

Transforming Old Street Roundabout

Consultation Report
May 2015

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1 Executive Summary

Transport for London ('TfL') recently consulted on a proposal to transform Old Street Roundabout by creating a new peninsula space, incorporating the existing central island of the roundabout into the surrounding footway. Our plans involve closing the north-western 'arm' of the roundabout.

We proposed for the remainder of the roundabout to be redesigned with new cycle lanes and crossings throughout the junction. Pedestrians would benefit from new pedestrian crossings as an alternative to the existing subways, one of which would be closed. We would provide greater footway space and remove obstructive street furniture.

There was a good response to the consultation, with over 1,300 responses, with high levels of support for the scheme. 87% of respondents felt that the plans would improve conditions for cyclists and pedestrians. 63% of respondents felt that the plans would improve conditions for bus and tube users.

Having considered the responses and issues raised, TfL has decided to proceed with the scheme.

2 Background

As part of the Road Modernisation Plan, TfL has proposed a scheme to transform Old Street roundabout. The scheme intends to address a lack of facilities for pedestrians and cyclists at the roundabout due to the history of collisions that have resulted in injury to these users. Extensive regeneration is planned in the Old Street area which will increase the number of people visiting or passing through the area in future. A crucial element of the scheme is therefore to ensure that access to Old Street station can be maintained and improved where possible.

3 Introduction

Between November 2014 and January 2015, TfL invited the public and other stakeholders to comment on our plans for the roundabout. We asked whether respondents felt our scheme would improve conditions for various road users, whether they felt we could make improvements to the scheme and what use they thought we should make of a new peninsula space in the short term.

3.1 Purpose of the Scheme

The main aims of the scheme are to provide improved facilities for pedestrians and cyclists; reduce the number of collisions resulting in personal injury and maintain access to Old Street station, to ensure it is possible to undertake enhancement works to the station in the future.

3.2 Descriptions of the proposals

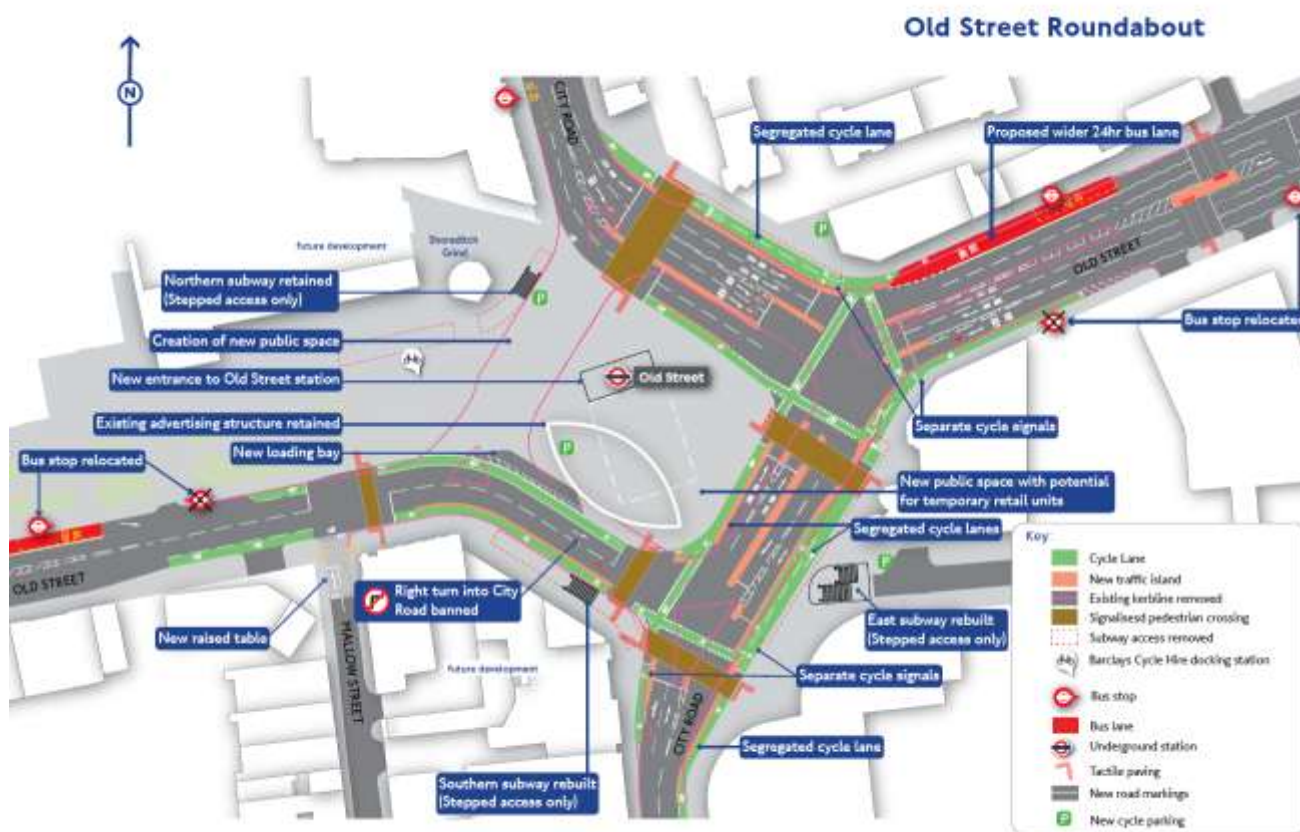
The scheme includes the closure of the north-western 'arm' of the roundabout to traffic to create a new peninsula space by incorporating the existing central island of

the roundabout into the surrounding footway. We propose that the road network be redesigned in the following ways:

- The introduction of two-way traffic around the new peninsula, with clear signals, road markings and signs to assist all road users
- New cycle lanes on all approaches and routes around the new junction which would be fully segregated wherever possible New cycle-only signals
- New surface level pedestrian crossings and the closure of three of the four existing subways and upgrading the subway to the south east of the junction which is to be retained
- Building a new entrance to St Agnes Well and Old Street London Underground station in the centre of the new peninsula
- Widening of the bus lane on Old Street eastbound to improve provision for cyclists
- The provision of a new loading bay facility to service Old Street Station and St Agnes Well
- New cycle parking and improved Santander Cycle Hire facilities
- Removing unnecessary street furniture
- Changing all bus lane operating hours to 24 hours a day to improve journey time reliability for buses where possible
- Creation of a new large public space on the peninsula
- Introducing new planters and other improvements where possible

3.4 Location maps

A map of the scheme is below.



4 The consultation

The consultation was designed to enable TfL to understand what views the public and other stakeholders had of our plans to transform the roundabout. The consultation ran from 11 November 2014 to 11 January 2015.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We do not proceed with the scheme as a result of issues raised in the consultation

The objectives of the consultation were:

- To give stakeholders and the public information about the proposals which could be easily understood and allow them to respond
- To understand the level of support or opposition for the proposals to transform Old Street roundabout
- To understand any issues that might affect the proposal of which we were not previously aware of
- To understand concerns and objections
- To allow respondents to make suggestions of changes we should consider, and what we might like to consider using the peninsula for in future
- To enable TfL to make informed decisions

4.1 Who we consulted

Our consultation was open to all those with a potential interest in the roundabout. We wrote directly to residents living nearby the roundabout and, using a variety of methods, sought to reach passengers using Old Street station and people who use the roundabout itself (for example, people who drive or cycle through it).

We also contacted stakeholders, including the relevant Local Authorities, Members of Parliament, Assembly Members, London TravelWatch and representative groups and organisations. A list of the stakeholders we consulted is shown in Appendix C and a summary of the responses we received from stakeholders is in Section 6.

4.2 Consultation material, distribution and publicity

The proposals were made available on our on-line consultation 'portal' via the following link: www.tfl.gov.uk/old-street-roundabout. We also produced a consultation leaflet which replicated much of the information available online. The leaflet was distributed at Old Street station and in public buildings in the London Borough of Islington. The leaflet was also available at a number of 'roadshow' events that were held to provide the public with the means to speak to TfL staff and ask questions about the project should they wish. A copy of the leaflet circulated can be found in Appendix A.

Respondents were asked to record their views about the proposals via our on-line consultation portal, which included a questionnaire. Respondents were also able to

set out their thoughts in writing either to our freepost address ('Freepost TfL Consultations') or by emailing Consultations@tfl.gov.uk.

Respondents who used our online consultation portal to provide feedback were asked to answer a number of questions about the scheme:

- How they heard about the consultation
- By what modes they use the Old Street roundabout
- What effect they felt the scheme would have on pedestrians, cyclists, bus & tube passengers and motorists
- What changes they felt we should make to the scheme (if they felt that the scheme would have a negative effect on a particular group of users)
- What use they felt we should make of the new peninsula space in the short term
- What other comments they had about the scheme, or any other issues they considered relevant

The consultation was promoted using a variety of tools, as follows:

- A direct email to passengers who use Old Street station or the bus routes which pass through the roundabout
- Press advertising in selected titles
- Online advertising geo-targeted to residents in the boroughs of Islington and Hackney
- SMS text messages to people within the Old Street area
- A consultation leaflet distributed to passengers using Old Street station
- A letter drop to local residents living in the area bordered in blue in the map below. TfL's letter is included as Appendix B



Distribution area for letter drop

4.3 Meetings and site visits

A number of 'roadshow' events were held to enable the public to speak to TfL project staff. These were held as follows:

The Great Hall at Central Foundation Boys School, Cowper Street, London, EC2A 4SH

Saturday 29 November, 11am – 4pm

Spin Xmas at Rochelle School, Arnold Circus, London E2 7ES

Friday 5 December, 6pm – 9pm

Saturday 6 December, 11am – 4pm

The roadshow events were publicised on TfL's online consultation portal and promoted through press advertising and a letter to local residents.

TfL's staff were also invited to attend residents meetings. Project staff attended a meeting of Old Street residents on 25 March 2014 and another for residents of St Luke's Estate on 2 December 2014 to brief residents on our proposals.

5 Overview of consultation responses

Who responded?

- 5.1. The consultation generated 1,331 written responses. 1,313 came from members of the public, with 20 from stakeholders. 1,309 of the public responses were online, while four were received by email.

General public responses

- 5.2. Not every respondent answered every question. Of the 1,309 members of the public who responded:
- 1304 responded to question 6 in full
 - 1219 responded to question 7a in full
 - 631 responded to question 7b
 - 655 responded to question 8
 - 332 responded to question 9
- 5.3. Respondents were asked how they had heard about the consultation. Table 1 indicates the information channels through which respondents heard about the consultation.

Table 1: Information channels through which respondents heard about the consultation

| Respondent type | Number of respondents | % |
|----------------------------|-----------------------|-----|
| Received a letter from TfL | 69 | 5% |
| Received an email from TfL | 700 | 53% |
| Read about it in the press | 126 | 10% |
| Through social media | 198 | 15% |
| Saw a leaflet | 17 | 1% |
| Other | 174 | 13% |
| Not Answered | 29 | 2% |

- 5.4. Respondents were asked in what ways they used the roundabout. Respondents could choose more than one answer to indicate all modes of transport they use. Table 2 indicates the modes of transport that respondents indicated they use Old Street roundabout. The percentage was calculated as the number of respondents who stated that they use each mode of transport as a proportion of the total number of respondents.

Table 2: The modes of transport respondents use at Old Street roundabout

| Mode of transport | Number of respondents | % |
|----------------------------|-----------------------|-----|
| As a cyclist | 749 | 57% |
| As a pedestrian | 1071 | 82% |
| As a bus or Tube passenger | 1032 | 79% |
| As a motorist | 401 | 31% |
| Not answered | 4 | <1% |

Geography of respondents

- 5.5. 96% of the respondents (1,256) provided their home postcodes, with 1,220 of these being successfully mapped within the Greater London area. There were 347 responses from postcodes within the London Borough of Islington and 302 within the London Borough of Hackney. There were 161 responses from postcodes within the London Borough of Tower Hamlets, which is in close proximity. A full breakdown of the number of responses received from postcodes within each borough can be seen in Table 3.

Table 3: Breakdown of the number of responses received from postcodes within each London borough.

| London borough | Number of responses | % |
|------------------------|---------------------|-------------|
| Islington | 347 | 28% |
| Hackney | 302 | 25% |
| Tower Hamlets | 161 | 13% |
| Southwark | 47 | 4% |
| Lambeth | 33 | 3% |
| Barnet | 33 | 3% |
| Camden | 30 | 2% |
| Sutton | 27 | 2% |
| Haringey | 27 | 2% |
| Waltham Forest | 23 | 2% |
| Greenwich | 22 | 2% |
| City of Westminster | 22 | 2% |
| City of London | 20 | 2% |
| Enfield | 19 | 2% |
| Newham | 13 | 1% |
| Kingston upon Thames | 10 | 1% |
| Ealing | 9 | 1% |
| Brent | 9 | 1% |
| Hammersmith and Fulham | 8 | 1% |
| Redbridge | 7 | 1% |
| Kensington and Chelsea | 7 | 1% |
| Bromley | 7 | 1% |
| Havering | 6 | <1% |
| Bexley | 6 | <1% |
| Lewisham | 5 | <1% |
| Hounslow | 5 | <1% |
| Richmond upon Thames | 4 | <1% |
| Harrow | 3 | <1% |
| Croydon | 3 | <1% |
| Merton | 2 | <1% |
| Wandsworth | 1 | <1% |
| Hillingdon | 1 | <1% |
| Barking and Dagenham | 1 | <1% |
| Total | 1220 | 100% |

5.6. GIS software was used to identify respondents who provided postcodes within a five minute (400 metres) and 15 minute (1200 metres) radii of Old Street roundabout. 137 responses were received from postcodes within a five minute walk of Old Street roundabout; while a further 226 responses were received from postcodes within a 15 minute walk. Respondents who provided a postcode outside of these radii were also 'mapped'. See Figures 1 and 2 below for further details.

