

Finsbury Ward Partnership

Bunhill Ward Public Meeting: Old Street Roundabout

Location:	Zoom Meeting
Time:	7:00-8:15pm
Date:	Monday 21 June 2021
Chair(s):	Councillor Phil Graham
Councillors and Speakers:	Councillor and Mayor Troy Gallagher Councillor Valerie Bossman-Quarshie Will Umney, London Borough of Islington, Team Leader Transport Strategy Eshwyn Prabhu, London Borough of Islington, Team Leader Economic Development & Projects Sydney Alexander, Finsbury Ward Partnership Coordinator Lorraine Hinds, Transport For London, Engagement Officer Sylvia Glossop, Transport For London Tola Fatusin, Transport For London Thomas Holmes, Transport For London Rachel Harkes, Transport For London

1. Agenda

- 1.1. Introductions: Councillors and speakers
- 1.2. Chair Councillor Graham introduces the reason for the meeting, housekeeping, agenda for the evening etc.
- 1.3. Guest Speaker: TFL on Old Street Roundabout
- 1.4. Q&A (pre-sent questions and open floor questions)
- 1.5. AOB/Additional run over time

2. Welcome, introductions and housekeeping

- 2.1. Chair Councillor Graham opened the meeting and began with a round of introductions of those on the panel.
- 2.2. Chair Councillor Graham handed over to the guest speakers from TFL to present on Old Street Roundabout

3. Guest Speaker: TFL on Old Street Roundabout

3.1. Thomas Holmes presented the following presentation:

Slide one: Old Street Roundabout Ward Partnership Meeting June 2021

Title page with artist image of the Old Street Station entrance once works are completed. Pedestrians are using the public space in front of the entrance with vehicle traffic in the background of the image.

Slide two: Contents

- Project Objectives
- Designs- Highway
- Progress Update
- Upcoming Works
- Traffic Management
- Milestones/Timelines
- Questions?

Photograph image of an overhead view of Old Street Roundabout showing traffic and building works.

Slide three: Project Objectives

- Facilitate improved cycle movement, permeability and facilities.
- Improve pedestrian movement, public spaces and access to the LU station.
- Improved safety for all road users, in particular pedestrians and cyclists.
- Reduced crime and anti-social behaviour.
- Reduced traffic dominance and opportunities for greening of the peninsula.

Slide four: Design- previous Highway

Photograph image of previous highway at Old Street Roundabout

Slide five: Design- Proposed Highway

Diagram of proposed highway at Old Street Roundabout from overhead, including a digital drawing of the road and annotations of key elements such as the new entrance to Old Street Station and creation of new public space. The diagram has a key showing: existing kerblines removed, existing trees, new white road markings, new red road marking, new yellow road markings, new traffic island, new cycle parking, signalised pedestrian crossing, bus lane, cycle lane, cycle hire docking station, bus stop, underground station, proposed tree, bike rack and where subway access is removed.

Slide six: Progress Update- Main Entrance and Goods Lifts

- Top left photograph image of main station entrance: construction of wall – rebar installation and concrete pours, May 2021
- Top right photograph image of main station entrance: construction of wall – rebar installation and concrete pours May 2021
- Bottom left photograph image of good lifts: foundation rebar works 2021
- Bottom right photograph image of good lifts: foundation rebar works May 2021

Slide seven: Progress Update- Cowper Street

- Top left photograph image of crane lifts, installation of pre-cast concrete stairs and walls, February/March 2021
- Top middle photograph image of crane lift for installation of pre-cast concrete roof, May 2021
- Top right photograph image of glass cladding works, June 2021
- Bottom left photograph image of works around Cowper Street station entrance, May 2021
- Bottom right artist image of completed Cowper Street entrance, opening Summer 2021

Slide eight: Progress Update

- Top left photograph image of subway two: titling works, May 2021
- Top middle photograph image of Old Street east; footway works, June 2021
- Top right photograph image of peninsula: HVM works, May 2021
- Bottom left photograph image of northwest stairs: construction of wall, rebar, June 2021

Slide nine: Upcoming works

- Installation of glass cladding for Cowper Street Station entrance – Jun 21
- Commence superstructure construction for new Main Station Entrance – Jun 21
- Commence Clerestory Roof and ground works – Aug 21
- Change to traffic management layout, Phase 7B, and closure of subway 1 – Aug 21
- Open Cowper Street Station Entrance – Aug 21

Slide ten: Traffic Management- Phase 7A

Diagram of Phase 7A Traffic Management (January 2021 to August 2021) showing static site boundary area coned off for construction, mobile site and mobile pedestrian route.

