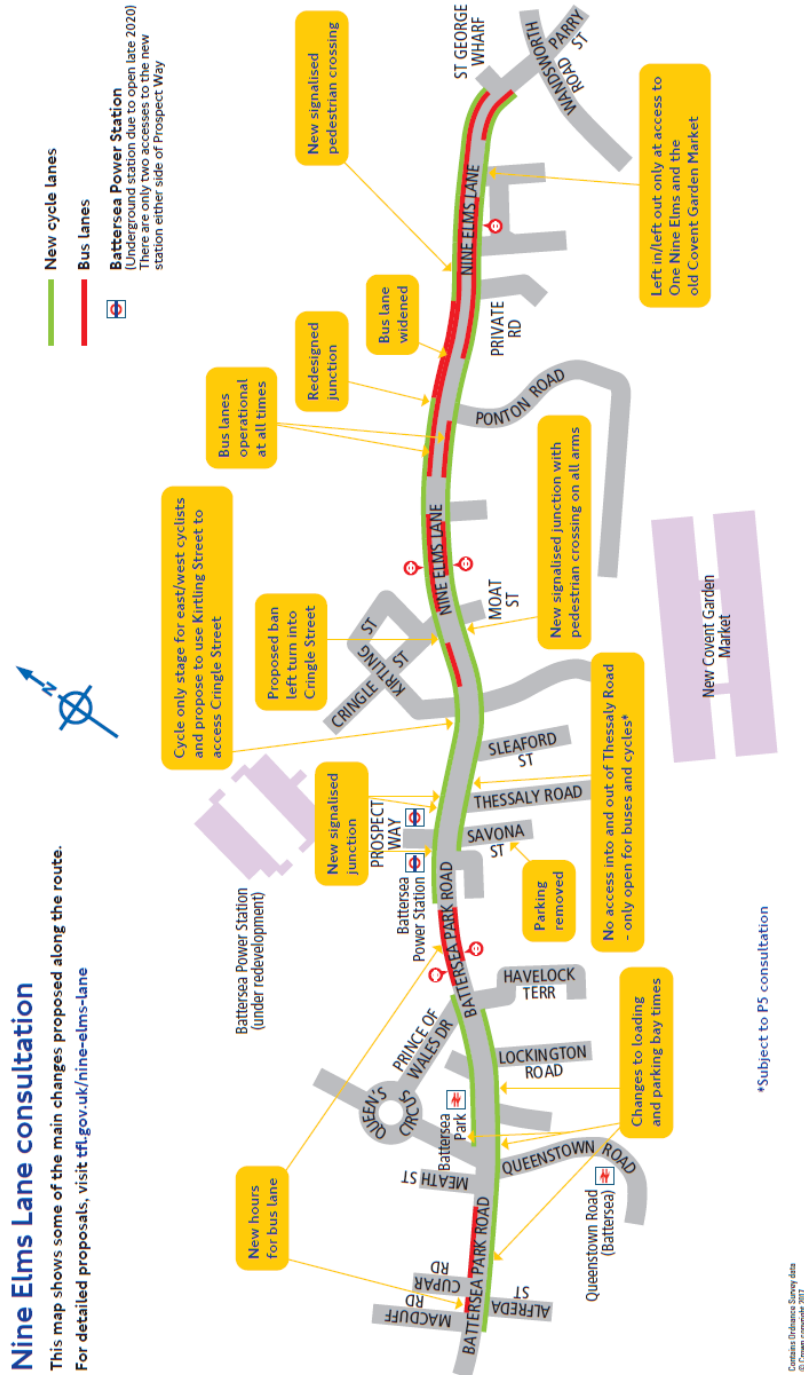
We are progressing our designs for these sections, taking into account the comments received. We are committed to working with the London Borough of Wandsworth to progress with detailed designs which include improved pedestrian space, stepped cycle tracks and bus stop bypasses.

Subject to securing the necessary technical and governance approvals, construction on the scheme as a whole is likely to take place between 2020 and 2021. The project will explore opportunities to coordinate works with other works in the area, which may see the delivery of some sections take place before or after this timeframe.

Along with the London Borough of Wandsworth, we are committed to minimising the long term impact of construction in this area on local residents, businesses and other stakeholders.