Figure 1: Distribution of respondents within Greater London

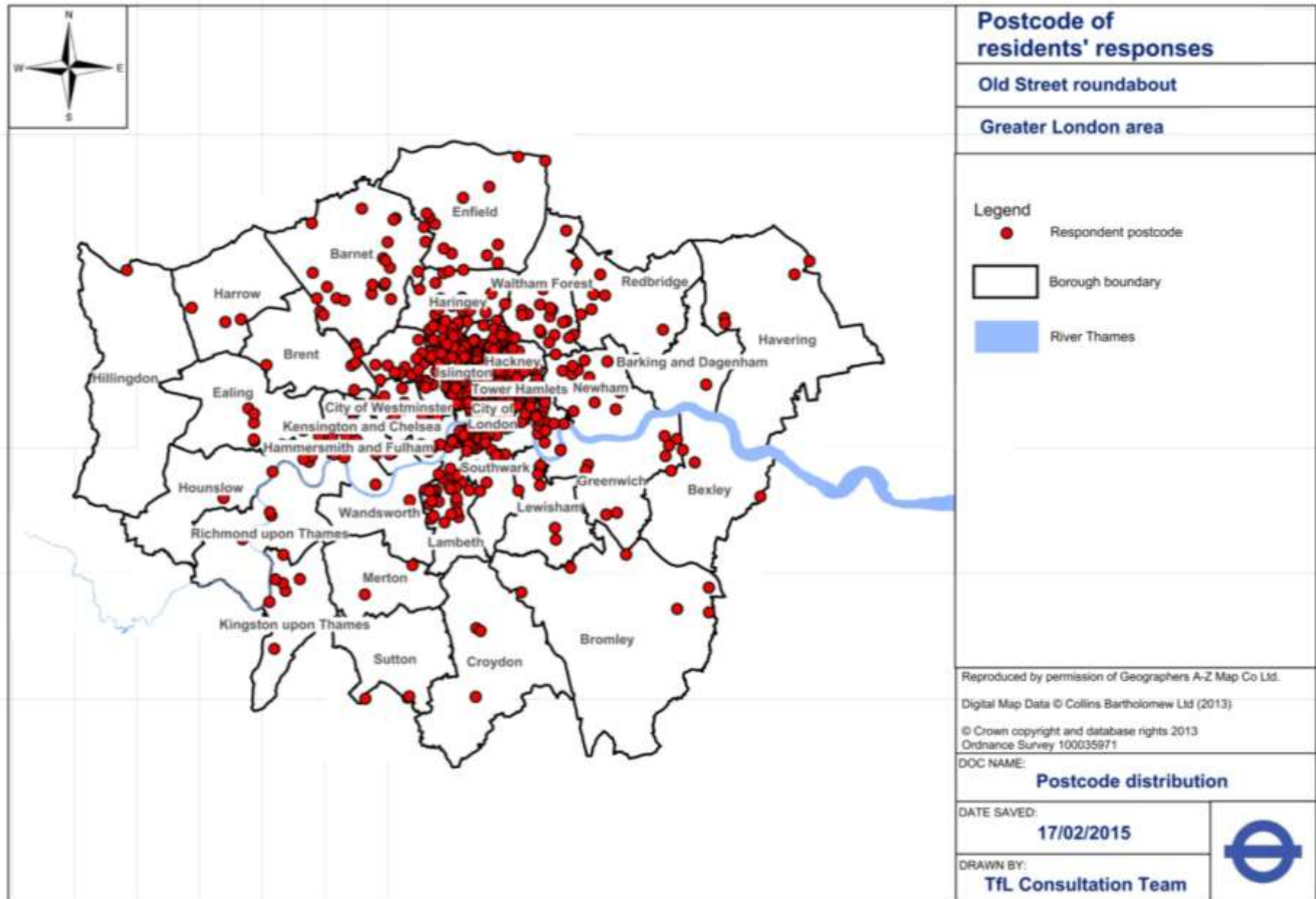
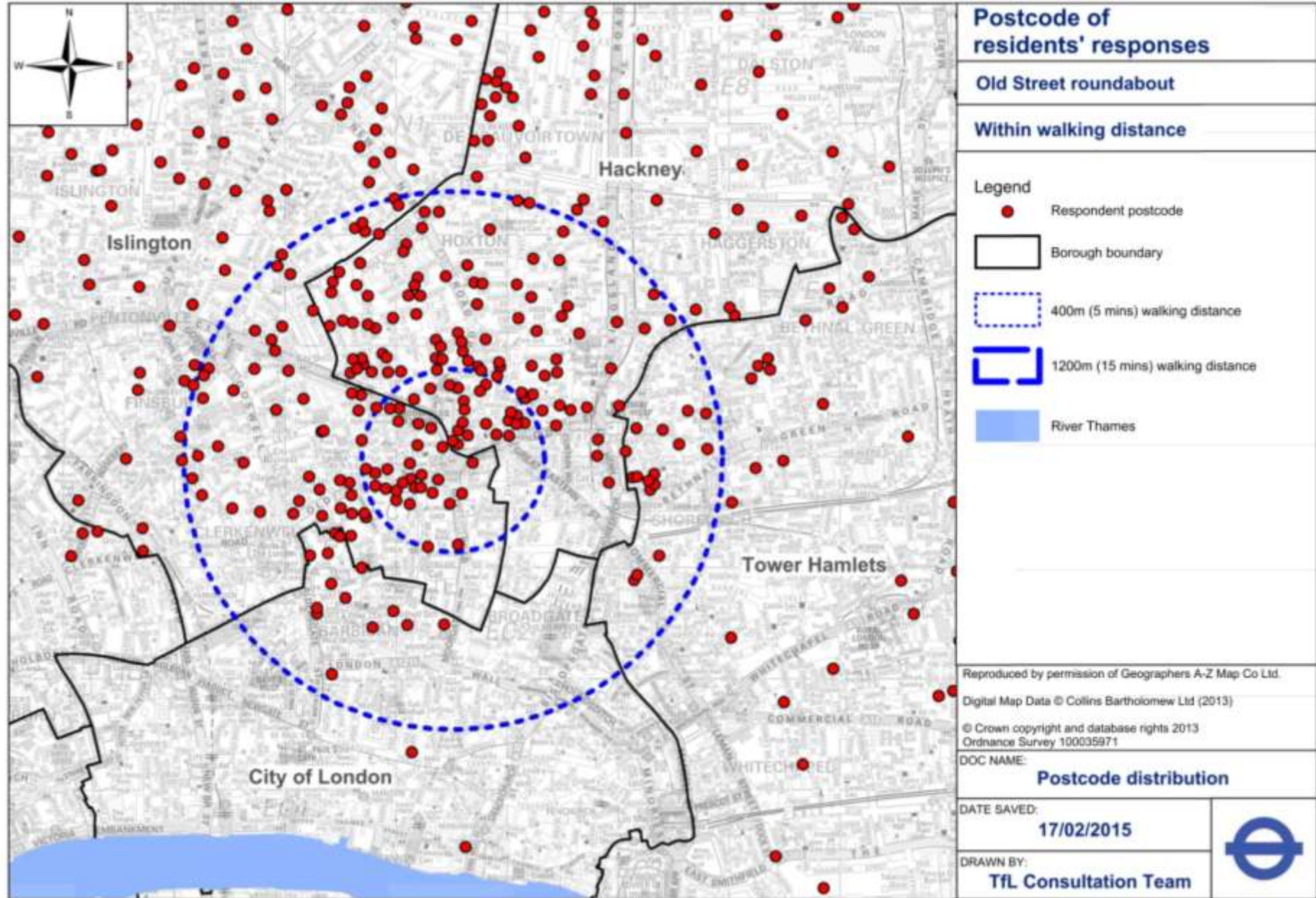


Figure 2: Distribution of respondents within a 15 minute walking distance of Old Street roundabout



6 Responses from the general public

Question 7a – Effect of scheme on different users

- 6.1. Question 7a asked “Please let us know what effect our scheme will have on those who use the Old Street roundabout currently”. Participants were asked to rate the effect they felt the scheme would have on four user groups; cyclists, pedestrians, bus and tube passengers and motorists. There were three options to rate the scheme for each user group:
- I think the scheme will **improve** conditions for these users
 - I think the scheme will make conditions **worse** for these users
 - I **do not know** what effect the scheme will have on these users
- 6.2. The majority of respondents stated that the scheme will improve conditions for cyclists, pedestrians and bus and tube passengers. The scheme was considered less favourable for motorists: 45 per cent of respondents were unsure of the effects the scheme would have on motorists and 28 per cent felt it would make conditions worse. Table 4 shows a full breakdown of how respondents rated the scheme in relation to each user group.

Table 4: Scheme rating for each of the four user groups: cyclists, pedestrians, bus and tube passengers and motorists.

| Users | I think the scheme will improve conditions for these users | | I think the scheme will make conditions worse for these users | | I do not know what effect the scheme will have on these users | | Not answered | |
|--------------------------------|------------------------------------------------------------|-----|---------------------------------------------------------------|-----|---------------------------------------------------------------|-----|-----------------------|----|
| | Number of respondents | % | Number of respondents | % | Number of respondents | % | Number of respondents | % |
| Cyclists | 1137 | 87% | 43 | 3% | 110 | 8% | 23 | 2% |
| Pedestrians | 1146 | 87% | 72 | 5% | 72 | 5% | 23 | 2% |
| Bus and Tube passengers | 822 | 63% | 167 | 13% | 289 | 22% | 35 | 3% |
| Motorists | 290 | 22% | 368 | 28% | 587 | 45% | 68 | 5% |

- 6.3. Figures 3, 4, 5 and 6 show the distribution of respondents within a 15 minute walking distance of Old Street roundabout, in correspondence with their scheme rating for each of the four user groups: cyclists, pedestrians, bus and tube passengers and motorists.

Figure 3: Distribution of respondents within a 15 minute walking distance of Old Street roundabout and their response to the Cycling proposal

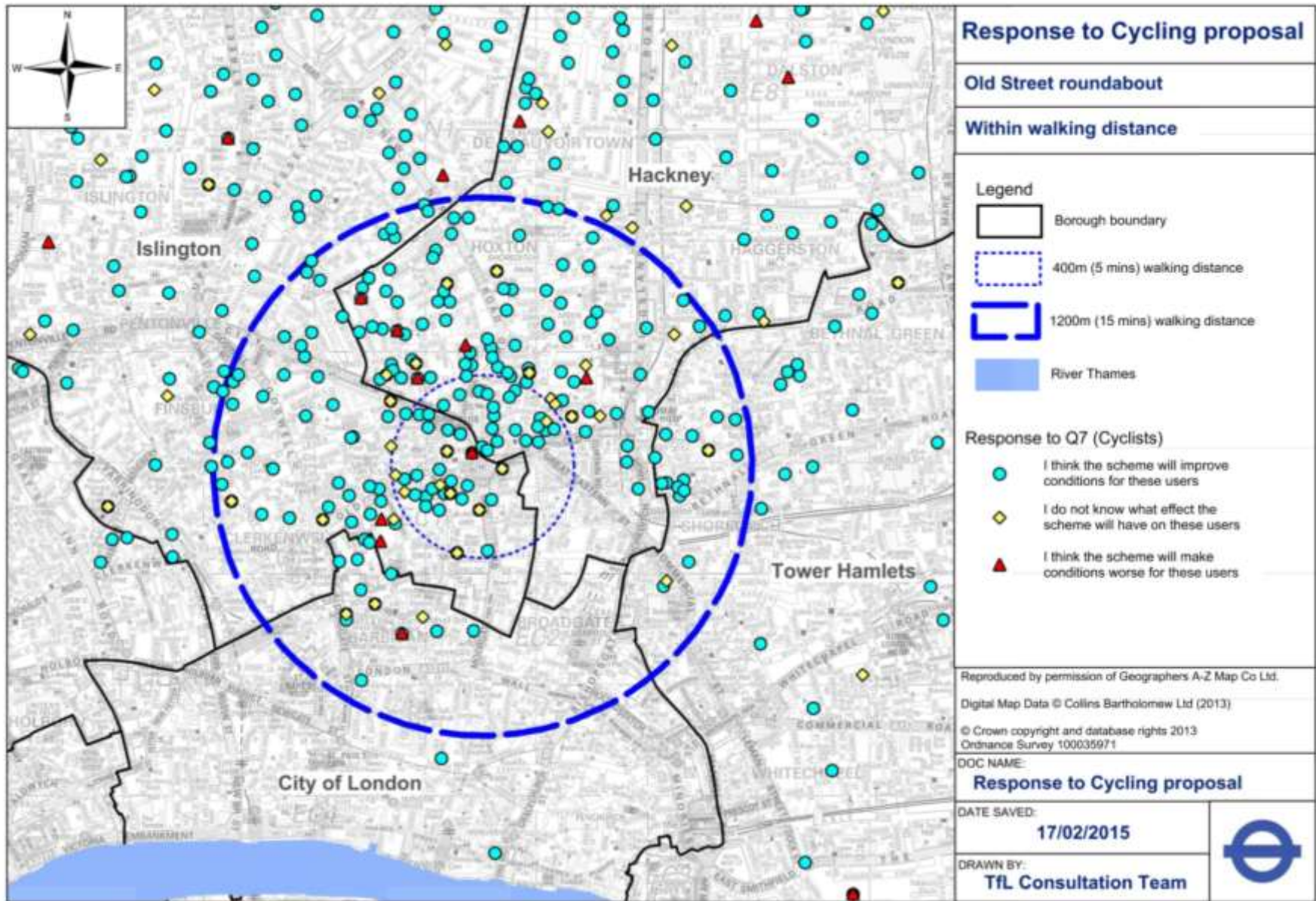


Figure 4: Distribution of respondents within a 15 minute walking distance of Old Street roundabout and their response to the Pedestrian proposal