Proposed Work Scope Phase 7A:

- Complete main entrance demolition and commence substructure
- Complete HVM 01 and 05
- City Road South highways and paving works East Side
- Reaming service diversions for City Road South and East Side
- Peninsular structural and urban realm works
- Northwest stairs, passenger lift, goods lift and dry riser works

Slide eleven: Traffic Management- Phase 7B

Diagram of Phase 7B Traffic Management (August 2021 to May 2021) showing static site boundary, mobile site and mobile pedestrian route. The area has shifted compared to slide ten as a segregated cycle lane will open up and a different section will be coned off with the boundary for construction.

Proposed Work Scope Phase 7B:

- Main entrance works ongoing
- Subway 1 infill and SUDS (once Cowper Street EIS)
- Northern highways and paving works
- Old Street West highways and paving works on North Side

- Remaining service diversions for the Northern footway and Old Street West North Side
- City Road South highways and paving works East Side complete
- Peninsular structural and urban realm works
- Northwest stairs, passenger lift, goods lift and dry riser works

Slides twelve: Project Milestones

Project Milestones and timelines table:

- Project Milestone: Phase 7B change to traffic management layout. Timeline: Summer 2021.
- Project Milestone: Cowper Street station entrance open. Timeline: Summer 2021.
- Project Milestone: Subway 4 reopen stairs, close ramp for passenger lift works. Timeline: Summer 2021.
- Project Milestone: Subway 1 closure. Timeline: Summer 2021.
- Project Milestone: Subway 3 closure. Timeline: Spring 2022.
- Project Milestone: Phase 8 change to traffic management layout. Timeline: Spring 2022.
- Project Milestone: New station entrance open. Timeline: Spring 2022.
- Project Milestone: Passenger and goods lift completion. Timeline: Summer 2022.
- Project Milestone: Project completion. Timeline: Autumn 2022.

The majority of works will take place from Monday to Friday between 08:00 and 17:00. Some weekend and night work will also be needed to complete the project as quickly as possible.

Slide thirteen: How to get in touch

For general information about the scheme, please visit our project website: [Old Street roundabout - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/projects/old-street-roundabout)

If you have any questions about the ongoing works, please contact:

- Ruth Curtis: Public Liaison Officer: Ruth.Curtis@morgansindall.com
- Lorraine Hinds: Local Communities and Partnerships, TfL: LorraineHinds@tfl.gov.uk
- Alternatively, you can write to TFL at: Transport for London 14 Pier Walk, North Greenwich, London, SE10 0ES

Slide fourteen: Questions

Please see the Q&A section under point 4.

Slide fifteen: Images

Two artist images of the Old Street Station entrance and public space once works are completed. One in the bottom right shows the front of the entrance and one in the top left shows the back. The images include pedestrians and cyclists with vehicle traffic at a distance from the entrance in the background of the image.

Slide sixteen: Images

Two artist images of the Old Street Roundabout and public space once works are completed. The image in the top left is an overhead image of the whole roundabout showing the Old Street Station entrance, the roads and the public space. The image in the bottom right is a closer view of the pavement next to the road with pedestrians using the public space around the Old Street Station entrance.

4. Q&A regarding Old Street Roundabout (pre-sent questions and open floor questions)

- 4.1. An attendee asked if there will be any sound deadening feature put in for residents.

TfL answered that they are doing what they can do reduce the amount of noise. If there is a concern that the work they are doing is creating noise, they will take that away and look at that. They try to be as quiet as they can in the evening.

The attendee noted that they were more concerned about permanent noise uses than transient issues while works are proceeding.

