

Date: 14 December 2022

Title: Old Street Roundabout Project -
Healthy Streets Programme

This paper will be considered in public.

1 Summary

- 1.1 This paper provides the Committee with an update on the continued delivery of the Old Street Roundabout transformational project.
- 1.2 On 25 March 2022, the Committee approved an additional £8.6m of Programme and Project Authority in 2022/23 as part of the Healthy Streets programme. This took the Programme and Project Authority for the Old Street Roundabout project to £112.1m. No additional authority is being requested at this time.
- 1.3 Supplementary information is included in Part 2 of the agenda. This information is exempt and is therefore not for publication to the public or press by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL and its contractors.

2 Recommendation

- 2.1 **The Committee is asked to note the paper and the exempt supplementary information on Part 2 of the agenda.**

3 Background

- 3.1 Old Street Roundabout is a busy section of the Inner Ring Road. It has been historically dominated by motorised traffic, with hostile conditions for people walking, cycling and accessing public transport and has a poor collision record, with one very serious cycling collision in 2018 being the catalyst to accelerate the detailed design and construction of this scheme. The roundabout is not befitting of the iconic status of Old Street as the capital's centre for technology innovation and its location on the eastern edge of central London. The previous layout also served as a hindrance to realising the full potential of growth and investment in the local area.
- 3.2 Our investment will make the highway safer and more inviting for people walking and cycling. Customers will have a more pleasant experience accessing the station, surrounding areas and changing between trains and buses. Two new station entrances are being constructed as part of the scheme and we are completely remodelling the retail arcade and installing two lifts to connect the surface to the retail arcade, all of which will improve the user experience for our customers and make the retail more attractive to businesses and profitable to TfL. We have removed the roundabout to create a two-way junction and we have

removed dilapidated subways and are replacing them with surface-level crossings. There will be new segregated cycle lanes throughout and a large new public space with seating, picnic tables, trees and shrubs for people to enjoy the location.

- 3.3 Improving Old Street Roundabout was originally made a priority under the Better Junctions Programme. A transformational project was developed to deliver safety improvements for vulnerable road users and a significant upgrade to the urban environment.
- 3.4 On contract award in late 2017 it became apparent that the design requirements were more complex than expected. This was due to very poor asset condition of the station entrance and the St Agnes Well retail concourse, which needed complete modernisation and a full upgrade of mechanical and electrical systems to meet current safety standards. The complexities largely focused on requirements for the station entrances and subway system to comply with the latest building and fire regulations. This required design changes, such as the relocation of the lift to the north-west of the main entrance and retention of the existing stairs to comply with fire regulations. The new entrances and subway area also require upgraded communications systems, CCTV, fire alarms, fire suppression and smoke extraction systems.
- 3.5 Additional requirements such as hostile vehicle measures around the station were also not accounted for in the original concept designs, and there was a change in the design of the station entrance canopy which added further complexity and scope to the project.
- 3.6 The proposals fully contribute to the Mayor's Healthy Streets objectives. A Healthy Streets assessment has been undertaken showing that the scheme improves the Healthy Streets score from 36 to 70 per cent.
- 3.7 However, the Old Street investment delivers far more than a Healthy Streets scheme. The new station entrances, complete remodelling of St Agnes Well retail concourse and modernisation of unsafe assets will transform the station and the environs and provide an appropriate gateway to the wider opportunities for housing and growth in the surrounding area.
- 3.8 This investment will improve the retail offering for people living and working in the vicinity of the station and will radically improve the experience of customers using London Underground and National Rail services from this station. The surface-level highway and public space designs could not have happened without the significant sub-surface changes, such as closing the subways and redesigning the station access. It is estimated that approximately 60 per cent of the total construction costs for the scheme have been invested in the sub-surface requirements.

4 Progress to date

- 4.1 Since the update to the Committee in March 2022, notable progress has been made on site. The core structure of the new main station entrance has been installed and part of the new staircase is open for customers to use. Work on the passenger lift shaft has completed and lift-car installation commenced. Work continues back of house on mechanical and electrical equipment upgrades and there have also been further highways changes at surface level to facilitate sub-surface utility connections. Examples of the progress on site are shown in images below.
- 4.2 In the exempt paper on Part 2 of the agenda, information is provided on the identified cost and programme pressures and the actions being taken by TfL with the principal contractor, Morgan Sindall, to address these.