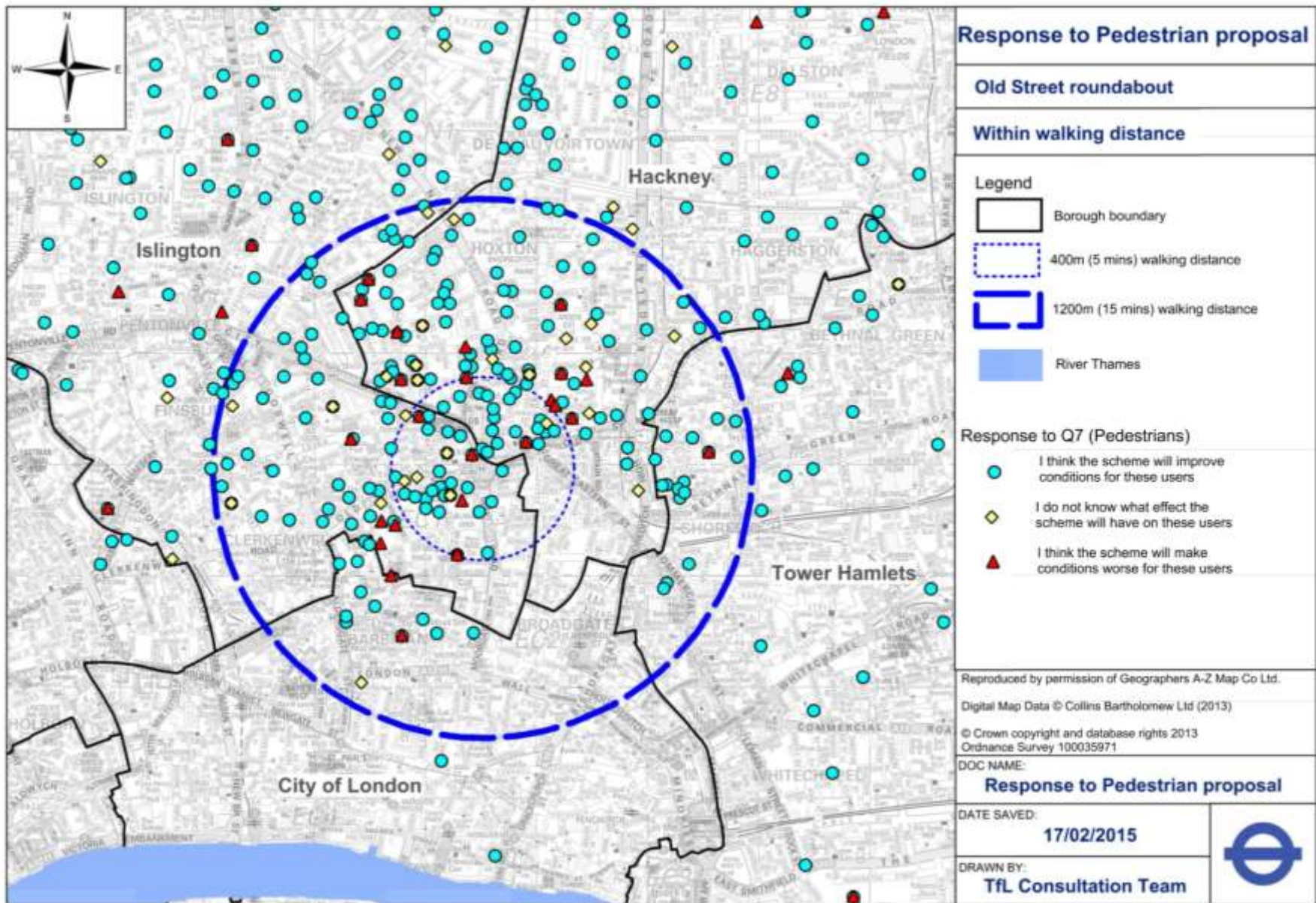


Figure 5: Distribution of respondents within a 15 minute walking distance of Old Street roundabout and their response to the Bus and Tube passenger proposals

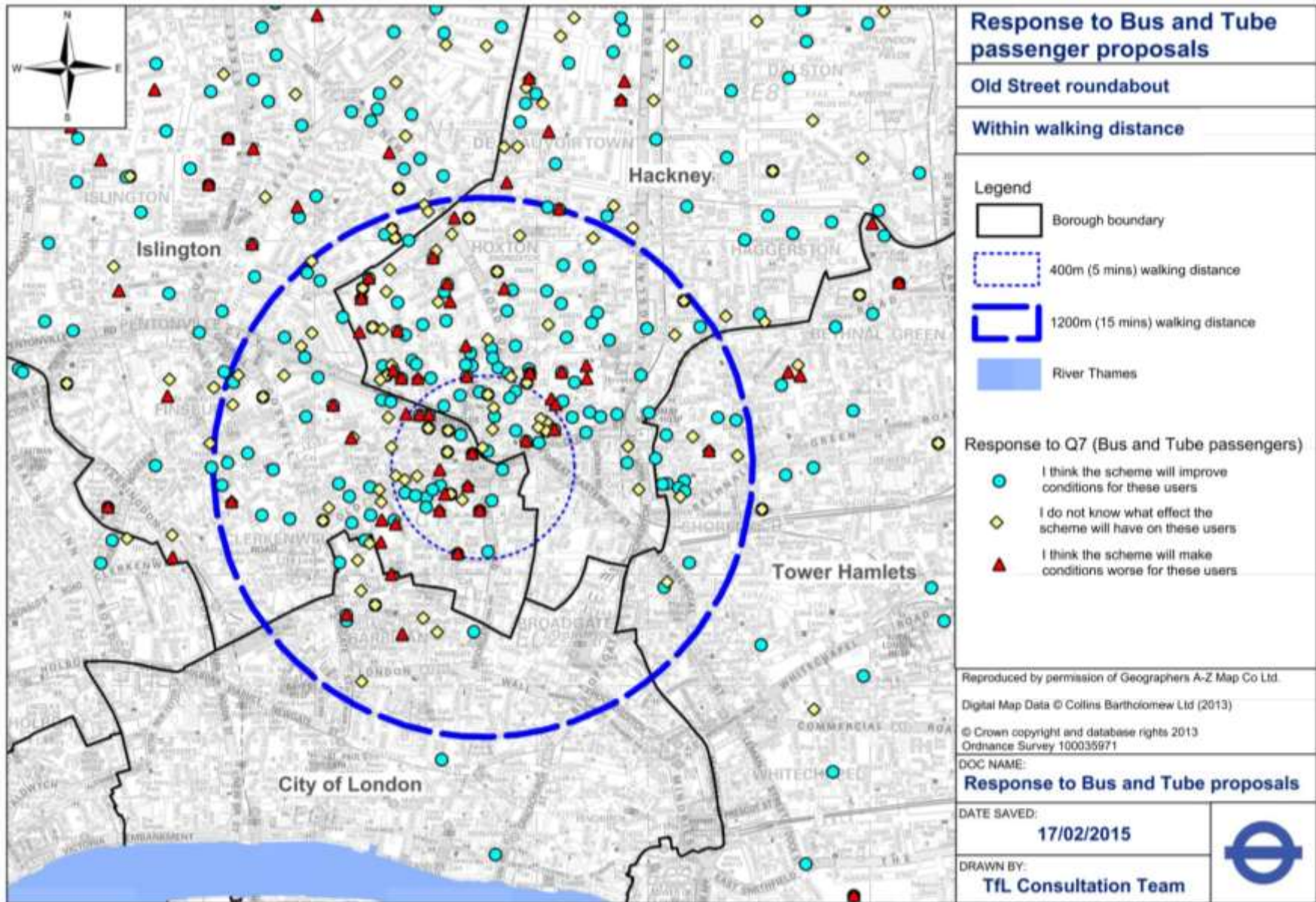
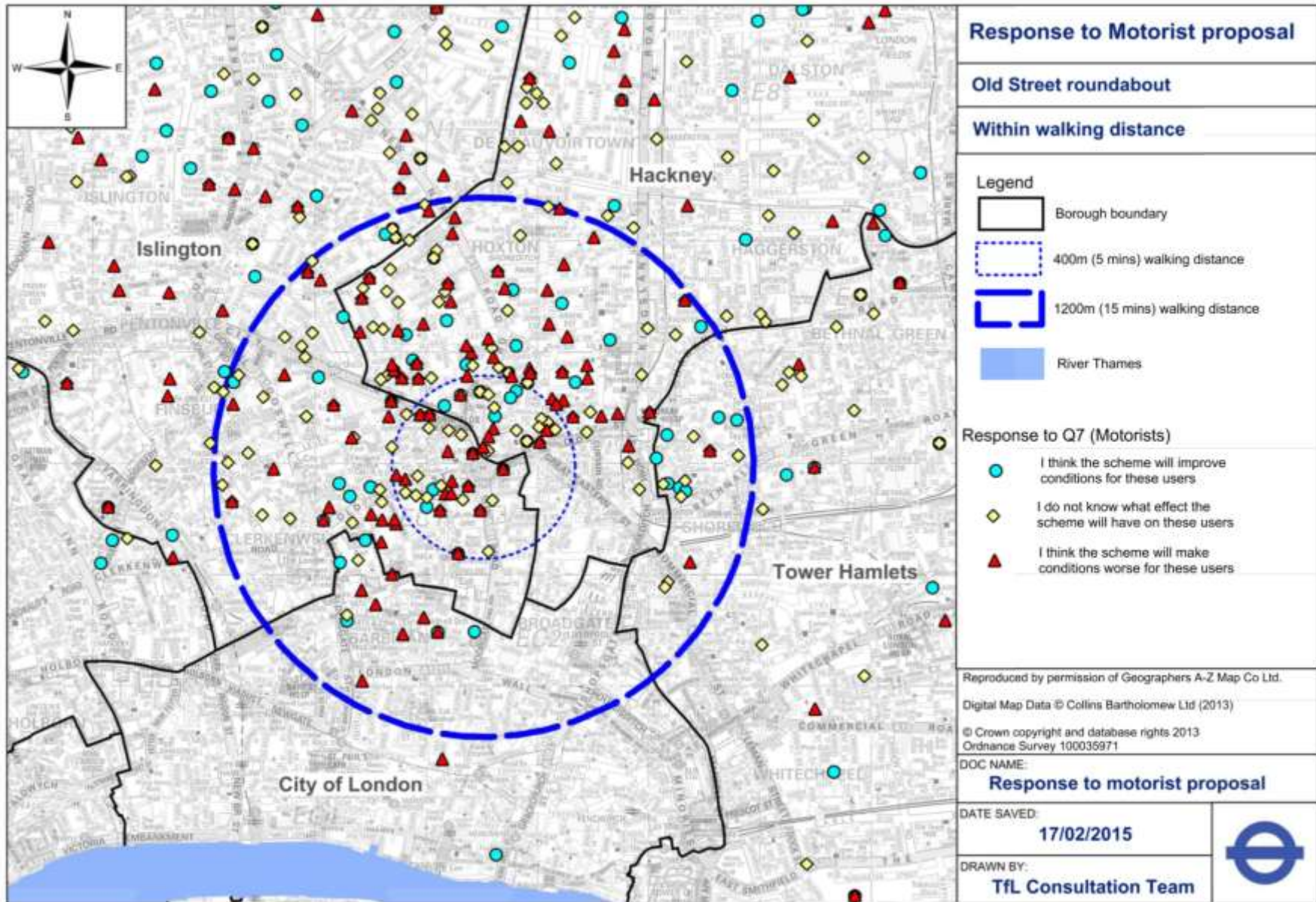
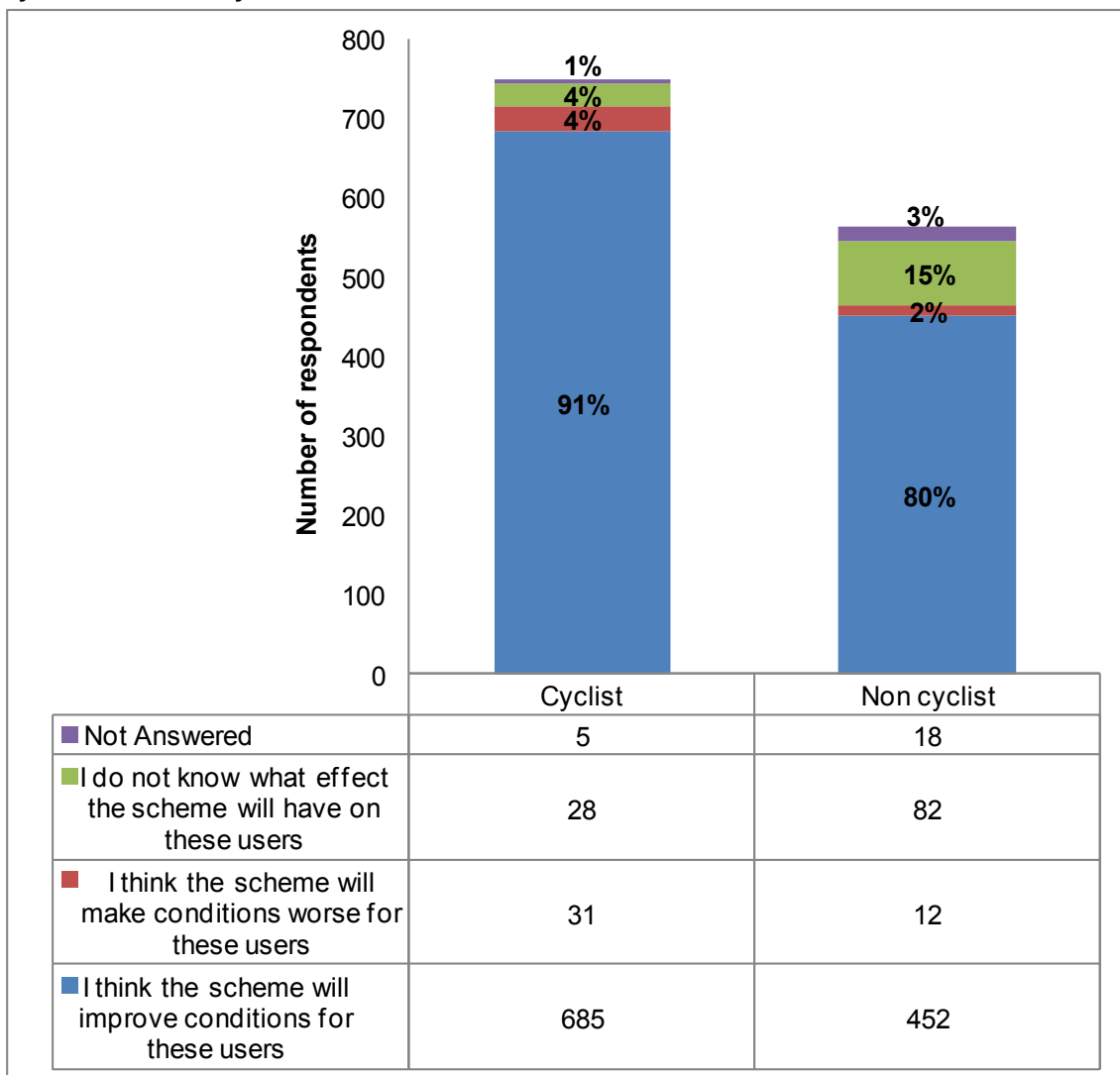