2.0 Overview of proposed changes

We consulted on the scheme described in the map below, publishing detailed proposals on our website at tfl.gov.uk/nine-elms-lane.



Due to the length of the scheme, we divided the route into seven sections, each with their own explanations and maps. To view the proposals for each section of the route, visit tfl.gov.uk/nine-elms-lane. Please note, we continue to develop our proposed design for Nine Elms Lane and Battersea Park Road as we work towards project delivery in 2020/2021.

3.0 Response to issues raised

The consultation generated a wide range of views about the proposals which we have taken into consideration. To view our summary of issues raised, refer to the [Nine Elms Lane and Battersea Park Road consultation report](#). Our response to the issues raised is included below.

3.1 Cycling related issues

Cycle lanes need to be segregated

The cycle tracks proposed in sections 4 to 7 (Stewart's Road to Lassco) are stepped cycle tracks, providing separation for cyclists from the main carriageway.

We are revisiting the principles of the design for sections 1 to 3 (from Macduff Road to adjacent to Stewart's Road) with a view to deliver greater protection for cyclists and maintain a key public transport interchange. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for these sections.

The width of the footways on the south side of Battersea Park Road should be reduced to make space for a segregated cycle track

Stepped cycle tracks are proposed along the south side of Battersea Park Road. The level change between footway and cycle track helps pedestrians and cyclists to understand the function of the different spaces. Pedestrian numbers are expected to increase with the opening of the redeveloped Battersea Power Station and Battersea Power Station Underground station. Therefore, wider footways will be required through the area.

Cycle lanes should not be shared with bus lanes

The proposed stepped cycle tracks and bus stop bypasses provide a cycle track separate to the bus lanes in sections 4 to 7. We are revisiting the principles of the design for sections 1 to 3 (from Macduff Road to adjacent to Stewart's Road). We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for these sections.

Two-way cycle track required

We considered the possibility of a two-way cycle track. However, this is not possible in this area due to the space required for pedestrians, cyclists and bus passengers while also catering for freight, coach services and other essential traffic that keeps London moving. Our design takes into account the proposed two-way cycle track at Vauxhall and aims to provide a safe connection for cyclists from Nine Elms Lane to the Vauxhall.

Concern about parking and loading bays in the cycle lanes

There are no parking and loading bays proposed in sections 4 to 7, with the exception of a loading bay outside the new Battersea Power Station London Underground station which will not impact the cycle lane. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the route to provide continuous cycle provisions.

Cycle lane hours of operation / should be mandatory at all times

The cycle tracks proposed in sections 4 to 7 (Stewart's Road to Lassco) are fully separated by stepped cycle tracks, meaning they would operate as cycle lanes at all times. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the route to provide continuous cycle provisions at all times.

Cyclists don't pay tax to support facilities on offer to them

The maintenance of roads in the UK is currently funded through general taxation rather than specific taxes on road users. Therefore, most cyclists already contribute to the cost of maintaining roads.

Proposed cycle lanes don't promote cycling

Cycling in London is becoming safer each year but safety, both actual and perceived, remains the biggest barrier to cycling in London. To help address this we have adopted a Vision Zero approach to road danger, putting safety at the heart of all of our activities. This approach will reduce road danger across Greater London and help give more Londoners the confidence to cycle. Cycling is also a vitally important part of our plans to create healthy, clean and safe streets.

Overall, our proposals for Nine Elms Lane and Battersea Park Road include a number of interventions to reduce danger for cyclists including:

- Hold-the-left turn - signalling separately for left-turning cyclists and left-turning vehicles
- Early release - giving cyclists a green light before other traffic
- Two-stage right turns - helping cyclists to avoid turning into oncoming traffic
- Cycle gates - giving cyclists time and room to move ahead before other traffic

The cycle tracks proposed in sections 4 to 7 (Stewart's Road to Lassco) are stepped cycle tracks, meaning the cycle tracks are separated at an intermediate level between the footway and main carriageway. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the route to enhance the cyclist provision in these sections to encourage cycling.