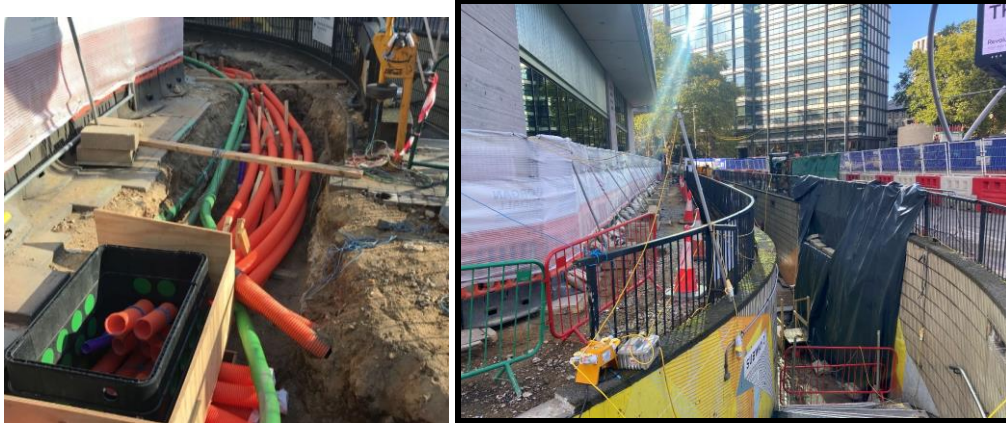
Image 1 - Main Station Entrance Installation of 4 precast concrete tree arms and steel ring beam – March/April 2022



Image 2 - Completion of infill of Subway one – March 2022



Image 3 - Start infill of Subway 3 - June 2022



**Image 4 - Completion of passenger lift concrete shaft - July 2022
Start installation of passenger lift car - September 2022**

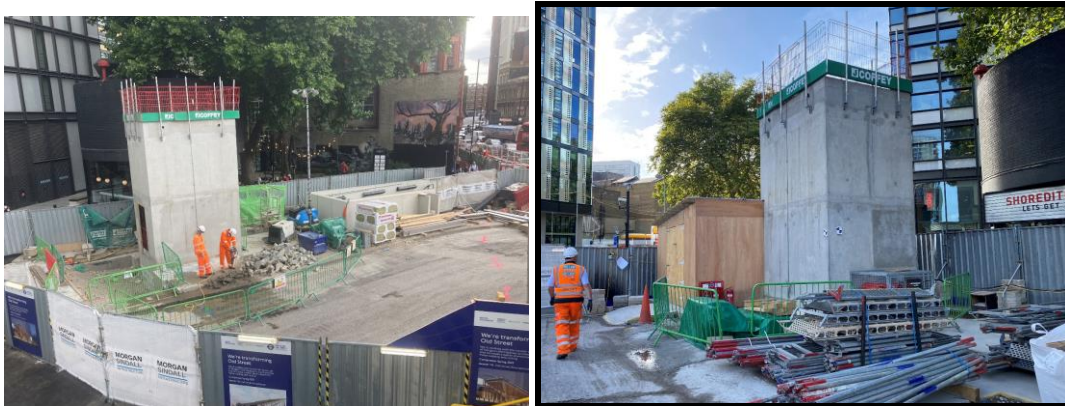
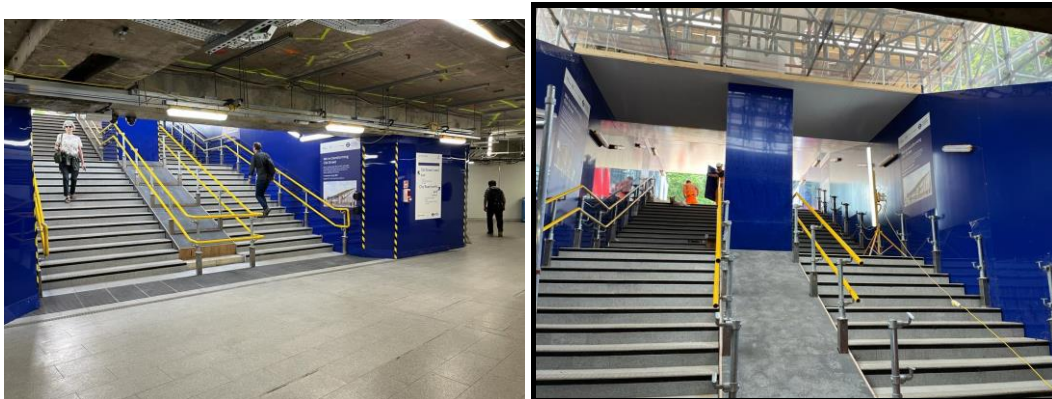


Image 5 - Main station entrance stairs opened for public use - July 2022



5 Equalities Implications

- 5.1 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.2 In delivering schemes, TfL will comply with the Public Sector Equality Duty and Equality Impact Assessments will be undertaken and taken meaningfully into account for the Old Street project as appropriate. In addition, TfL will comply with Section 17 of the Crime and Disorder Act 1998 and will consider how to reduce the risk of crime, including acts of terrorism, in their plans, projects and activities.

6 Financial Implications

6.1 No additional authority is being requested in this paper. The financial breakdown is included in the related paper on Part 2 of the agenda.

List of appendices to this report:

A paper containing exempt supplemental information is included on Part 2 of the agenda.

List of Background Papers:

None

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