Figure 6: Distribution of respondents within a 15 minute walking distance of Old Street roundabout and their response to the Motorist proposals



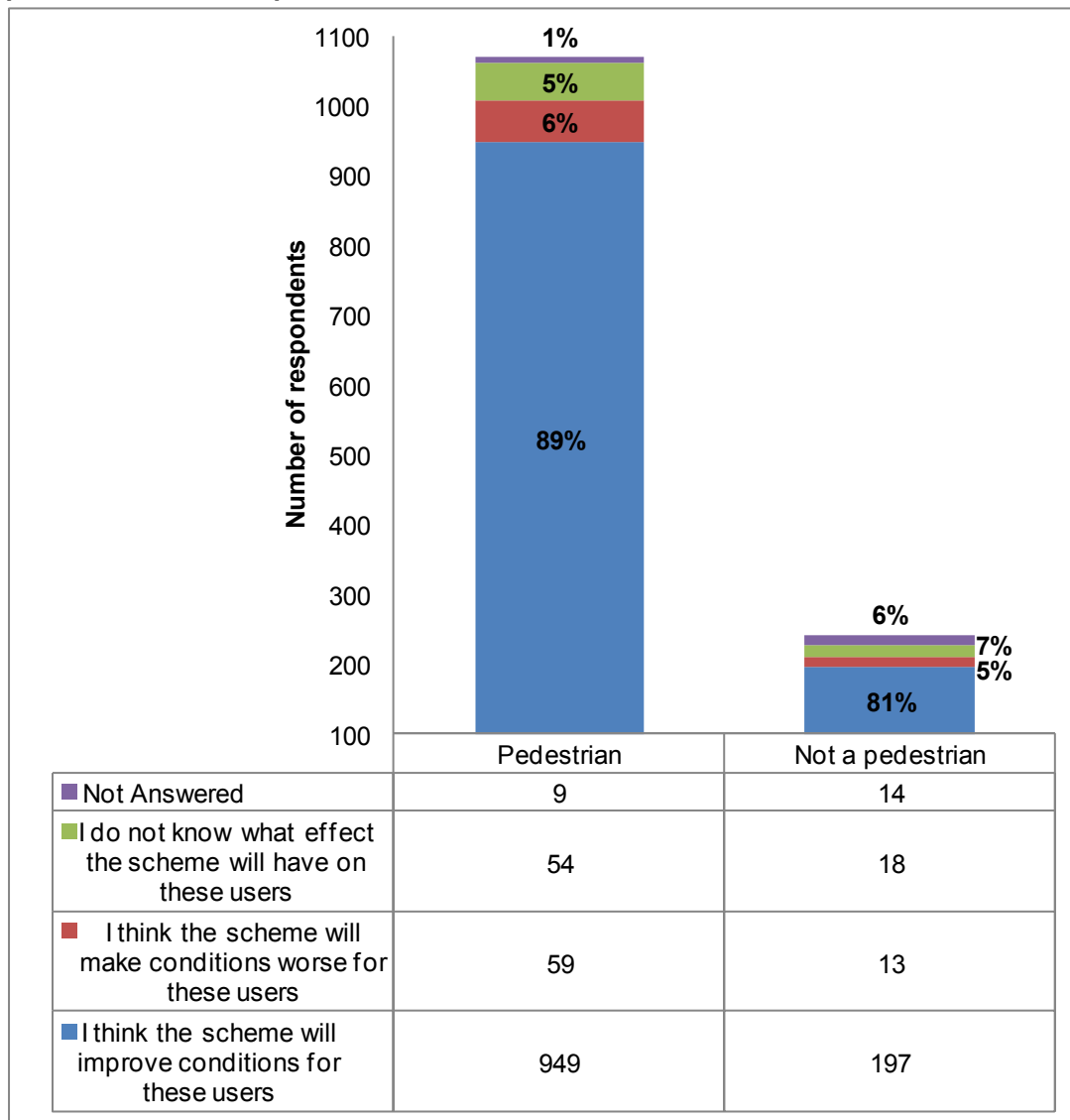
- 6.4. We compared the views of respondents who had identified themselves as a particular type of user with the views of respondents who had not identified themselves in the same way. Figures 7, 8, 9 and 10 which follow compare views for each user group.
- 6.5. Figure 7 below compares the views expressed by respondents who had identified themselves as cyclists with those who had not identified themselves in this way. A high percentage of both cyclists and 'non-cyclists' stated that the scheme would improve conditions for cyclists, although a larger percentage of non-cyclists were unsure of the effects the scheme would have.

Figure 7: 'What effect would the scheme have on cyclists' – comparison of views expressed by cyclists and non-cyclists



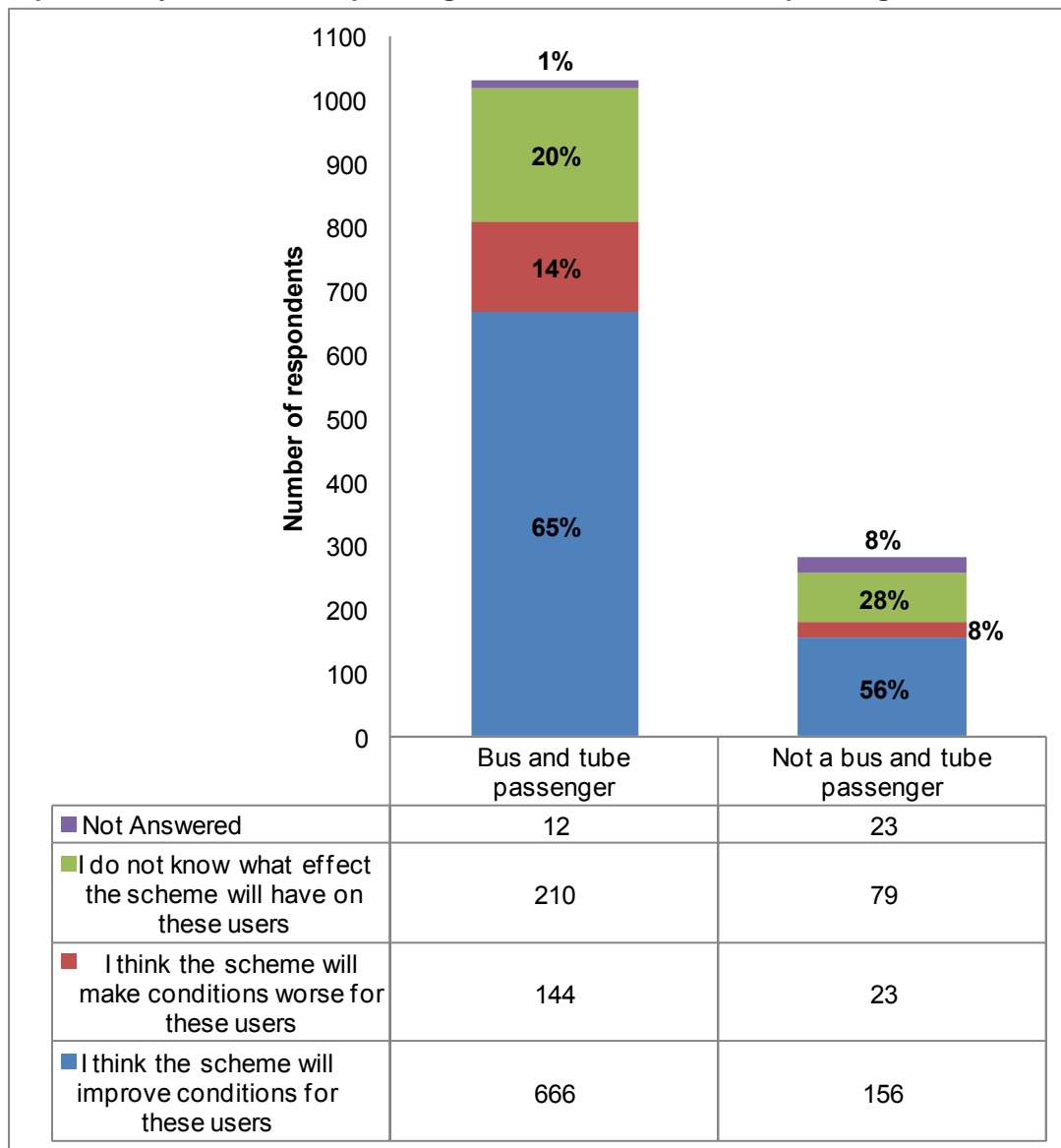
6.6. Figure 8 below compares the views expressed by respondents who had identified themselves as pedestrians with those who had not identified themselves in this way. While the proportions of pedestrians and 'non-pedestrians' who felt the scheme would improve conditions for pedestrians were both high, relatively few responses were received from 'non-pedestrians'.

Figure 8: 'What effect would the scheme have on pedestrians' – comparison of views expressed by pedestrians and non-pedestrians



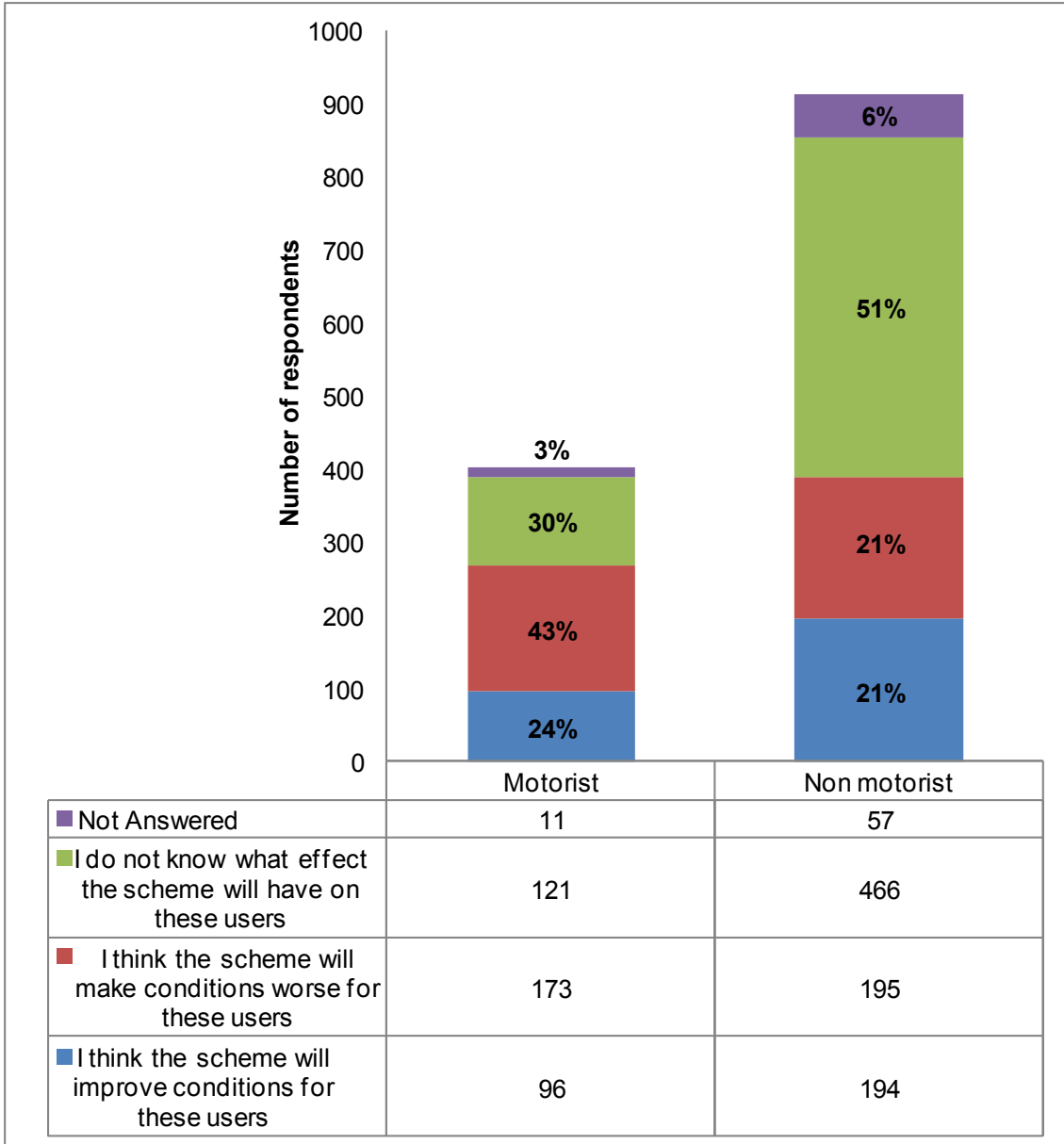
6.7. Figure 9 below compares the views expressed by respondents who had identified themselves as bus and tube passengers with those who had not identified themselves in this way.

Figure 9: ‘What effect would the scheme have on bus and tube passengers’ – comparison of views expressed by bus and tube passengers and non-bus and tube passengers



6.8. Figure 10 below compares the views expressed by respondents who had identified themselves as motorists who those who had not identified themselves in this way.

Figure 10: 'What effect would the scheme have on motorists' – comparison of views expressed by motorists and non-motorists



Analysis of open questions 7b, 8 and 9

- 6.9. Individual responses for questions 7b, 8 and 9 have been coded to one or more codes as appropriate. The code frameworks include several overall themes and the specific comments falling within these. For example, we received responses about the effect of the scheme on road safety, which formed a distinct ‘theme’. These responses were further divided into separate sub categories, for example dealing with cyclist or pedestrian safety.
- 6.10. As many respondents mentioned more than one specific comment, there were more codes than the total number of responses. Only the most frequently mentioned comments for each question are discussed in this report. A full breakdown of codes and the totals recorded are provided in appendix E.

