

# Nine Elms Service Corridor

Wandsworth Lane Rental Industry Publication



# Introduction

Nine Elms on the south bank of the Thames is Europe's biggest regeneration area, with 39 development sites across 561 acres. It will contain 20,000 homes as well as cultural, retail and business facilities. The Northern Line underground extension will create two new stations, Nine Elms and Battersea, increasing capacity and bringing the area within 15 minutes of the City.

To enable the successful delivery of this, the provision for a 6 metre wide utility infrastructure conduit through the opportunity area was devised within the Nine Elms Park.

Detailed designs were produced to utilise the capacity of the corridor with pre-emptive ducting following consultation with various statutory undertakers. Pre-emptive ducting was proposed to mitigate the risk of multiple excavations and the related impacts to the traffic network during periods of unprecedented construction activity.



# The Project



It was identified through early studies that the existing utility infrastructure was not adequate to facilitate the vast amount of development proposed in the area. In addition, there would be significant disruption from multiple excavations, affecting the community, all modes of transport and the public, particularly vulnerable road users.

The strategy was therefore to deliver a parallel route for utility services that would mitigate the risk of disruption on the highway, thus reducing the risk of impacting the construction programmes of adjacent developments and retaining the existing highway provisions and capacity during peak demand.

Through the new Nine Elms Park that stretches from east to west Wandsworth were able to safeguard a 6m wide corridor to facilitate the installation of utility infrastructure key to the development of the area.

Through consultation with the utility companies a conceptual design to maximise the capacity of the corridor whilst meeting realistic demand was produced. Wandsworth then commissioned the 3D design of the proposed infrastructure.

Construction had to take place across multiple land ownerships whilst the developments were under construction. In order to deliver the project successfully the works had to be carried out in line with the developer's construction programmes. These overarching programmes were the driver for the programme of works for the installation of the pre-emptive ducting.

Development construction programmes are very pressured and demanding, so the opportunities to deliver these works were significantly constrained. Through working in partnership with the developers however, we were able to engage with contractors to undertake the works successfully.

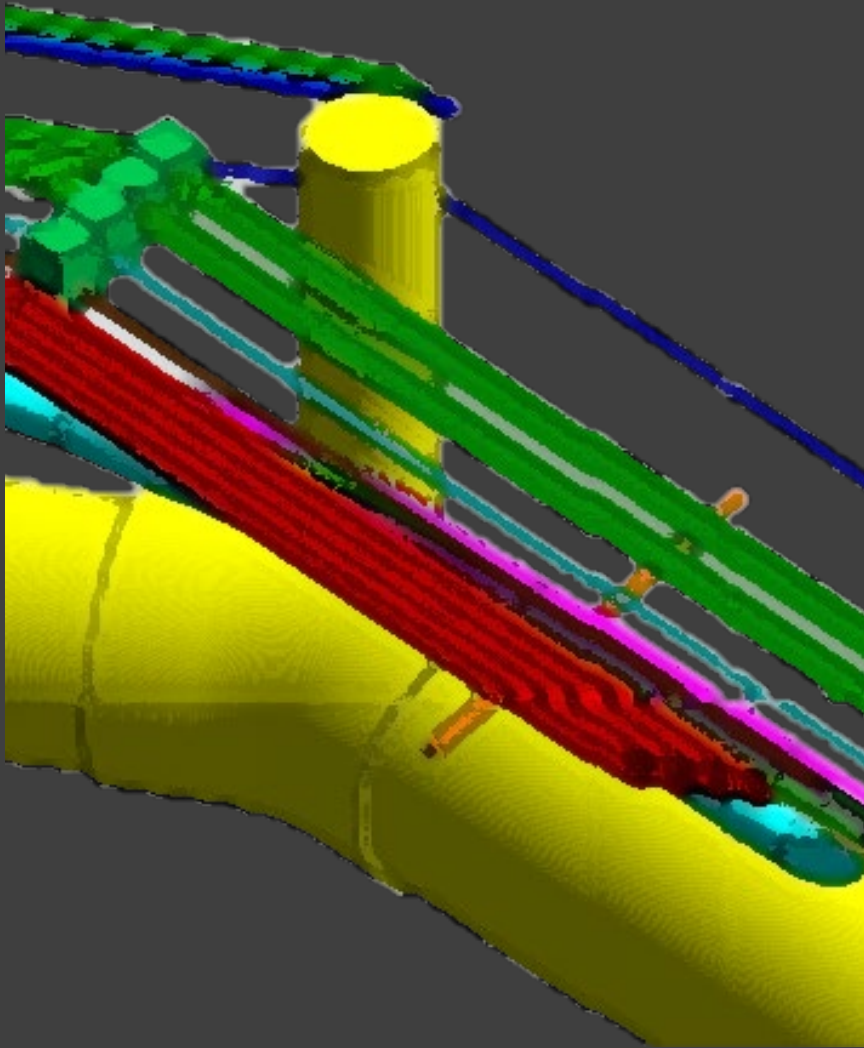


# Outcomes

The project was successful in terms of installation of the spare capacity and there have been some very positive discussions with a number of utility suppliers to potentially utilise ducts within the corridor.