TfL said that this depends very specifically on the area the participant is talking about. They had looked at putting additional planting into that area. Unfortunately, due to the huge amount of utilities in the ground there, they are not able to put in the shrubs and trees they wanted. They are doing what they can in this location and have explored putting other soft sound additions in the area. Once the project is completed, because the public space has moved the road further away, there may be a natural reduction in the amount of noise. They cannot answer the questions fully today but would love to put in as much planting as possible and will look into this in the future.

- 4.2. An attendee asked what TfL's wider plans around the roundabout are and what happens to TfL's related plans to make Old Street bus and cycle only.

TfL answered that the wider plans for the roundabout don't extend beyond what they are doing at the moment. This will be a great pedestrian space once the project is finished. They are aware that Islington Council developed plans for Old Street itself. Old Street on that side is an Islington road.

- 4.3. (Pre-sent question) Bunhill has the highest air pollution levels, lowest car ownership and lowest tree cover in Islington. The health of Bunhill's children in particular is being effected by pollution levels which are above the WHO limits. What action will the Council take to drastically reduce traffic and air pollution to protect all the residents of Bunhill ward and fulfil the Council's air pollution and carbon reduction commitments? And in the short term, will the councillors commit to creating School Streets for the worst effected St Luke's and COLPAI primary schools for the September school start?

- 4.4. (Pre-sent question) As a resident in St Luke's Estate, I have seen the traffic through previously quiet residential streets increase exponentially due to the adjustments of the Old Street roundabout, with vehicles now cutting through Bath Street and down Peerless Street.

We appreciate there are many agendas in the community (e.g. residents with cars, cab drivers, deliveries etc.), however, Bath Street and Peerless Streets are an exception to other neighbourhood streets as there is a Primary School (St Luke's) on Bath St, and a Children's Eye Hospital on Peerless Street.

Given Bunhill is the ward with highest pollution levels and lowest car ownership in the borough, vehicles often bumper-to-bumper drive past the Primary School generating pollution, noise and danger of accidents.

Given the highest proportion of child deaths is a result of vehicle accidents, this is waiting to happen as young children (with sight impairments at that) use these facilities.

Despite the above, TFL and Islington Council see no urgency in stopping this - which is shameful.

We as local residents, St Luke's Primary School staff/ children's parents, the Children's Eye Hospital staff demand an urgent solution to this problem and action to be taken soon.

Question: What traffic reduction measures Islington/ TFL are considering to address this issue (e.g. make Bath Street a 'School Street', introduce a 'LTN', adopt a European model of speed restrictions in school areas enforced by speed cameras during school days and school hours, introduce low emission zones etc.)?

- 4.5. An attendee noted that Traffic has increased on Bath Street and Peerless Street due to the works. This was mentioned several times by residents in October 2020 at the last meeting. They noted that the response from Islington Council was that the situation was "tricky" and needed to be looked into. They asked whether Islington Council has looked into this yet and what is being done about it. They mentioned that a solution was proposed by a resident - to introduce a no left turn sign onto Bath Street. The answer they received in the meeting was that "TfL advised that they will have to look at that displacement". The attendee asked if TfL looked at the displacement.

Chair Councillor Graham said that lots of the questions sent in advance were surrounding long term issues around Bath Street and School Streets. To answer questions 4.3., 4.4. and the present question 4.5., he asked Will Umney from Islington Council to give a short presentation to address these topics.

- 4.6. Will Umney responded by giving a short overview of the two schemes the Council is working on to address questions being raised around excess traffic around schools (St Luke's) and Bath Street.

The council is working on a School Street for St Luke's. They have engaged with the Headteacher and are aware of issues around the schools. The hope is that a School Street will address issues around Bath Street, Radner Street and Lizard Street. Both entrances at the school are currently operating.

The council has delivered a large number of School Streets in recent years, more than any other borough and this will be accelerated in the next few months.

School Streets typically restrict through traffic for an hour in the morning and an hour in the afternoon. While local access is maintained, this should reduce the majority of traffic when children are arriving at and leaving school reducing pollution and danger.

St Luke's is surrounded by a complex one-way system. The scheme is still subject to detailed design and feasibility. The council hopes to deliver the solution in advance of the new school year. In the meantime, we are working with the Headteacher to identify measures we can put in to deal with road danger at the junction of Lizard and Radner

Street, for example, we are looking at longer term barriers to prevent vehicles running over the pavement there. There is currently a shortage of permanent materials so there have been temporary barriers.