Question 7b – Comments about proposals

- 6.11. We asked “If you have any other comments, including what you like or dislike about the proposals, please let us know in the space below.” 631 respondents answered this question.
- 6.12. Table 5 shows the top ten most frequently raised issues. A full breakdown can be found in appendix E. The majority of respondents made positive comments, with the specific comment ‘Improves cycle safety’ and ‘Improves pedestrian safety’ both featuring highly.

Table 5: Top ten issues and comments raised from Question 7b: If you have any other comments, including what you like or dislike about the proposals, please let us know in the space below.

| Top ten themes and comments from Question 7b | Number of comments |
|---------------------------------------------------------------------------------------------|--------------------|
| Support proposal: Support (in general terms no specific reason given) | 128 |
| Negative comment raised for proposal: Increased traffic delay | 124 |
| Support proposal: Improves cycle safety | 114 |
| Support proposal: Improves pedestrian safety | 74 |
| Negative comment raised for proposal: Banning the right turn into City Road | 70 |
| Alternative suggestion: More segregated cycle lanes needed | 57 |
| Negative comment raised for proposal: Safety of cyclists | 35 |
| Negative comment in relation to current state: Negative comments about current state | 27 |
| Negative comment raised for proposal: Relocated bus stops | 26 |
| Negative comment in relation to current state: Currently | 22 |

| | |
|--------------------------------|--|
| avoid cycling through the area | |
|--------------------------------|--|

Question 8 – Suggestions for peninsula space

- 6.13. We asked “Our scheme would create a new peninsula space in Old Street. In the medium term, we would use this space to enable us to make improvements to Old Street station. In the longer term, the space could be used for a new development, the proceeds from which would be used to fund further improvements to public transport services. We would like your feedback on what use we might make of this space in the short term. If you have any suggestions, please let us know below.” 655 respondents answered this question.
- 6.14. Table 6 shows the top ten most frequently stated suggestions/comments/concerns. A full breakdown of suggestions can be found in appendix E.

Table 6: Top ten suggestions stated for Question 8

| Top ten suggestions from Question 8 | Number of comments |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Retail suggestion for new peninsula space: Pop up venue: Food and Drink | 172 |
| Design suggestion for new peninsula space: More green space | 159 |
| Retail suggestion for new peninsula space: Pop up (non specific) | 95 |
| Design suggestion for new peninsula space: Public art/exhibition space is needed | 84 |
| Design suggestion for new peninsula space: No buildings should be built in the peninsula | 42 |
| Design suggestion for new peninsula space: More seating | 37 |
| Support new peninsula space: Unspecified Support for the scheme | 30 |
| Oppose new peninsula space: Oppose change to the current roundabout | 30 |
| Retail suggestion for new peninsula space: Development: Tech industry | 27 |
| Design suggestion for new peninsula space: The respondents cited other areas the Old Street scheme should emulate: Shoreditch Box Park | 21 |

Question 9 – Other comments

- 6.15. We asked “If you have any other comments, please let us know in the space below.” 332 respondents answered this question.
- 6.16. Table 7 shows the top ten suggestions/comments/concerns stated for Question 9. A full breakdown of issues and comments can be found in appendix E. The majority of respondents gave positive and supportive comments. A large number of respondents raised concerns with the road space allocation and made suggestions for an increased provision of segregated cycle lanes around the new junction(s).

Table 7: Top ten issues and comments raised for Question 9: If you have any other comments, please let us know in the space below.

| Top ten issues and comments from Question 9 | Number of comments |
|------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Support proposal: Unspecified support for scheme | 86 |
| Suggestions to improve the provision for cyclists: More segregated cycle lanes are needed | 34 |
| Support proposal: The area is in need of the proposed improvements | 29 |
| Concerns in relation to road space: Concern about worsening traffic delays | 27 |
| Concerns in relation to road space: Too much emphasis on cyclists but not enough for other users | 22 |
| Support proposal: Sooner is better/Overdue | 20 |
| Alternative suggestions/extensions: Install a continuous cycle lane all the way between Clerkenwell and Shoreditch on A5201 | 16 |
| Alternative suggestions/extensions: Cross road option preferred | 14 |
| Other: Not directly related to the proposal | 14 |
| Oppose proposal: Unspecified opposition to scheme/Requests for the roundabout to remain in its current form | 13 |

7 Responses from stakeholders

Please note that these summaries are intended to condense what were often very detailed responses. This is to enable readers of this report to understand more easily the feedback TfL received to the consultation from stakeholders. The original, uncondensed stakeholder responses were used for analysis purposes.

Comments from Local Authorities

7.1 London Borough of Islington

Commented that the changes to Old Street roundabout would improve cyclist and pedestrian safety and provide new public space, supporting growth in the area. Emphasised that there should be ongoing dialogue between TfL, the relevant local authorities and others, including the design of the new peninsula space as concepts emerge. Asked that TfL consider increasing the footway space on the north-eastern and south-eastern 'arms' of the roundabout. Suggested a way-finding strategy be introduced post-implementation of the scheme to help pedestrians navigate their way through the revised junction space. Asked that TfL consider whether the scheme provides sufficient capacity for future cycling levels, and whether cycling journey times could be reduced without impacting on safety. Also suggested a new cycle route for Central Street, a 20mph speed for the Inner Ring Road and mitigation measures to offset any negative impacts on air quality resulting from the scheme. Suggested that TfL should reconsider the proposed relocation of bus stops and asked for an assessment of the operation of Old Street station post implementation. In the longer term, Islington asked for further discussions on how improvements to Old Street London Underground station might be funded and on any plans for over-station developments which may emerge. They also asked for discussions on construction impacts and the opportunity for local employment as a result of the scheme. Finally they highlighted the importance of appropriate maintenance and mitigation arrangements for the longer term.

7.2 London Borough of Hackney

Said it was 'fundamentally opposed' to the scheme, highlighting concerns in regards the impacts of the scheme on journey times for general traffic, bus passengers, cyclists and pedestrians. Also highlighted concerns in regards to the proposed narrowing of footway space on the north side of the Old Street roundabout, particularly in relation to the extensive night-time economy in the area and on the potential for future tree planting.

Commented that it was difficult to separate at the impact of the Old Street scheme on its own, from the impact of other schemes planned for central London. Requested clarification on the mitigation procedures proposed by TfL for the Hackney road network. Stated that the Central London road schemes will have major impacts on

the borough road network, and that Hackney have not seen details or been properly consulted with regards to these.

Said that an increase in journey times would appear to be something that TfL would usually consider to be problematic. Said an increase in cycle journey times may result in them using a non-segregated route, meaning the scheme may struggle to fulfil its objective of increasing cyclist safety. Commented that an increase in pedestrian journey times will be around 30% and that less choice for pedestrians due to the removal of subways may lead to excessive pedestrian congestion.

Stated that the Old Street area is already a borough hotspot for air quality and requested that TfL provide air quality modelling.

Commented that the proposed new pedestrian crossing from Old Street station across City Road was not conveniently located, and could represent a safety issue. Commented that TfL are relying on the developers of the site on the corner of Old Street and City to address the failure to provide suitable access to the station and widened footways. Stated that the shortcomings they perceived to be associated with the scheme might impact negatively on future development in the area.

Comments from political stakeholders

7.3. Hoxton East and Shoreditch (LB Hackney) councillor Councillor Feryal Demirci

Concerned that there were no consultation 'roadshows' in the borough of Hackney and asked for assurance that future events would be held in the borough.

7.4. Highbury East (LB Islington) councillor Councillor Caroline Russell

Concerned that TfL is proposing to build over Old Street station. Wished for TfL to re-examine a crossroads alignment and for the large advertising structure in the current roundabout to be removed. Asked that the crossing on Old Street by Vine Street be staggered and a 20mph limit adopted throughout. Highlighted the need for adequate pedestrian crossing signal times and suggested parallel pedestrian crossings to resolve the lack of a crossing point at City Road/Old Street in the north-east corner. Concerned at a potential loss of step-free access at Old Street station and relocation of bus stops further away from the station. Referenced a reduction in traffic across the Inner Ring Road over the last 13 years and suggested that this should lead to reduced vehicle dominance and improvements to the public realm.

Comments from transport stakeholders

7.5. National Union of Rail, Maritime and Transport workers (RMT)

Highlighted concerns with the proposed banned right turn from Old Street (West) into City Road (south), access to bus lanes and that the entirety of the roundabout should be available to taxis for dropping off/collecting passengers with disabilities.

7.6. London Cycling Campaign (LCC)

Concerned that the proposals are 'not safe enough' and that motorised traffic and the generation of income is being prioritised over the interests of pedestrians and cyclists. Recommended a crossroads alignment, with space reallocated from the highway (not the footway) to cycling. Additionally, concerned that the proposals would not reduce vehicle levels on the Inner Ring Road, that air quality in the area is poor, that the proposals would not offer significant capacity for cyclists and that all cycle movements should be enabled. Highlighted issues with the reduction in footway space in some areas, the absence of a pedestrian crossing on the eastern side of the junction and with the relocation of bus stops. Also concerned that an over station development would make the junction oppressive.

7.7. Friends of Capital Transport Campaign

Responded that they felt the scheme would improve conditions for cyclists and pedestrians, worsen conditions for bus and tube passengers and that they did not know what effect it would have on motorists.

Commented that they support the principle of the scheme but were concerned with the relocation of bus stops.

(Responded via TfL's online consultation portal and answered the questionnaire)

7.8. Campaign for Better Transport

Responded that they felt the scheme would improve conditions for cyclists and pedestrians but did not answer the question on the effect the scheme might have on bus and tube passengers. Responded that they did not know what effect the scheme would have on motorists.

In written comments they explained the scheme would improve conditions for tube passengers but is neutral for bus passengers. Commented that a pedestrian crossing proposed at the north-eastern arm is distant from areas where pedestrians would naturally cross and suggested it be placed further north-east.

(Responded via TfL's online consultation portal and answered the questionnaire)

7.9. Licensed Taxi Drivers Association

Responded that the scheme would improve conditions for cyclists and pedestrians and that they did not know what effect it would have on bus and tube passengers and motorists.

Commented that the scheme 'might work' if vehicle journey times were not increased, but objected to the proposed banned right turn from Old Street (West) into City Road (South).

(Responded via TfL's online consultation portal and answered the questionnaire)

7.10. Sustrans

Responded that the scheme would improve conditions for all modal groups. Commented that there is a desire line for cyclists from Old Street (West) to City Road (North) and that this movement should be accommodated within a cycle track, demarcated from pedestrian space. Suggested that cyclists should be permitted to turn right from Old Street (West) to City Road (South). Commented on proposed road markings at City Road (North) and Old Street (East) and asked for segregated cycle lanes on the eastern arm of Old Street. Asked for pedestrian crossing facilities near the signals and that entry to cycle lanes (e.g. At City Road North) should be clear. Asked that angles for certain cycle movements be reduced.

(Responded via TfL's online consultation portal and answered the questionnaire)

7.11. GMB Professional Drivers Branch

Responded that the proposals would worsen conditions for cyclists, pedestrians and motorists but improve conditions for bus and tube passengers.

In written comments described the proposals as 'ill conceived', highlighting issues with a banned right turn from Old Street (west) and the effect this might have on Mallow Street traffic levels. Queried the purpose of a 24-hour bus lane on Old Street and commented that businesses in the area would suffer from a loss of passing trade. Concerned at the air quality/noise effects on residents and felt that there was no need for an additional retail element within the proposed peninsula space. Commented that little data had been published to show the effect of the scheme on surrounding streets and suggested that cyclists and pedestrians be accommodated within an underpass. Commented that the gyratory 'already works' and that the required funding to deliver the scheme proposed should be spent elsewhere.

(Responded via TfL's online consultation portal and answered the questionnaire)

Comments from the Emergency Services

7.12. London Fire Brigade

Commented that the proposals would reduce space for appliances.

Comments from local community and management groups

7.13. The Islington Society

Found the proposals 'disappointing' and suggested that they were a 'half-way house' that could increase collisions by providing cyclists and pedestrians with a false sense of security. Argued that accommodating heavy traffic flows should not be achieved to the detriment of pedestrians and cyclists. Highlighted the environmental consequences of traffic and suggested that TfL should re-examine plans for a crossroads alignment. Objected to the principle of building over Old Street station.

7.14. Hackney Living Streets

Objected to the proposals, preferring a crossroads alignment, with ramps and subways retained and footways widened. Asked that the number of traffic lanes be

reduced and suggested that some cycle lanes may be too wide. Asked that the four corners of their preferred crossroads be pedestrian-only plazas with tight turning radii to slow traffic. Emphasized that there should be no interactions between cyclists and pedestrians, including that there should be no shared spaces or toucan crossings and that cycle hire docking stations should be positioned so as to discourage footway cycling. Commented that the peninsula should be retained as a public space, and crossings should be 'straight-across', with an additional crossing on Old Street (east).

7.15. Living Streets

Believes that the proposals do not go far enough and that they are 'skewed' towards keeping traffic moving. Recommended a crossroads alignment, highlighting concerns in regard to pedestrian journey times, removal of subways, reduction of footway widths, the location of pedestrian crossings at the junction of City Road/Old Street and with the potential over-station development.

7.16. Redbrick Estate Tenants Management Organisation

Responded that they felt the scheme would improve conditions for pedestrians, cyclists and public transport users and that they did not know what effect the scheme would have on motorists.

Commented that the peninsula looked bland and dominated by the existing 'ugly' advertising structure. Suggested that planting additional vegetation could improve the visual amenity of the area, help improve poor air quality and suggested that a large piece of public art could replace the advertising structure.