It is therefore hoped that the benefits of the proposal will be realised over the next few years of development.





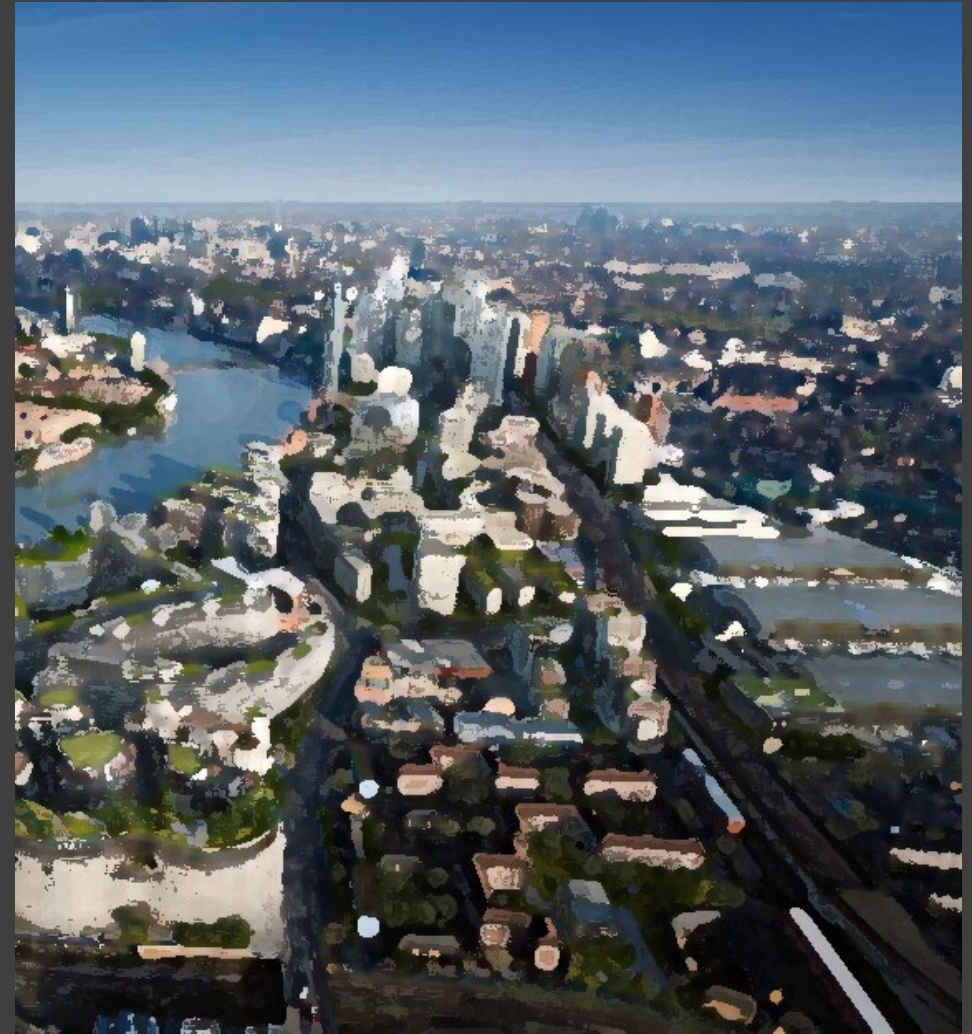
# Lessons Learnt

The delivery of the pre-emptive ducting strategy has been very successful. The ducts were installed in the ground within the developer's construction programmes. Therefore, avoiding any adverse impact on the developer's programme and any abortive or unnecessary costs through disrupting the completed landscape. Safeguarding the corridor was critical to the successful delivery however in future the S106 obligation would be extended to put the onus on the developer to install the ducting, at their cost, to a set specification.

# Conclusion/ Recommendations

The works that have been successfully delivered and set a precedent for opportunity areas across London where congested services within the public highway create a significant constraint on new services being provided and impact on the highway network through multiple interventions. The masterplan to take the services off of the public highway and route through new areas of public realm not only safeguards the new public realm but mitigates the impact on the highway network. Having a clear and well considered masterplan to utility provision with opportunity areas allows for planning authorities and highways authorities to engage with the developers from an early stage to ensure the successful delivery whilst reducing impacts and ultimately reducing costs of bringing new services to the area. With on-going discussions with the utilities it appears there is desire to use the recently installed ducting.

Following the successful installation of the ducting, the key driver is to take forward, facilitate and deliver the required upgrade and provision of services to this key regeneration area.





# TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks



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