Concern about the safety of two-stage right turns for cyclists

Two-way right turns are proposed at the junctions of Nine Elms Lane with Cringle Street and Battersea Park Road with Kirtling Street and Prospect Way. To complete a safe right turn under signal control on a stepped track, cyclists they would need to turn right in two stages. The two stage right turn would be optimised to ensure

cyclists waiting for the second phase of the right turn have a minimal waiting time. A video showing how a two-stage right turn operates is available via our YouTube channel at www.youtube.com/watch?v=6AOWm-yKey8

Bus stop bypasses should be installed

Bus stop bypasses are proposed along sections 4 to 7 of the scheme, between Wandsworth Road (Lassco) and Savona Street. The bus stop bypasses would include zebra crossings to allow pedestrians to safely cross the cycle track to use bus stops. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the scheme.

Concern about facilities for cyclists at junction of Battersea Park Road and Queenstown Road

Further improvements at this junction will be carefully considered to provide a safe route for cyclists and pedestrians which provides a balance for efficient network operation and bus service reliability. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for this junction.

Advanced stop lines should be removed

Advanced stop lines (ASL) provide a safe area and some degree of priority for cyclists at a junction. They can also help to raise driver awareness of cyclists. We have proposed cycle movements which are bespoke to each junction, including ASLs. ASLs will be considered further during the detailed design stage, taking into account junction layout, traffic flows and movements and signal operation.

3.2 Pedestrian related issues

Pedestrians are not given priority and more crossings should be introduced

We have proposed improvements for pedestrians in the area including 23 new and improved pedestrian crossings. Our proposals include widened footways and more crossing points. Where possible, we have proposed wider signalised crossings to cater for the anticipated increased pedestrian flow.

Due to the layout of the Nine Elms Lane/Ponton Road junction, it is not possible to provide a crossing on the western side of the junction or provide a crossing point adjacent to Riverside Walk. Doing so would impact on operation of the junction, and two crossing points nearby provide safe crossing points for pedestrians.

The proposed pedestrian crossing improvements provide a balance for pedestrians with operation of the road network and bus services along Battersea Park Road / Nine Elms Lane. Discussions are ongoing with developers about pedestrian links through the new developments in the area.

Copenhagen crossings should be introduced, particularly at the junction with New Mill Road

Where possible, we have proposed continuous crossings (Copenhagen crossings) at locations that are not signal controlled. We have proposed standard raised entry treatments across side roads and accesses.

Segregated cycle tracks have a negative impact on pedestrians

Segregated cycle lanes provide clearly allocated space for pedestrians and cyclists. Wherever possible, we aim to increase footway space along Nine Elms Road / Battersea Park Road. This means footways along the route are proposed to be up to four metres wide.

Central islands don't provide enough space for pedestrians

Pedestrian refuge islands along the route have been designed to accommodate pedestrians, including those in wheelchairs and with buggies. We have proposed additional crossings along the route which take into account the revised use of buildings in the area and likely future desire lines.

Smaller central islands are also proposed along the route to constrain and protect vehicles and cyclists when turning to and from side roads and residences. The central islands separate traffic at a junction and provide protection at signalised crossings, such as the junction with Ponton Road. The smaller central islands provide an opportunity for pedestrians to wait as there might be instances of people crossing away from the formal crossing points.

Pedestrian crossings will cause congestion

Development is well underway along the Nine Elms corridor and will be continuing in the coming years. In response to these levels of development and anticipated increased demand, the scheme coordinates the new signalised junctions and additional pedestrian crossings which will encourage people to walk, cycle and use public transport while also catering for freight, coach services and other essential traffic that keeps London moving.

The proposed additional crossings along the route take into account the revised use of buildings in the area and likely future desire lines. Comprehensive modelling of the proposed new signalised junctions and pedestrian crossings forms part of the overall corridor modelling to ensure the network can continue to run as efficiently as possible.

Safety at pedestrian crossings on Battersea Park Road

We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the proposed scheme. This includes looking at pedestrian crossing facilities across Battersea Park Road to encourage active travel to local destinations including Newton Preparatory School and Battersea Dogs & Cats Home. Our review will take into account collision history in this location.

Safety at the pedestrian crossing at the junction of Battersea Park Road and Queenstown Road

Central islands are proposed on each arm of the junction. These provide a safe area for pedestrians to wait should pedestrians be unable to cross in one movement. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for this junction to provide a safer route for pedestrians.