Bath Street is also subject to general concerns about the amount of traffic. We have heard about longer queues at the junction of City Road and Shepherdess Walk. The council is looking at how we deal with these issues in the context of other things happening in the area and borough, for example School Streets and Low Traffic Neighbourhoods (LTNs).

In agreement with the Ward Councillors, we are looking at the option to reverse traffic between Peerless Street and Old Street to reduce through traffic that can currently run straight through Bunhill Row up to City Road.

Another fact is that there is now a banned turn from Old Street West approaching the roundabout. It is likely that traffic is travelling up Bath Street and via Peerless Street to approach the roundabout from the North. This is another reason we are looking in to this issue.

The council is now looking at the feasibility of design. Designs will be taken to TfL, who operate the traffic signals across the borough. The change would have an impact on Bunhill Row, Baths Street and Old Street junction signals so will be subject to TfL approval.

We would like to fully engage the public on this. We will come with a fully developed scheme for a full public consultation. We would like to be able to deliver this, subject to design and consultation, before the end of this financial year- a few months after the School Street may have been put in place.

- 4.7. Chair Councillor Graham rounded off the summary given by Will in point 4.6. He summarised the timeframes for the School Street: feasibility and design April-August 2021, Implementation up to September 2021, following that a public consultation and hopefully scheme will be made permanent by March 2023. He also summarised the timeframes for the Bath Street reversal which has been discussed by the Councillors a lot following enquires from residents: feasibility scope April-June 2021, concept design June-September 2021, public consultation October-November 2021, detailed design December 2021-February 2022, Construction by March 2022.
- 4.8. Chair Councillor Graham noted that the council will produce an update regarding the School Street and Bath Street schemes. This will be made available after the meeting as it is quite a detailed document and will be difficult to go through during the meeting. To summarise, we are doing our best to stop the though traffic caused by avoid Old Street Roundabout and trying to help as much as possible with St Luke's through the School Street.
- 4.9. Chair Councillor Graham said that the School Street outside of Moreland school has been very very successful
- 4.10. An attendee said that action needs to be taken much more urgently for traffic and pollution by St Luke's school and the children's eye hospital.

Will answered that in terms of School Streets, the council is out there making temporary changes and trying to enforce against this behaviour. The St Luke's School Street is more complex and accelerating the programme is difficult.

Chair Councillor Graham noted that while accelerating the programme is difficult, there are intermediate plans going in with the agreement of the Headteacher regarding traffic measures outside the school

- 4.11. An attendee asked if the Bath Street direction change would result in vehicles cutting through the other way avoiding the former roundabout junction.

Chair Councillor Graham answered that this is why the councillors have suggested putting a no right turn from City Road into Baldwin Street. That's how we are heading that off.

- 4.12. An attendee asked if a people friendly streets LTN in Bunhill area could not just be created.

Chair Councillor Graham noted that plans for an LTN have previously been considered but there were some issues surrounding Clerkenwell Road and Old Street Junction. This is something we are still looking at

- 4.13. Chair Councillor Graham said that a map would be helpful to understand some of these issues. The councillors have received a briefing on this but due to a delay, they won't be able to get this out. Councillor Graham said that anyone who has questions about this can contact him. He also noted that the papers from this meeting will be uploaded, alongside the TfL presentation and the summary from Will.

- 4.14. An attendee said that if someone tries to navigate using Google Maps from west to east across Old Street junction, Google Maps indicates that's it's not currently possible, but it is possible in real life. Instead, Google Maps directs people down Bath Street. They asked if the panel could clarify their process and experience updating the major navigation apps to ensure they're functioning correctly as the works progress.

They said that Google Maps shows that it's physically impossible for traffic to go west to east across Old Street junction (even when you try to manually adjust the route the force it to take that route) and asked who is responsible for liaising with the navigation companies to update them as the works progress and fix issues like this.

TfL answered that TfL has liaised with Sat Nav companies and they do update their maps to the latest layout. However, TfL have no control how they then configure their apps. They added that the algorithms often run on the shortest or fastest route depending on how they are configured and unfortunately we have no powers to influence this. TfL we continue to liaise with them.