(Responded via TfL's online consultation portal and answered the questionnaire)

Comments from local businesses

7.17. Camden Lock Books

Felt that traffic flow data/visualisations should have been available within the consultation. Concerned that the cycle lanes proposed within the scheme are too narrow and may lead to poor cyclist discipline, increasing the risk of collisions. Requested additional bike parking spaces. Felt that the northern pedestrian crossing is a compromise and may lead to pedestrians running across the road: suggested that the crossing be moved further east and queried more generally the extent to which the safety of pedestrians had been considered in the scheme design process. Concerned that removal of subways would reduce passing trade and requested that natural light to the bookshop be maintained. Highlighted a concern with the potential relocation of a loading bay and proposed access arrangements for shop deliveries and waste removal. Requested that TfL incorporate a responsibility for maintenance and security of Old Street station and St Agnes Well within the proposals. Asked for assurances that no new book selling businesses would be granted leases on the peninsula and queried provisions for mitigating disruption during construction.

Highlighted a concern that the bookshop had not been referenced in the proposals and suggested that TfL had a duty of care to it.

7.18. Helical Bar

Formally supported the proposals and asked to be kept informed with progress of the scheme.

7.19. Derwent London

Supported the proposals and urged TfL to proceed with them as quickly as possible.

7.20. The Horns & Golden Bee

Concerned that the relocation of bus stops may impede the smooth operation of their business, highlighting potential conflicts with their evacuation procedures and potential difficulties in light of the nature of their business.

8 Conclusion

8.1 There was a good level of response to the consultation, with over 1,300 responses, including 20 responses from stakeholders.

8.2 There were high levels of support for the scheme to proceed.

A large proportion of respondents felt the scheme would improve conditions for cyclists and pedestrians in particular (87 per cent of respondents felt the scheme would improve conditions for these users), while slightly fewer respondents felt that the scheme would improve conditions for bus and tube passengers (63 per cent of respondents felt the scheme would improve conditions for these users).

Respondents were less positive about the effect the scheme might have on motorists: 45 per cent of respondents did not know what effect the scheme might have and 28 per cent felt it might make conditions worse for these users.

8.3 Respondents were also generally positive in their written comments, although some expressed concerns, including the effect the scheme might have on traffic or the potential for 'conflict' between cyclists and pedestrians. Other respondents supported the need for a scheme at Old Street roundabout, but preferred an alternative approach, most notably a return to a cross-roads alignment.

8.4 Next steps

Following careful consideration of all points raised, we have decided to proceed with the scheme.

An Urban Realm and Station Access Design commission is underway, with a view to developing concepts to be shared with stakeholders and the wider public in autumn 2015. We will look to start our enabling works for the scheme in early 2016.

Appendix A – Copy of the consultation leaflet

Old Street roundabout improvements

Consultation closes Sunday 11 January 2015

Have your say:

tfl.gov.uk/old-street-roundabout

Contact us:

We will also be holding roadshow events where TfL staff involved in the Old Street roundabout project will be available to answer any questions you may have.

Spin Xmas at Rochelle School, Arnold Circus, London, E2 7ES

- Friday 5 December, 17:00 – 21:00
- Saturday 6 December, 11:00 – 16:00

Email us at: consultations@tfl.gov.uk

Paper copies of plans and responses are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234*.

*Service and Network charges may apply.

For information about the Mayor's Vision for Cycling, please visit tfl.gov.uk/cyclingvision

For information about work to support walking, please visit tfl.gov.uk/walking



Front cover: Artist's impression of the transformed Old Street roundabout.

MAYOR OF LONDON



Overview

As part of the Road Modernisation Plan we propose making improvements at Old Street roundabout.

What are we proposing?

We propose closing the north-western 'arm' of the roundabout. This would create a new peninsula space by incorporating the existing central island of the roundabout into the surrounding footway.

The remainder of the junction would be redesigned to be simple and straightforward to use. We would provide new cycle lanes and crossings throughout the junction, some of which would be segregated from vehicles, and would install cycle-only signals.

We would improve conditions for pedestrians with new pedestrian crossings as an alternative to the existing subways, one of which would be closed. We would provide greater footway space and remove obstructive street furniture wherever possible.

This consultation is your chance to give us your views.
Visit tfl.gov.uk/old-street-roundabout for further details.

Why are we proposing this?

A lack of facilities for pedestrians and cyclists:

- Although cyclists make up almost a third of all vehicles at Old Street roundabout in the morning rush-hour, there are currently limited cycle facilities
- Pedestrians must currently use one of the four subways to access Old Street station. These subways can be unattractive to our passengers, especially at night. We would close one of these subways and provide surface level crossings and a new station entrance

Collisions involving vulnerable road users:

- Between February 2010 and January 2013, there were 44 collisions in the vicinity of the roundabout which resulted in injury to people. More than 80 per cent of these involved a pedestrian or cyclist. Our proposals are aimed at dramatically improving this situation



Improving the urban environment:

- Closing the north-western 'arm' of the roundabout provides an opportunity to create a new public space with improved planting in the short term. In the medium and longer term, proposed upgrades to Old Street station would mean more changes and improvements to the area
- An indicative layout is included in this consultation and we welcome feedback and suggestions for how the space could be best used

New developments are planned:

- Old Street roundabout forms the centre point of London's "tech city", an area undergoing extensive regeneration which will significantly increase the number of people visiting and passing through Old Street. Our proposals include new surface level pedestrian crossings and a new station entrance to accommodate forecast numbers of users

The proposed changes

The Old Street roundabout is a complex, multiple-lane roundabout. It links the A5201 Old Street and A501 City Road and forms a part of London's Inner Ring Road. It provides a route for traffic heading north to the M1, south to the City and London Bridge, west to London's West End and east to Canary Wharf and City Airport.

The photograph on the right, looking north over the roundabout towards City Road, shows the current layout of the roundabout.

We are proposing to close the



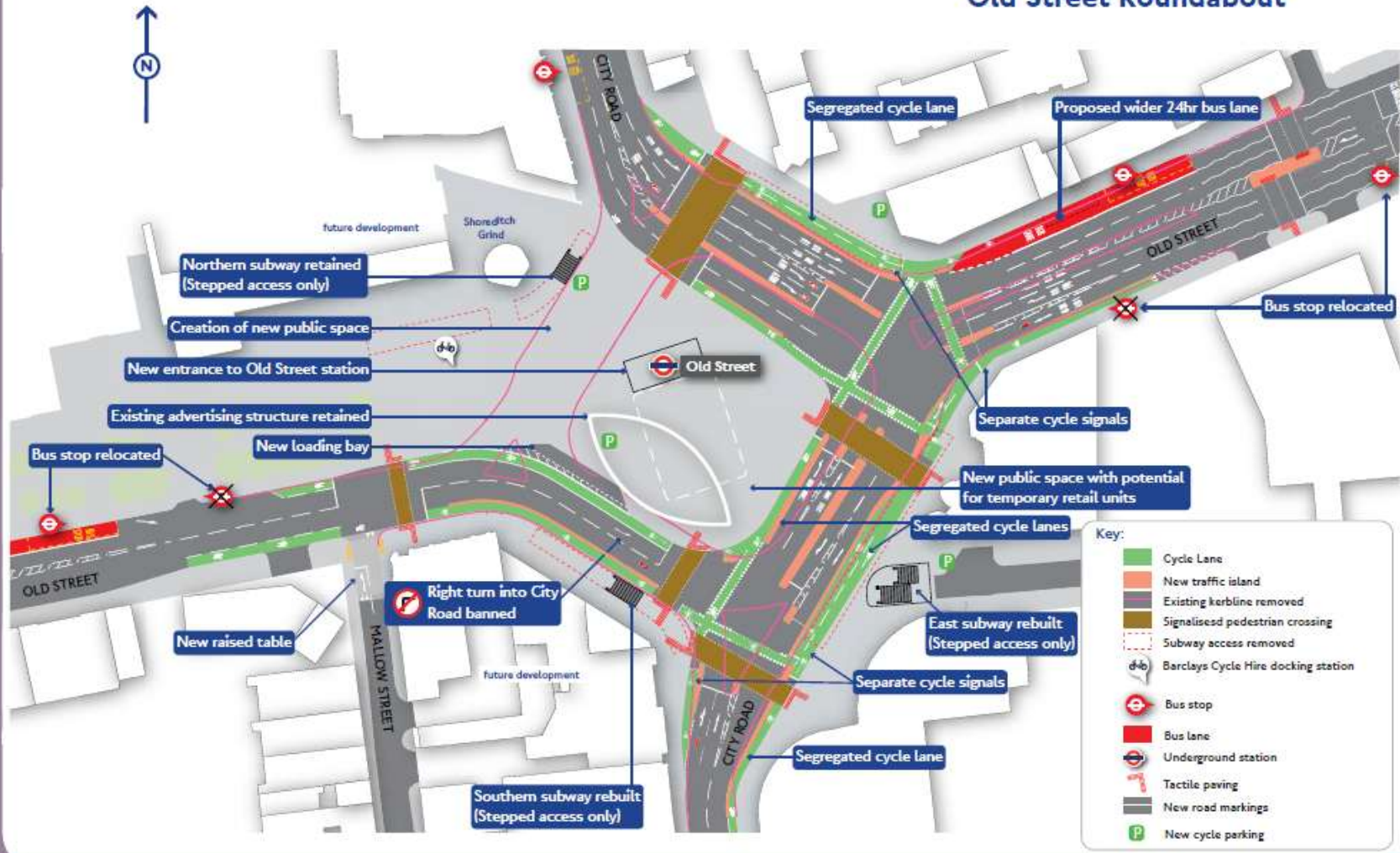
The current layout of the Old Street roundabout.

north-west 'arm' of the roundabout, radically changing how this junction would operate. Changes would include:

- The introduction of two-way traffic around the new peninsula, with clear signals, road markings and signs to assist all road users
- New cycle lanes on all arms of the new junction which would be fully segregated wherever possible
- New cycle-only signals
- New surface level pedestrian crossings and the closure of one of the four existing subways
- Widening the bus lane on Old Street eastbound to improve provision for cyclists
- The provision of a new loading bay to assist retailers in the area
- New cycle parking and improved Barclays Cycle Hire facilities
- Providing wider footways where possible and removing unnecessary street furniture
- Building a new entrance to Old Street station in the centre of the new peninsula
- Changing all bus lane operating hours to 24 hours a day
- Creation of a new public space on the peninsula ahead of future changes proposed as part of the station upgrade
- Introducing new plantings and other improvements

To ensure the new road layout operates efficiently, we would need to ban the right turn from Old Street onto City Road southbound. The map on pages 6-7 highlights what changes would be made to the roundabout.

Old Street Roundabout



The new peninsula

Our proposed changes would create a new large central peninsula at Old Street. As part of our works, we are proposing to build a new station entrance on the peninsula and to transform this space so that it is more pleasant to spend time in.

In the medium-term, however, we will need to undertake works to upgrade Old Street station. It is important that our changes to the roundabout do not hinder the works that will be required in the future. We foresee that the new peninsula could develop in three main stages:

1. Short term

We suggest that until the early 2020s the peninsula could feature a new public space with a small number of retail units. The space would also include a new entrance to Old Street station. This is shown in the artist's impression below:



Artist's impression of a new peninsula and station entrance.

We would welcome feedback and suggestions for how the space could be best used in the short term. To leave your feedback please visit our website tfl.gov.uk/old-street-roundabout

2. Medium term

Old Street station lies beneath the area where the new peninsula would be created. From the early 2020s it will be necessary to undertake significant works to the station in order to provide additional capacity for passengers; in addition to other improvements, such as step-free access. These works would require areas of the peninsula to be closed while the improvements were completed.

3. Long term

The new space provided by the peninsula gives us the long term opportunity to consider the possibilities of a new development at Old Street, built over the refurbished station. The development would provide us with significant additional resources that would be used to fund public transport improvements in London.

We do not currently have any specific plans, and any new development at Old Street would go through the usual planning approval processes as well as proposals being made publicly available.

Construction work

Subject to the outcome of this consultation, work could start in late 2015. It is likely that the work would involve significant disruption to the road network at the local area, although we would try to reduce this as much as possible. We would also write to local residents, businesses and road users before starting work.



Why aren't we proposing a return to a crossroads arrangement at Old Street Roundabout?

Before the introduction of the roundabout in the 1960s, the junction of the A5201 and A501 formed a crossroads at Old Street. We considered whether re-introducing this arrangement would make the junction easier and safer to use by pedestrians, cyclists and others. Among the issues we considered were:

Station access

Old Street station lies beneath the central island at the roundabout, and so would lie directly beneath the centre of a new crossroads here. Without direct pedestrian access to the station, it would be very difficult to introduce step-free access to the redeveloped Old Street station.

Junction design

The crossroads would need to be very large in order to accommodate the high number of vehicles that use it. Journey times through the junction for pedestrian and cyclists would be greater with a crossroads arrangement, and it is very likely that the area would continue to feel intimidating to these users.

After careful review, we have decided that providing a crossroads at this location would not deliver the necessary improvements to the area.

What impacts would our proposals have on traffic flow?

We would take a number of steps to ensure that the changes we make at Old Street are balanced. Journey times through the junction for motorists and bus, coach and taxi passengers are likely to change slightly. We will continue to review and amend traffic signal timings at nearby junctions to ensure that congestion in the Old Street area is minimised. Please visit tfl.gov.uk/old-street-roundabout for more information.

TfL is developing wider traffic management plans for central London to help reduce the traffic impacts of this scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

Want to find out more?

This consultation is one of several we are currently undertaking on schemes that will transform dangerous junctions across London. For further details about these projects, please visit tfl.gov.uk/consultations

For more detailed information on the traffic impacts our scheme would have please visit tfl.gov.uk/old-street-roundabout



Appendix B – Letter to local residents

Transport for London



12 November 2014

Transport for London
FREEPOST TFL
CONSULTATIONS

Phone 0343 222 1234
Email consultations@tfl.gov.uk
tfl.gov.uk/old-street-roundabout

Dear Sir/Madam

Have your say on improvements at Old Street roundabout for pedestrians and cyclists

I am writing because TfL has launched a consultation on proposed changes at Old Street roundabout to improve conditions for pedestrians and cyclists and we would like to know what you think. These changes are being proposed as part of our Road Modernisation plan.