Pedestrian crossings should be provided outside Battersea Power Station Underground station

A widened signalised pedestrian crossing is proposed at the east entrance to Battersea Power Station Underground station, to the west of Thessaly Road. The proposed crossing would have a pedestrian refuge island. It would be aligned with nearby bus stops to allow easy interchange between buses and London Underground. The pedestrian crossing is proposed to be wide, to ensure it can handle the anticipated number of people coming to and from the area via London Underground.

3.3 Traffic related issues

The proposals will cause congestion

Development is well underway along the Nine Elms corridor and will be continuing in the coming years. In response to these levels of development and anticipated increased demand, the scheme coordinates the new signalised junctions which will encourage people to walk, cycle and use public transport while also catering for freight, coach services and other essential traffic that keeps London moving.

Our modelling has shown the proposed designs would work with the expected traffic flow through the area. Traffic flow reassignment, adjustment of available green time at traffic signals, and changes to the road layout would impact journey times through this section of the road network.

We used traffic modelling techniques to calculate the expected journey time changes through the area at the busiest hour in both the morning and evening peak. We expect the proposals would result in changes, both positive and negative, to journey times for motorists, bus passengers and cyclists once complete. Predicted journey time changes for the busiest hours of the peak periods in the morning and evening peaks are:

- Northbound journey times on Queenstown Road would increase by 6-7 minutes in the morning peak, and by 8-9 minutes in the evening peak.
- Westbound journey times along Battersea Park Road would increase by 2-3 minutes in both morning and evening peaks

To view the modelling results, visit consultations.tfl.gov.uk/roads/1bfb7d40/

There should be two lanes of traffic for all traffic

Due to the constraint of the available highway space, it is not possible to provide the additional safe space for cycles and pedestrians and maintain two lanes of general traffic along the whole corridor. Where space permits we have proposed two lanes. Bus lanes are provided along the route to ensure that reliable bus services can be provided to meet increased demand for public transport in this area.

The proposals will impact air quality

Our proposals aim to improve the quality of life in the area by reducing the dominance of traffic, increasing provision for active travel modes and working with developers to achieve more street planting. Our proposals may change how traffic moves around some roads which may result in some associated and localised changes to air quality and noise levels. Environmental surveys and modelling would take place as part of our ongoing evaluation of these proposals.

Central islands need to be useful for all traffic

Smaller central islands are proposed along the route to constrain and protect both vehicles and cyclists when turning to and from side roads and residences. The central islands separate traffic at a junction and provide protection at signalised crossings, such as the junction with Ponton Road.

The smaller central islands provide an opportunity for pedestrians to wait as there might be instances of people crossing away from the formal crossing points. The proposed design takes into account the revised use of buildings in the area and likely future desire lines.

Cycle lanes negatively impact on capacity for other motorists/increase congestion

Development is well underway along the Nine Elms corridor and will be continuing in the coming years. In response to these levels of development and anticipated increased demand, the scheme coordinates the new signalised junctions and additional pedestrian crossings which will encourage people to walk, cycle and use public transport while also catering for freight, coach services and other essential traffic that keeps London moving.

Further modelling of the overall proposals for the corridor will take place to ensure the network can continue to run as efficiently as possible.

Provision for delivery vehicles should be prioritised

We are working closely with developers and the London Borough of Wandsworth to ensure deliveries can be made to local businesses. We also continue to work with businesses and freight operators to minimise the impact of the proposed changes on their operations.

More calming measures are needed

As previously mentioned, Nine Elms is a key growth area. We anticipate the changes proposed in the area, such as reducing the width of traffic lanes, will result in behaviour change of drivers including reduced speed.

With the Mayor of London, we published our Vision Zero action plan on 24 July 2018. As part of this plan, we are proposing to introduce lower speed limits, including some 20mph limits on the TfL road network in many of London's town centres and high-risk locations across London by 2024, to reduce road danger in these locations. We will work with the London Borough of Wandsworth to look at the impact of the proposals for 20mph speed limits along Nine Elms Lane and Battersea Park Road, and to ensure that consistent and uniform 20mph speed limits are introduced where they will reduce road danger. To view the Vision Zero action plan, visit content.tfl.gov.uk/vision-zero-action-plan.pdf

Impact during construction of the scheme

We will coordinate construction of the road layout changes along Nine Elms Lane/ Battersea Park Road with the London Borough of Wandsworth and developers in the area to minimise impact on local residents, businesses and road users during construction. This includes discussing our proposals with utility companies so, wherever possible, we can avoid additional disruption caused by utility diversions. We will coordinate construction at Nine Elms Lane / Battersea Park Road with the proposed changes at Vauxhall so we can keep London moving.