The attendee commented that their question was not regarding algorithms. They said that even when you try to manually adjust the route it is not possible. So Google Maps seems to think it's impossible to travel from west to east across the junction.

Chair Councillor Graham said this has to be taken up between TfL and the apps to see if there is anything that can be done. He advised the attendee to write into Lorraine Hinds

or Rachel Harkes. Lorraine Hinds responded saying that they raise issues with TfL and TfL would take this away.

- 4.15. An attendee said that next April is too late to reduce traffic and that there had already been a meeting about this last year.

Chair Councillor Graham asked the panel why this has taken so long.

Will Umney answered that we were discussing this last year, but this was during the pandemic with our funding for business as usual was reduced. Will added that that we then needed to examine this in relation to all programmes going on our Old Street and Clerkenwell Road. We were unable to just decide to carry on, we needed to develop options and obtain funding and support from the Ward Partnership. We also now need support for the preferred option from TfL. It is a difficult and complex situation to progress more quickly as we also have to consider the issues of banning turns and the potential impact of the adjacent Low Traffic Neighbourhood in Hackney.

- 4.16. An attendee asked if the risk of traffic being diverted to parallel Central Street had been considered.

Will answered that there is a risk of traffic if people choose to travel on Central Street rather than Goswell Road and City Road. This is something the team will monitor. This is not something we would like to happen without a wider scheme and we will need to monitor the impact.

- 4.17. An attendee asked if a no right turn from Bath Street to Peerless Street could be used as a temporary solution to traffic passed the school playground.

Will answered that the question is whether people would end up going to the top of Bath Street junction, turn left to turn around and go back towards the roundabout so this option might not be as effective.

- 4.18. An attendee asked if the people living on main roads have been considered at all, closing off more roads results in more congestion and pollution for people living on these roads, predominately council tenants. They said residents cannot open their windows because of increased pollution.

Will answered that this one is slightly wider than his project. He said that there is likely a longer answer about the fact that the Council has an air quality strategy and is supporting the Mayor on Low Traffic Neighbourhoods nearby the City Fringe. His project is specifically about the delivery of School Streets and the displacement effect at Bath Street and Peerless Street.

Eshywn Prabhu answered that this is a major concern for the council in terms of the people friendly streets (PFS) scheme. It is vital that we address any issues on main roads as well. He added that PFS is not about simply shifting problems around and that a couple of factors are influencing what is happening. For example, there are volatile traffic levels due to Covid and lots of roadworks in the area. There is also the longer term impacts of Covid in terms of lots of people not taking public transport and driving causing more congestion. These are all factors to take into account. What we are doing

with PFS and Bath Street is monitoring and looking at traffic levels on main roads to understand the impact. In some instances for PFS schemes, we are starting to see traffic levels on main roads subsiding. He added that part of the reason PFS is an experimental scheme is to monitor and change if necessary.

- 4.19. An attendee asked what other shorter term measures can be implemented for Bath Street and the area.

Will said that in optioneering what we could do to a one-way street, he didn't think there were necessarily short term things we could do other than lighter touch measures like working with schools to encourage less car travel.

Chair Councillor Graham answered that we have been working with the Headteacher of St Luke's and Moreland on this as well.

- 4.20. An attendee said that given the highest proportion of child deaths is a result of vehicle accidents, this is waiting to happen as young children (with sight impairments at that) use these facilities - particularly the Children's Eye Hospital. They said that despite this, TFL and Islington Council see no urgency in stopping this - which is shameful and that as local residents, St Luke's Primary School staff/ children's parents, the Children's Eye Hospital staff demand an urgent solution to this problem and action to be taken soon. The attendee asked if, apart from what was discussed tonight, Islington/ TFL can also adopt a European model of speed restrictions in school areas enforced by speed cameras during school days and school hours, introduce low emission zones etc.

Chair Councillor Graham answered that the councillors did raise this issue around reversing Bath Street and the issue around St Luke's last year and asked for an update from this panel on why this took so long.