We propose closing the north-western 'arm' of the roundabout (between the western section of Old Street and northern section of City Road), creating a new pedestrianised peninsula space. The peninsula would offer more public space, a new station entrance and the potential for retail units.

The remainder of the junction would be redesigned with traffic running two-way around the peninsula and new cycle lanes throughout the junction, some of which will be segregated from vehicles. We would also install cycle-only signals. We would improve conditions for pedestrians with new pedestrian crossings as an alternative to the existing subways, one of which would be closed. We would provide greater footway space and remove obstructive street furniture wherever possible.

Have your say

To view our proposals and have your say, please see our website at www.tfl.gov.uk/old-street-roundabout. The consultation runs until 11 January 2015.

If you do not have access to the internet, you can request a consultation leaflet by calling 0343 222 1234.

To send your thoughts in writing, please use our freepost address. Simply mark your envelope 'FREEPOST TFL CONSULTATIONS'. If you would prefer you can email us at consultations@tfl.gov.uk; please include 'Old Street' in the subject line of your email.

MAYOR OF LONDON



VAT number 756 2769 90

We will also be holding roadshow events where TfL staff involved in the project will be available to answer any questions you may have:

The Great Hall at Central Foundation Boys School, Cowper Street, London,
EC2A 4SH
Saturday 29 November, 11am – 4pm

Spin Xmas at Rochelle School, Arnold Circus, London E2 7ES
Friday 5 December, 6pm – 9pm
Saturday 6 December, 11am – 4pm

Yours faithfully

A handwritten signature in black ink that reads "Peter Bradley". The signature is written in a cursive style with a long, sweeping tail on the letter 'y'.

Peter Bradley
Head of Consultation

Appendix C – List of stakeholders consulted

Jennette Arnold AM
Action on Hearing Loss (RNID)
Bus Watch West Haringey
London TravelWatch
Action for Children
John Biggs AM
Campaign for Clean Air in London
Royal Institution of Chartered Surveyors (RICS)
London Borough of Hackney
London Councils
Islington Transport Aware
Campaign for Better Transport
London Voluntary Service Council
DABD (UK)
Living Streets - Islington
Metropolitan Police
Jeremy Corbyn MP
London Youth
Sustrans
Age UK London
Confederation of British Industry (CBI)
Environment Agency
London Cycling Campaign (Islington)
Andrew Dismore AM
LFEPA (London Fire & Emergency Planning Authority)
Roger Evans AM

Federation of Small Businesses (FSB)
Institution of Civil Engineers (ICE)
The Association of Guide Dogs for the Blind
Royal London Society for the Blind (RLSB)
Leonard Cheshire Disability
Passenger Focus
Neighbourcare St John's Wood & Maida Vale
London Borough of Islington
Office of Rail Regulation
Multiple Sclerosis Society
London Chamber of Commerce and Industry (LCCI)
People First
EEF (Engineering Employers' Federation)

National Union of Students
Independent Disability Advisory Group (IDAG)
Joanne McCartney AM
British Youth Council
London Civic Forum
North London Strategic Alliance
Action for Blind People
London Cycling Campaign (Hackney)
Living Streets
Disabled Persons Transport Committee
The London legacy Development Corporation
Civil Engineering Contractors Association (CECA)
Community Transport Association (CTA)
Partnership for Young London
London Visual Impairment Forum (LVIF)
SCOPE
Highgate Society
British Deaf Association (BDA)
London First
Greater London Forum for Older People (GLF)
Emily Thornberry MP
English Heritage
Council for Disabled Children
Transport for All

Muscular Dystrophy Campaign
Natural England
National Council for Voluntary Youth Services (NCVYS)
Rail Delivery Group (RDG)
London Borough of Hackney
Islington Safer Transport Team
CCG Islington
CCG City and Hackney
Islington Chamber of Commerce
Environment Agency (London team)
Diane Abbot MP
Meg Hillier MP
London Cycling Campaign
Caroline Pidgeon AM
Angel AIM BID
Inmidtown BID
InShoreditch

Appendix D – Response to issues raised

Comments about the effects of the scheme

The effect of the scheme on the safety of pedestrians and cyclists

We received a range of comments about the effect the scheme could have on road safety. Some respondents felt that the scheme would have a positive effect whilst others disagreed and were concerned that the changes might be detrimental. Some respondents also commented negatively about the current layout of the Old Street roundabout.

Having reviewed the comments raised during the consultation, we consider that the cycling and pedestrian improvements we will implement as part of this scheme represent a vast improvement over the current situation. We have carried out a Road Safety Audit on the scheme design proposals which endorses the safety of the measures proposed. Further audits will be undertaken during detailed design and once the scheme has been built.

The current walking environment is unpleasant, and some pedestrians feel unsafe using the subways in the area. The changes we will make to the roundabout will introduce new surface-level pedestrian crossings which will provide ample time for pedestrians to cross and be much more pleasant to use. The creation of the new peninsula space will further improve conditions for pedestrians, including through the creation of new planted areas.

Introducing new segregated cycle-lanes and 'early-start' facilities will also significantly improve the junction for cyclists.

The effect of the scheme on bus passengers

Some respondents were concerned that the changes would disadvantage bus passengers, either because it will be necessary to relocate a bus stop slightly further away from Old Street station or because of a concern that bus journey times through the roundabout would increase.

The Old Street Roundabout scheme will improve conditions for bus passengers. Our changes will ensure there is step-free access to buses at all bus stops in the area and improve journey times for some routes and passengers. We do recognise that for some passengers, particularly those using routes running along the City Road corridor, there will be some increases to current journey times. During the development of the scheme, we investigated a number of options to try to mitigate the increases to bus journey times and have extended the length of the bus lane on City Road South by 70 metres in order to minimise delays. We also considered more radical measures, such as removing a lane for general traffic on the northbound approach to the junction. Unfortunately, this change would have a significant detrimental impact on other road users.

Having reviewed the responses to the consultation we consider that the planned scheme represents the best balance for all users.

Comments about changes to highway space

Some respondents objected to our proposal to reassign space for vehicles to cyclists, pedestrians or other users.

It is true that the changes we will make to the roundabout will reduce the amount of effective highway space available. There will be an increase in journey times for traffic moving northbound on City Road, where highway space has been reassigned to cyclists. However, Journey times on the remaining routes including the A501/A5201 Inner Ring Road where traffic levels are greatest, will not change significantly. Detailed traffic modelling has indicated that, overall, the proposals would not result in significant increases to journey times for general traffic through the junction.

Comments about changes to pavement space

Some respondents were concerned that it might be necessary to reduce the width of the pavement in some areas.

Our plans will result in increases in the amount of space available for pedestrians moving around the junction, as a result of de-cluttering. There will be a small reduction to pavement widths in order to achieve the layout we proposed. Our pedestrian modeling demonstrates the expected level of service taking future growth into account.

The effect of the scheme on anti-social or inconsiderate behaviour

Some respondents were concerned that the changes we proposed could give rise to a greater amount of anti-social or inconsiderate behavior, such as cycling on footways/pedestrian space or public drunkenness.

Access to Old Street station and the St Agnes Well's retail concourse is currently only possible via the subways. These subways can be intimidating to use for some people. We will reduce the number of subways in the area, bringing pedestrian movements to street level, which will considerably improve the look and feel of the Old Street area. We believe that our plans will have a positive impact in reducing anti-social or inconsiderate behaviour in the area.

Comments about the impact of constructing the scheme

We endeavor to work collaboratively to carefully co-ordinate all of our construction projects via a combination of public consultation, scheme approval, operational modelling and works planning processes. We are currently undertaking unprecedented levels of construction on the central London road network, meaning that proper coordination is now more critical than ever.

To this end, in addition to those processes outlined above, we are planning and managing schemes on a tactical basis. We will use our advanced traffic signal technology to actively manage flows of traffic on the network and respond to situations as they arise using a newly established set of procedures in our London Traffic Control Centre.

Using this approach will ensure that we are able to keep London moving whilst delivering our ambitious programme of work. We will of course remain committed to keeping progress under close review and respond to any specific issues that as they arise

The effect of the scheme on traffic flow

Our designs reduce the effective highway space which is available. Nonetheless, our traffic modelling indicates that the changes would not result in significant increases to the journey time of general traffic through the junction. There will be some increases to journey time on City Road, where some capacity has been lost in order to provide improved facilities for cyclists.

The movement of traffic from north to east on the Inner Ring Road has been protected as a priority, thus some other movements, (for example City Road south to north) has seen increases in order to achieve this objective.

Our plans will introduce a right turn ban from Old Street west to City Road south, which is currently a permitted movement around the roundabout. In order to create the new peninsula space, the north west arm of the existing junction will be lost, as a result of this, traffic will need to reassign to other available routes accordingly. Cyclists will be able to use an alternative signed route via Mallow Street and Featherstone Street to access City Road (south) from Old Street (west)

Under our plans, this movement will need to be banned due to the constraints on capacity at this junction. Retaining the right-turn movement would compromise the cycle facilities which we are able to provide at the junction. Permitting this right-turn would also require an additional traffic signal phase, resulting in increased delays for all general traffic movements around the junction. We believe that the banning of this movement represents the optimal solution, as the existing right turn flow at this junction is low (86 vehicles, approximately 16% of 531 vehicles exiting the west arm of the junction in the AM peak hour 08:15-09:15) by comparison to other movements,

The effect of the scheme on Tube passengers

Our plans seek to close a number of the existing subways providing access to Old Street station, as these passages are generally dark, dirty and create spaces for antisocial behaviour. Any subway closures would be dependent upon the success of a planning application to be submitted at a later date, to enable us to create a new, widened entrance to St Agnes Well & Old Street Station. A new station entrance will allow us to close these unpleasant subways whilst retaining sufficient access to the station.

Our proposals would be coordinated with London Underground's "Cooling the Tube" works and we would also ensure that signs are well planned to ensure that way-finding from the station is simple and clear.

Overall, we believe that the impact of the scheme on underground passengers is positive in that the scheme brings the vast majority of movements to grade and will help to reduce the risk of crime and disorder.

Suggestions for alternative schemes or changes to the proposals

Introduce a crossroads alignment

As part of the feasibility stage of design and prior to undertaking public consultation, we considered the option to re-introduce a crossroads layout at Old Street, as per the historic arrangement at the junction. Our investigation of this option was referred to in the

consultation documents released in November.

Whilst such a layout would enable us to tighten the junction, simplifying pedestrian crossing movements, and would allow for pockets of new public space to be created on all sides of the roundabout, the location of Old Street Station beneath the roundabout significantly hampers the ability to deliver this option.

There are a number of structures/constraints located on the existing central island of the roundabout, including three ventilation shafts which provide a fresh air flow to the concourse and platform levels of the underground station which it is not possible to relocate, without significant disruption and huge cost. Further, this option significantly reduces the available carriageway space, which would compromise our ability to provide adequate provision for cyclists. As a result of these constraints, it is not feasible to proceed with this option.

Introduce a 20mph zone and comments about the enforcement of existing speed limits

We are currently trialling 20mph speed limits on the Transport for London Road Network at selected Central London locations. Old Street was not chosen for the trial because it is a key strategic arterial route with a very high “movement” function. Additionally, significant changes are proposed for the road layout here as part of this scheme over the next few years so monitoring the long term effects of a 20mph trial at Old Street is not possible at this stage.

Dependent on the outcome of the trials, once complete in 18 months, TfL may explore the feasibility of implementing 20mph at Old Street to coincide with the completion of the Old Street scheme. However, TfL will need to ensure that capacity on the Inner Ring Road is not substantially compromised by such a scheme at Old Street.

Requests for an increase in capacity for cyclists

Some respondents, whilst welcoming increased cycling provision, requested that we introduce further facilities for cyclists at Old Street.

It is not possible to create a segregated cycle lane on the south-western side of the peninsula whilst also providing a loading bay to service St Agnes Well and Old Street station, for which facility must be retained. We have therefore sought to provide the best provision possible within the constraints which we need to work with.

We do not consider it appropriate to provide a cycle lane through the peninsula space. Whilst it is certainly physically possible to create a cycle lane here, we consider that the space is best dedicated to the creation of an inviting public space which primarily caters for the high numbers of pedestrians who move through the area currently, and the increased numbers that are expected to do so in the future.

The level of cycling provision provided as part of the scheme is a vast improvement on what can be seen at the junction today; particularly in respect to the east-west movement along Old Street which is a very dominant desire line, but presently has little provision for cycling.

Finally, in respect to the overall capacity for cyclists at the junction, the modelling which we have undertaken indicates that our proposals be able to accommodate both current and

future demand according to growth projections agreed between the Greater London Authority and TfL.

Requests for an increase in capacity for pedestrians

Our design provides sufficient footway for pedestrians travelling around the junction now and in the future. There has been no reduction to footway widths in order to achieve the layout which was proposed in this consultation. Whilst the footways to the south side of City Road east arm and to the south-west of the roundabout adjacent to the Derwent development are the narrowest, our pedestrian modelling indicates that these are likely to be the least-used spaces. Even when considering expected increases in pedestrian levels through to 2031, we do not anticipate that footways will reach capacity.

Requests for improvements to the public realm

We have now awarded a contract for an external architect (Fereday Pollard and Urban Movement) to develop design options for the use of the new public space. The design brief will be informed by comments and discussions which we have had with the London Boroughs of Islington and Hackney, alongside comments made in this consultation. No constraints around what the space should/should not be used for have been stipulated in order to allow the architect free flowing creative thought when developing proposals.

The London Boroughs of Islington and Hackney will be involved as the design process develops and once we have concepts to share, an informal public exhibition/engagement event will be undertaken to enable the public to give their feedback on the ideas and inform what is ultimately delivered.

Suggestions for uses of the new peninsula space in the short term

Introduce a car park

A small number of respondents suggested that the new peninsula space could be used to create a car park. This is not possible given that segregated cycle facilities are proposed around the peninsula. Access and egress from such a facility would require modifications to these facilities, which would be in conflict with the overall project objectives, to facilitate more and safer cycling.

Further, TfL are currently working to understand the weight which the peninsula structure will be able to support. However it is likely that to build a structure such as this, we would need to introduce piles beneath the peninsula which could prove difficult around the London Underground infrastructure, and would likely be costly to implement.