Over reliance on traffic signals to manage congestion

The scheme includes proposed junction upgrades, some of which are signalised, to ensure safe movement of all traffic. Traffic signals allow us to maximise and coordinate the space for cyclists, pedestrians and traffic lanes along Nine Elms Lane and Battersea Park Road. Due to the space required to allow all lanes to enter, roundabouts would not be suitable in this area.

Lack of information about proposed traffic signals

The proposed location of signalised junctions, including signalised pedestrian crossing points, along Nine Elms Lane and Battersea Park Road are included on the maps for each section of the route available via consultations.tfl.gov.uk/roads/nine-elms-lane. The exact location of traffic signals will be identified during the detailed design stage.

Motorcyclists should be able to use the bus lanes

During the hours of operation, bus lanes increase journey time reliability and safety for certain vehicles, and encourage the use of sustainable modes of transport such as public transport. Taxis, motorcyclists and cyclists can use many of them too. Motorcyclists should read the bus lane signs to find if they can use it and when. For more information about the use of bus lanes visit tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes

Reduction of parking will impact local businesses

We continue to assess usage of loading and parking bays along the route. The provision of loading and parking bays is subject to ongoing discussion with the London Borough of Wandsworth – some of the loading and parking requirements for the area will be on borough roads rather than the TfL road network. Parking and loading provision is also being discussed with developers in the area to ensure there is adequate provision for residents and deliveries.

Turns across the carriageway should be banned

In a number of locations along Battersea Park Road/Nine Elms Lane, turns across the carriageway provide access into residences. These turns are needed to maintain local access.

Yellow box required at the junction of Battersea Park Road/Prince of Wales Drive and Havelock Terrace

As noted on the map outlining our proposals for [Section 3 Lockington Road to adjacent to Stewart's Road](#), a yellow box may be required at this junction depending on the behaviour of traffic in the proposed new layout. Yellow boxes are provided to address blocking issues due to vehicular cross movements at a junction – we continue to look at this as part of our review of sections 1 to 3 of the proposed scheme.

How will the left turn into New Mill Road be managed?

Entry treatment has been provided at the junction to New Mill Road, which is a new road. The left turn from Nine Elms Lane to New Mill Road is a standard left turn. Our proposals include a cycle lane with coloured surfacing and road markings across the junction to highlight the cycle lane at carriageway level.

Parking and loading access on Cringle Street and Kirtling Street

Cringle Street and Kirtling Street are on the borough road network. However, parking and loading provisions on these roads are not included in our proposals for Nine Elms Lane and Battersea Park Road. We have passed this feedback on to the London Borough of Wandsworth.

We anticipate traffic movement along these roads will change significantly during the construction and post-construction phases of development in these areas.

Access to New Covent Garden Market

Access to New Covent Garden Market will be maintained. We continue to engage with the Covent Garden Market Authority on our proposals.

Removal of parking bays on Savona Street is unnecessary

Change to the parking bay provision on Savona Street is needed to provide adequate space for vehicles entering and exiting Savona Street via the signalised junction.

3.4 Bus related issues

Bus lane hours of operation should be restricted to allow commercial/delivery vehicles to use the bus lane

It is not possible to introduce restricted bus lane hours of operation in the eastbound bus lanes. This is due to the bus and cycle gate located by St George Wharf. We are considering this along other parts of the route.

More bus routes needed to central London

There are no plans to create new bus routes or increase bus frequencies as part of the Nine Elms Lane / Battersea Park Road scheme. However, we regularly review the London bus network to ensure we can better match supply with demand.

Bus stops are too far apart

Our aim is that most people should be within a five minute walk (400 metres) of a bus stop from where they are starting their journey. It will vary to meet passenger needs, such as in town centres and residential areas, and can depend on road layouts. The spacing between the proposed bus stops reflects this aim.