Eshywn answered that there have been difficulties around resourcing from COVID-19, not just staff but funding as well. It has been volatile from a traffic point of view and a funding point of view for business as usual to progress. He said that funding has come forward which is great news. He added that any changes to traffic schemes have to be carefully addressed through the design process and that there are safety concerns to consider. Where we are looking at reversing flows rather than Low Traffic Neighbours, the displacement effects have to be considered carefully before we bring the scheme forward. Traffic schemes do take a lot of time. We will work as quickly as we can to bring a solution forward.

- 4.21. An attendee said that Baldwin Street is not the main problem concerning Peerless Street. They added that a no right turn from Peerless Street onto City Road is needed as vehicles are using Bath Street as a rat run to avoid the traffic at Old Street

Chair Councillor Graham agreed that we need a no right turn out of Peerless Street so people can't cut through to turn left up toward Shoreditch and this should definitely be considered at a later date.

Will Umney answered that this may be difficult as if people can't turn right at the Peerless Street and Shepherdess Walk junction it is difficult to turn south out of that area.

- 4.22. An attendee said that they want a Low Traffic Neighbourhoods on Central Street too, not more traffic.

Chair Councillor Graham asked the panel for an update on where we are with the Low Traffic Neighbourhoods. He added that Councillors are well in favour of the Low Traffic Neighbourhoods and this has been stated previously. He said they did ask that it be held off a short while, while issues around Old Street are sorted before implementing more road changes, but this is definitely in the plans for the future.

Eshwyn answered that the council's intention is to roll out Low Traffic Neighbourhoods across the borough. This will take time as they are time consuming and controversial. They have to be carefully designed and delivered. There is not date for when we will start developing one for this are yet, but he hopes to have news in the coming months.

- 4.23. An attendee asked if short term, Islington/TfL also adopt a European model of speed restrictions in school areas enforced by speed cameras during school days and school hours, introduce low emission zones etc.

Eshwyn answered that these are great suggestions Islington can take away and look at. He added that Islington was the first borough to become a 20mph borough, we know there is a clear link between speed and severity of accidents. This is something we can look at and there has been some talk about potentially reduce speeds further but this does need to be carefully considered.

Eshwyn added that in terms of low emissions vehicles, we are attempting to roll out as many as possible to encourage people to make the switch from combustion engines to electric vehicles. We have trialled zero emission networks for the businesses around Old Street and looking at low emission neighbourhoods where we can. Part of the long-term plan is around behaviour change and making people think if they need to use their vehicles. We are looking to encourage people to walk or cycle where they can and are considering everything we can possibly do to achieve that.

- 4.24. An attendee asked if there will be engagement with the NHS children's eye hospital on Peerless Street because the traffic and pollution are a serious issue for them.

Chair Councillor Graham said that this is something that should be done.

TfL answered that they are regularly meeting with Moorfields Eye Hospital to discuss the project. They challenged TfL and TfL responded. The Children's hospital is part of that campus.

- 4.25. An attendee agreed with 4.20. and said they had not been involved in any solutions up to now. They asked if they can have regular project update meetings for representatives of community and organisations.

Chair Councillor Graham said that the intention has always been to have regular updated in meeting form or in communications from TfL and the Council. He apologised for the time it has taken to get this meeting in.

- 4.26. An attendee asked why last year's plans dropped to get a Low Traffic Neighbourhoods in Bunhill quickly.

Chair Councillor Graham asked for an update on the original plans set out for a low Traffic Neighbourhood in Bunhill. He noted that the Ward Councillors asked to hold off on them while we went through the chaos that has been Old Street Roundabout but asked for an update on what was planned and what is planned for the future.

Eshwyn answered that his understanding is that Bunhill plans haven't been dropped but postponed. The idea of major intervention like Old Street Roundabout then a Low Traffic Neighbourhood can cause major disruption. It is best to wait until Old Street Roundabout is sorted. We will be looking at the plans sometime in the future.

Will added that theoretically Low Traffic Neighbourhoods were identified in South of borough but these are interdependent on neighbouring boroughs and Old Street. They have not been prioritised for development and were not progressed. In considering Bath Street and School Street, we are considering if they are compatible for a future Low Traffic Neighbourhood, where possible.

- 4.27. An attendee said that holding off on Low Traffic Neighbourhoods is only making the Old Street Roundabout situations worse for residents.
- 4.28. An attendee said that it is worrying and shocking how little has happened to address the traffic situation since the last meeting over half a year ago.