Lastly, the space which is available on the peninsula is not linear/free of constraints – particularly around ventilation shafts to support the London Underground station, thus it would not naturally lend itself to this type of structure particularly well.

Introduce a Children's play area

A number of respondents indicated that a children's play area would be a good use of the space. This will be explored in architectural concepts. However there are safety concerns around locating a children's facility so close to a major highway junction which will need to be carefully considered.

Comments about the advertising structure

A number of respondents made comment about the JCDecaux advertising structure which is currently situated on the central island of the roundabout. TfL and JCDecaux have an agreement in place which states that the structure will be retained until 2025. Consequently, we are not proposing to remove or alter this structure as part of our works. .

Suggestions for additions to the peninsula (CCTV, extra planting, seating, cycle parking/docking station, taxi rank, cycle route through)

Suggestions of useful additions which could be made on the new peninsula space were made, including increased CCTV surveillance, additional planting, seating spaces and cycle parking. All of these suggestions will all be considered within the urban design and architecture commission which will be beginning in the coming weeks.

The creation of a new taxi rank was also requested. Unfortunately we are unable to achieve this as the only logical place which this could be sited is where we are presently proposing to locate a 24 hour loading and unloading facility to service retailers within St Agnes Well and London Underground contractors. We are in ongoing discussions with the Taxi and Cab Ranks Committee to try to resolve how taxis can best service this area.

Comments opposing a development at the peninsula in the longer term

As part of our proposals for Old Street Roundabout we will be developing concepts for the urban realm and potential usages for the space which would be in keeping with the surrounding environment. These options will focus upon what should be provided here in the medium term (the next 5-10 years). London Underground is currently undertaking a detailed study into the long-term future of Old Street station. Any future development on this site will be subject to a separate consultation.

Requests that the peninsula be simply laid out

We have now appointed an architectural and urban design consultant to develop designs for the new peninsula. A simply laid out space on the peninsula will be key to making this a successful and usable space and our ideas for this area will be shared with the public for comment later this year.

Comments about the 'feel' of the area

Some respondents stated that the computer generated images to support the consultation felt very polished, and that they would prefer a more creative feel which is in keeping with the local environment. The successful architect will be given the creative license to come up with concepts as they see fit, within the constraints which have been provided in their brief in relation to immovable London Underground structures.

Other comments

Comments about the consultation

Overall there was a good response to the consultation, with a variety of views expressed in regards to our proposals. The understanding of the scheme, and the reasoning behind it, seemed to be high.

Feedback was received in respect of the number and location of the roadshows that we held, alongside the printed literature that was produced. These comments will be taken on board for future consultations.

Comments about the environment

A number of comments were received in respect of environmental impacts of the scheme. A review of the environmental impacts found the following conclusions:

Traffic Noise

At the majority of locations around the Old Street and Apex junctions the proposed scheme results in an imperceptible change in traffic noise levels, resulting in negligible significant impact.

Potential traffic noise mitigation measures are limited in an urban situation such as the Old Street and Apex junctions. Significant road realignments or the introduction of noise barriers along the roadside could be considered, however these are not deemed to be feasible options for implementation at Old Street.

Air Quality

At 11 locations around the Old Street and Apex junctions, the proposed scheme results in adverse change to annual mean concentrations of NO₂. There are beneficial changes in air quality at 8 locations, and a negligible change at 3 locations.

There are no specific recommendations for air quality mitigation, from the work carried out.

Appendix E – Responses to all comments raised for Q7b, 8 & 9

Question 7b

| Top comments | Number of participants |
|------------------------------------------------------------------------------------------------|------------------------|
| Support proposal | |
| Improves cycle safety | 114 |
| Improves pedestrian safety | 74 |
| Support (in general terms no specific reason given) | 128 |
| Oppose proposal | |
| Oppose generally | 10 |
| Loss of bus lane | 6 |
| Loss of exit at the north eastern corner | 6 |
| Loss of pavement at the eastern corner | 6 |
| Loss of pavement space | 5 |
| Loss of road space | 19 |
| <i>Not scheme related directly</i> | 4 |
| <i>Project being two phases</i> | 1 |
| The design looks too complicated | 4 |
| Concern raised for proposal | |
| 'Conflict' between pedestrians and cyclists | 11 |
| Anti social behaviour | 2 |
| Cycle signal <input type="checkbox"/> | 7 |
| Cyclists going around loading bay | 8 |
| Safety of cyclists | 35 |
| Impact of the construction | 13 |
| Loss of the eastern entrance to the station | 19 |
| Banning the right turn into City Road | 70 |
| Increased traffic delay | 124 |
| Potential for irresponsible behaviour from cyclists | 19 |
| Safety of mobility impaired users | 16 |
| Relocated bus stops | 26 |
| Alternative suggestion | |
| Allow left turn for cyclists | 1 |
| Cross road option preferred | 18 |
| Improve surrounding areas and streets to keep up with the improvement of Old street roundabout | 2 |
| Introduce a 20mph speed limit | 5 |
| More segregated cycle lane needed | 57 |
| More space for pedestrians needed | 4 |
| More street lighting is needed | 6 |
| Suggestions for public realm schemes in the new peninsula | 9 |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| More consideration for motorists needed | 1 |
| Comment in relation to current state | |
| Currently avoid cycling through the area | 22 |
| Negative comments about current state | 27 |
| Reference to literature | |
| Cycle Campaign blog | 6 |
| http://maidstoneonbike.blogspot.co.uk/2014/11/old-street-redesigned.html | 5 |
| Other | |
| More information on the proposal required | 8 |

Question 8

| Top comments | Number of participants |
|---------------------------------------------------------------------------------------------|------------------------|
| Support new peninsula space | |
| Unspecified Support for the scheme | 30 |
| Oppose new peninsula space | |
| Oppose change to the current roundabout | 30 |
| Concern raised for new peninsula space | |
| Proximity of open space to traffic | 5 |
| Concern about potential rough sleeper on new peninsula | 2 |
| Concern about noise nuisance or disruption during construction | 9 |
| Alternative suggestion for new peninsula space | |
| Allow cyclists to go through the peninsula | 3 |
| Cross road option preferred | 7 |
| Design suggestion for new peninsula space | |
| Build a car park on the new peninsula | 2 |
| Establish a children's play area | 3 |
| Establish a Community space | 16 |
| Improve access to Old street station | 11 |
| Improve security (e.g. By introducing CCTV) | 3 |
| Introduce additional cycle hire docking stations | 6 |
| Keep the advertisement board | 1 |
| Keep the design simple (no cluttering) | 6 |
| More green space | 159 |
| More seating | 37 |
| No buildings should be built in the peninsula | 42 |
| Provide more cycling parking space | 17 |
| Public art/exhibition space is needed | 84 |
| Remove advertising structure | 12 |
| Install a segregated cycle lane through | 10 |
| Sport/recreation space is needed | 16 |
| The respondents cited other areas the Old Street scheme should emulate: Shoreditch Box Park | 21 |
| The respondents cited other areas the Old Street scheme should emulate: Other | 6 |
| Transport connection (taxi etc.) | 1 |
| Retail suggestion for new peninsula space | |

| | |
|---------------------------------------------|-----|
| Bar/Pub | 6 |
| Development: Tech industry | 27 |
| Development: Residential | 3 |
| Non chain stores | 15 |
| Pop up venue: Food and Drink | 172 |
| Pop up (non specific) | 95 |
| Other | |
| Not directly related to the question | 4 |

Question 9

| Top comments | Number of participants |
|---------------------------------------------------------------------------------------------------|-------------------------------|
| Support proposal | |
| Sooner is better/Overdue | 20 |
| The area is in need of the proposed improvements | 29 |
| Unspecified Support for scheme | 86 |
| Oppose proposal | |
| Unspecified opposition to scheme/Requests for the roundabout to remain in its current form | 13 |
| Concerns for pedestrians | |
| Concern about pedestrian safety | 9 |
| Concern about crowding on the pavement | 2 |
| Concern about anti-social behaviour/safety | 1 |
| Concerns in relation to road space | |
| Concern about delays on the bus services | 2 |
| Concern about increasing rat running in surrounding streets | 6 |
| Concern about worsening traffic delays | 27 |
| The proposal should increase road space | 1 |
| Too much emphasis on cyclists but not enough for other users | 22 |
| Concerns in relation to the tube station | |
| Station or tube overcrowding | 2 |
| Alternative suggestions/extensions | |
| Cross road option preferred | 14 |
| Developments which benefit local people needed | 3 |
| Improve access to Old street station | 4 |
| Increase security (CCTV) | 1 |
| Keep original character of the area (creative vibe) | 3 |
| Reduce pollution | 9 |
| Suggestions to improve the provision for cyclists | |
| Additional Cycle parking space needed | 1 |
| Install a continuous cycle lane all the way between Clerkenwell and Shoreditch on A5201 | 16 |
| Introduce an additional cycle hire docking station | 1 |
| More segregated cycle lanes are needed | 34 |
| Reduce the level of conflicting movements between Cyclists and other users | 10 |
| Public realm | |
| High rise buildings in the peninsula are needed | 1 |
| No high rise should be built in the peninsula | 7 |

| | |
|--------------------------------------------------------------------|----|
| Public art or exhibition space in peninsula is needed | 1 |
| Remove advertisement board | 12 |
| Enforcement | |
| Introduce stricter speed enforcement to make the area safer | 2 |
| Stricter enforcement of cyclist is needed | 2 |
| Other | |
| Consultation concern (material etc.) | 12 |
| Not directly related to the proposal | 14 |

Appendix F – Responses

| Q6: How do you use the Old street roundabout currently | Q7: Please let us know what effect our scheme will have on those who use the Old street roundabout currently? | Impact on Cyclist | | Impact on Pedestrian | | Impact on Bus and Tube passenger | | Impact on Motorist | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------|-----|------------------------|-----|----------------------------------|-----|------------------------|-----|
| | | The number of response | % | The number of response | % | The number of response | % | The number of response | % |
| As a Cyclist | I do not know what effect the scheme will have on these users | 28 | 4% | 32 | 4% | 173 | 23% | 356 | 48% |
| | I think the scheme will improve conditions for these users | 685 | 91% | 682 | 91% | 490 | 65% | 189 | 25% |
| | I think the scheme will make conditions worse for these users | 31 | 4% | 25 | 3% | 67 | 9% | 164 | 22% |
| | Not Answered | 5 | 1% | 10 | 1% | 19 | 3% | 40 | 5% |

| Q6: How do you use the Old street roundabout currently | Q7: Please let us know what effect our scheme will have on those who use the Old street roundabout currently? | Impact on Cyclist | | Impact on Pedestrian | | Impact on Bus and Tube passenger | | Impact on Motorist | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------|-----|------------------------|-----|----------------------------------|-----|------------------------|-----|
| | | The number of response | % | The number of response | % | The number of response | % | The number of response | % |
| As a pedestrian | I do not know what effect the scheme will have on these users | 86 | 8% | 54 | 5% | 229 | 21% | 506 | 47% |
| | I think the scheme will improve conditions for these users | 934 | 87% | 949 | 89% | 690 | 64% | 232 | 22% |
| | I think the scheme will make conditions worse for these users | 36 | 3% | 59 | 6% | 134 | 13% | 284 | 27% |
| | Not Answered | 15 | 1% | 9 | 1% | 18 | 2% | 49 | 5% |

| Q6: How do you use the Old street roundabout currently | Q7: Please let us know what effect our scheme will have on those who use the Old street roundabout currently? | Impact on Cyclist | | Impact on Pedestrian | | Impact on Bus and Tube passenger | | Impact on Motorist | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------|-----|------------------------|-----|----------------------------------|-----|------------------------|-----|
| | | The number of response | % | The number of response | % | The number of response | % | The number of response | % |
| As a Bus and tube passenger | I do not know what effect the scheme will have on these users | 88 | 9% | 58 | 6% | 210 | 20% | 475 | 46% |
| | I think the scheme will improve conditions for these users | 897 | 87% | 907 | 88% | 666 | 65% | 221 | 21% |
| | I think the scheme will make conditions worse for these users | 5232 | 3% | 56 | 5% | 144 | 14% | 286 | 28% |
| | Not Answered | 15 | 1% | 11 | 1% | 12 | 1% | 50 | 5% |

| Q6: How do you use the Old street roundabout currently | Q7: Please let us know what effect our scheme will have on those who use the Old street roundabout currently? | Impact on Cyclist | | Impact on Pedestrian | | Impact on Bus and Tube passenger | | Impact on Motorist | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------|-----|------------------------|-----|----------------------------------|-----|------------------------|-----|
| | | The number of response | % | The number of response | % | The number of response | % | The number of response | % |
| As a motorist | I do not know what effect the scheme will have on these users | 45 | 11% | 38 | 9% | 100 | 25% | 121 | 30% |
| | I think the scheme will improve conditions for these users | 324 | 81% | 316 | 79% | 200 | 50% | 96 | 24% |
| | I think the scheme will make conditions worse for these users | 22 | 5% | 38 | 9% | 85 | 21% | 173 | 43% |
| | Not Answered | 10 | 2% | 9 | 2% | 16 | 4% | 11 | 3% |

| Q6: How do you use the Old street roundabout currently | Q7: Please let us know what effect our scheme will have on those who use the Old street roundabout currently? | Impact on Cyclist | | Impact on Pedestrian | | Impact on Bus and Tube passenger | | Impact on Motorist | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------|-----|------------------------|-----|----------------------------------|-----|------------------------|-----|
| | | The number of response | % | The number of response | % | The number of response | % | The number of response | % |
| ONLY as a motorist | I do not know what effect the scheme will have on these users | 8 | 25% | 6 | 19% | 9 | 28% | 3 | 9% |
| | I think the scheme will improve conditions for these users | 17 | 53% | 15 | 47% | 8 | 25% | 6 | 19% |
| | I think the scheme will make conditions worse for these users | 4 | 13% | 8 | 25% | 12 | 38% | 21 | 66% |
| | Not Answered | 3 | 9% | 3 | 9% | 3 | 9% | 2 | 6% |