Consideration is also given to locations where there is interchange between bus routes and other transport modes. Bus journey times are affected by the number of stops on a route so a careful balance must be achieved.

Journey times for buses will increase

Traffic modelling has been undertaken for the bus routes which travel through the scheme area to understand the potential impact of the scheme on bus journeys. Bus journey times for the routes along Nine Elms Lane are generally expected to marginally increase in both peaks. This is mainly due to an increase in the number of traffic signals the buses would have to pass through. Where possible, bus lanes have been provided to provide bus priority and protect the reliability of bus services. For further detail about this, visit consultations.tfl.gov.uk/roads/1bfb7d40/

Remove car parking from bus lanes / limit parking during peak times

There are no parking and loading bays proposed in sections 4 to 7, with the exception of a loading bay outside the London Underground station which will not impact the cycle lane. We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for sections 1 to 3 of the route.

Bus stops should have real time updates at shelters

We provide real time bus arrival information through a number of channels, and our research shows that most Londoners access this information using personal devices such as mobile phones. Subject to funding availability, we aim to provide Countdown signs at bus shelters installed as part of this scheme. Countdown signs would be prioritised at key bus stops locations such as the proposed bus stops/shelters near the new London Underground station.

Bus stop should be closer to Riverlight Quay due to demand

The proposed bus stop (eastbound) is located outside Riverlight Quay (Riverlight Four). This location allows room for the proposed signalised junction at Nine Elms Lane/Cringle Street which includes pedestrian crossings on all approaches to the junction. Refer to the map outlining our proposals for [Section 5, Westbound Sleaford Street bus stop to 3 Riverlight Quay](#).

The proposed bus stop (westbound) location, just west of the Nine Elms Lane/New Mill Road junction, is located opposite Riverlight Two. It is near the signalised pedestrian crossing from Riverlight One to New Mill Road, though bus passengers can also use the signalised crossing at the Cringle Street junction. Refer to the map outlining our proposals for [Section 6, 3 Riverlight Quay to mid-Elm Quay Court](#).

3.5 Taxi and private hire related issues

Taxis should be able to use bus lanes

Along Nine Elms Road / Battersea Park Road, taxis are permitted to use bus lanes during the hours of operation in the westbound direction. Taxis are not permitted to use the bus lanes during the hours of operation in the eastbound direction from Cringle Street due to the bus and cycle gate at St George Wharf. During the hours of operation, bus lanes increase journey time reliability and safety for certain vehicles, and encourage the use of sustainable modes of transport such as public transport. Taxis, motorcyclists and cyclists can use many of them too – read the bus lane signs to find out who can use it and when. For more information about the use of bus lanes visit tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes

Lack of taxi drop-off/pick-up area will cause congestion

A new 20 metre taxi pick up/drop off only bay is proposed near the western entrance of the new Battersea Power Station Underground station. A segregated cycle lane is proposed to run behind the taxi pick up/drop off bay to ensure cyclists have no interaction with vehicular traffic on the approach to the Prospect Way junction. Refer to the map outlining our proposals for [Section 4, Adjacent to Stewart's Road to westbound Sleaford Street bus stop map](#).

A taxi drop-off area needs to be installed at the junction with Ponton Road

We do not plan to install a taxi drop-off area on Nine Elms Lane at the junction with Ponton Road. As Ponton Road is a borough road, discussions about taxi rank provision are ongoing between the London Borough of Wandsworth, the Ponton Road Working Group and other stakeholders in the area. We have passed feedback received to this consultation onto the borough.

3.6 Public space related issues

More trees and planters are required to improve air quality, provide shade and improve water run-off

Tree locations included in the consultation drawings are an indication that we propose to plant new trees/vegetation along the route. The exact location, number and type of trees/vegetation will be agreed as part of the detailed design of the scheme. We will also look to install sustainable urban drainage. This is under development.

Roadside lighting should use solar power

The location and type of lighting will be considered during the detailed design stage of the scheme. Due to the volume of traffic on our roads, we need to provide the highest level of lighting required by the latest standards.

In regards to solar power lighting, we continue to monitor the solar street lighting market. To date, we have not been satisfied that the current batteries in solar power lighting would guarantee that a light would stay lit all night, especially in the dark months and when the batteries are a few years old. In addition, limited information is available about the life expectancy of the solar power lighting assets.