Chair Councillor Graham said that this has been addressed. He added that in a meeting earlier last week the councillors made this point very strongly to TfL and council officers about delays and how long it has taken. They have asked things to be speeded up as quickly as possible. He said rest assured the Councillors are on it and speaking to the powers that be. Unfortunately, we are where we are right now and can all move forward from here.

- 4.29. An attendee said that it was mentioned that the Children's Eye Hospital has been consulted, but they (residents) have been contacted by their staff who have raised concerns around Old Street works since 2015 at Moorfields, as they are concerned about patient safety, not just during the works but afterwards. This has not been addressed.

TfL answered that they have regular meetings with Moorfields and that they are relying on the people they talk to to raise issues with them. If staff have concerns, please raise those through their management who TfL meet with. If issues are not raised to managers, TfL will not hear them. If is talking to staff, please raise tis up the chain. TfL can only respond to what they tell them.

- 4.30. An attendee commented that pollution needs to be reduced for everyone, to ignore people who live on main roads albeit short term, is disgraceful. Surely their quality of life matters just as much.

Chair Councillor Graham asked someone from the panel to response to this comment.

Eshwyn answered that he thinks this has already been answered. The council is taking this very seriously and monitoring on main roads where any measures have been out in. This will also need monitoring once the Old Street works are finished. IN the short

term changes on this scale cause congestion. He added that he is not saying this is not an important issue but we are doing our best to ameliorate the issues and this will take time to settle down.

- 4.31. Rachel Harkes commented that TfL are pulling together another newsletter update which will be circulated when available. Attendees can contact Rachel Harkes for more information and to receive the newsletter: RachelHarkes@tfl.gov.uk
- 4.32. An Attendee asked if notes from the meeting would be available. Sydney Alexander said that the minutes for the meeting will be made available on the council's [Ward Partnerships page](#). The minutes will also be circulated to the mailing list. To be added to the mailing list please contact Sydney: Sydney.Alexander@islington.gov.uk.

5. AOB

- 5.1. Chair Councillor Graham brought the Q&A regarding the Old Street Roundabout to a close and noted that a few additional questions had been sent in advance of the meeting.
- 5.2. (Pre-sent question) Why do the new flats on Redbrick Estate seem still to be unoccupied?
- 5.3. (Pre-sent question) Several questions on three topics:

Please let me know why Pleydell Estate is not (yet) included in the Bunhill 2 Collide? We are keen to do our bit for a greener Islington.

Charging points for cars: It seems that there are already self-charging cars on the market - so will these charging points still be required?

There seems to be some confusion about the instalment of shower attachments in flats (I am not referring to 'wet rooms' as supplied by the Council for disabled tenants). Residents are told that the current water pressure is insufficient to allow the installation of a shower attachment to the bath. They are being told: 1) it can't be done 2) it will cost between £500 to £1,000. Neither of this is true. In view of the water and power savings, this is very unfortunate.

In addition, please would you confirm that - going forward - it is possible for the residential blocks to revert to central boiler systems, thereby eliminating the use of gas for radiators and hot water, and thus, to begin to substitute new electric systems as and when the old gas boilers are considered beyond repair

For questions 5.2. and 5.3, Councillor Graham noted that these additional questions received were beyond the agenda of this meeting. He asked that residents contact the councillors directly with any further questions. He also noted that the councillors had recently taken a walk across estates to speak with residents directly and are looking to do this across the ward, starting with the Redbrick Estate.

- 5.4. Councillor Bossman-Quarshie had no further comments or questions. She said that this had been a successful evening and was glad residents go to ask their questions.

5.5. Councillor Gallagher had no further questions and thanked the Chair.

6. Close and final remarks

- 6.1. Chair Councillor Graham thanked everyone for their time. He said that, unfortunately, the meeting had to be changed to a Zoom Webinar format due to recent events on another meeting at the council. He added that the councillors would rather have an open meeting but the format had to change due to the actions of a small minority.
- 6.2. Chair Councillor Graham thanked all for attending, including the panellists and the technical team for putting the meeting together. Councillor Gallagher and Councillor Bossman-Quarshie also thanked attendees.