We would need to see more real world examples before committing to installing lighting that, if it failed after just a few years, could put cyclists and pedestrians at increased risk from conflict with traffic. Solar units would also need to recover their additional costs over the life of the asset through energy savings.

The proposals do not fit the Healthy Streets approach

Our proposals aim to provide facilities for all modes of transport. With stepped cycle tracks and wide footways, we are promoting active travel modes and the bus lanes and new London Underground station promote the use of public transport. New and improved crossings mean that pedestrians will be able to easily cross the road.

There has been a lot of work with developers to provide open spaces for people to stop and enjoy the area with its views of the Thames and architecture. The trees and planting proposed both along the highway and within the open spaces will provide shelter and shade, whilst increasing the ambience of the area.

Water fountains should be installed along the route

We do not plan to install drinking water fountains along Nine Elms Lane and Battersea Park Road as part of this scheme. However, we will discuss this further with the London Borough of Wandsworth and developers in the area. The Mayor of London supports the Refill scheme, encouraging people to refill reusable water bottles at over 2000 Refill stations across London. To find out more and download the free app, visit www.refill.org.uk/get-the-refill-app

3.7 Equality issues

Concern that disabled drivers were not considered in the proposals

When looking at the design of our streets, we closely consider the needs of all users throughout the design process. On significant infrastructure projects, we:

- Complete Equality Impact Assessments (EIA) at the outset of the project, to review potential impacts on equality target groups, including disabled people
- Carry out public consultations, including targeted engagement with specific users including, but not limited to, the Royal National Institute of Blind People, Guide Dogs for the Blind, Age Concern, Transport for All, and the National Autistic Society
- Ensure we comply with established guidance – such as the Design Manual for Roads and Bridges – which includes detailed requirements for disabled people

The EIA for Nine Elms Lane and Battersea Park Road will continue to be developed following the outcome of this public consultation, incorporating feedback received.

4.0 Next steps

As the highway authority for Nine Elms Lane and Battersea Park Road, we have proposed a balanced design which is aligned with the Mayor's Healthy Streets Approach to enable more people to use healthy and sustainable forms of transport. We continue to work with the London Borough of Wandsworth and other key stakeholders to support the successful growth of the Nine Elms area.

Our proposals are an ambitious plan to create a backbone to the development of Nine Elms and a destination where people are encouraged to walk, cycle and use public transport. The proposals will reallocate and improve space for pedestrians, cyclists and bus passengers while also catering for freight, coach services and other essential traffic that keeps London moving.

The consultation generated a wide range of views about the proposals. We have reviewed all comments made during the consultation period and have issued this 'response to issues raised' document to be read in conjunction with the consultation report. Following careful consideration of the consultation responses, we have reached a decision about our proposals as follows:

Sections 1 to 3 (from Macduff Road to adjacent to Stewart's Road)

We continue to work closely with the London Borough of Wandsworth to review and modify our proposals for these sections, and to understand the impact this will have on the local area. Our review of these sections is looking to provide enhanced provision for cyclists and pedestrians. We aim to reach a decision and provide further update about our proposals for these sections, including an updated response to issues raised report, in early 2019.

Sections 4 to 7 (Stewart's Road to Lassco)

We are progressing our designs for these sections, taking into account the comments received. We are committed to working with the London Borough of Wandsworth to progress with detailed designs which include improved pedestrian space, stepped cycle tracks and bus stop bypasses.

Subject to securing the necessary technical and governance approvals, construction on the scheme as a whole is likely to take place between 2020 and 2021. The project will explore opportunities to coordinate works with other works in the area, which may see the delivery of some sections take place before or after this timeframe.

Local residents will be aware of the ongoing changes in the area resulting from different phases of the development work. Along with the London Borough of Wandsworth, we are committed to minimising the long term impact of construction on local residents, businesses and other stakeholders.

We will coordinate our proposals with other schemes in area including the Northern line extension and Vauxhall Cross. We continue to work with developers to influence interim changes in the area, and to embed the principles of our proposals as part of the development works. This also includes working with utility companies so utility locations and connections are future-proofed, wherever possible, to minimise utility work during the delivery of our proposed changes along Nine Elms Lane and Battersea Park Road.