

Finsbury (Bunhill and Clerkenwell) Ward Partnership

Bunhill Ward Public Meeting: Old Street Roundabout

Location: Zoom Meeting
Time: 7:00-8:15pm
Date: 14 December 2021
Chair(s): Councillor Phil Graham
Councillors and Speakers: Councillor Valerie Bossman-Quarshie
Eshwyn Prabhu, Islington Council, Interim Head of Transport, Strategy and Active Travel
Faz Mussa, Islington Council, Transport Planner
Julie Plichon, Islington Council, Transport Planner
Sydney Alexander, Islington Council, Finsbury (Bunhill and Clerkenwell) Ward Partnership Coordinator
Peter Fletcher, Transport for London
Tola Fatusin, Transport for London
Thomas Holmes, 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
- 1.6. Please note an addendum has also been added to the minutes to provide further information on project dates which have been updated since the December meeting.

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 as well as an overview of the housekeeping for the meeting regarding Zoom.
- 2.2. Chair Councillor Graham noted that the aim of this meeting was to provide an update on Old Street Roundabout and 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 gave a presentation to provide a progress update on Old Street Roundabout since the last meeting and what is coming up in the future.
- 3.2. The progress update included the following points:
 - Cowper Street entrance opening to the public on 31 August 2021, providing access to the station from the southeast side of Old Street junction.
 - City Road North (subway 4) stair opening to the public on 03 September 2021.
 - Progress on the superstructure, installing precast concrete elements such as the central column and steps of the entrance in November 2021
 - In regards to access to Old Street Station, Subway 1 (northeast entrance) permanently closed. Customers requiring ramped access can use Subway 3 (southwest exit) which remains open
 - In regards to access to Old Street Station, Subway 2 (Cowper Street entrance) open to public. The new Cowper Street entrance opened to the public on 31 August 2021, providing access to the station from the southeast side of Old Street junction.
 - In regards to access to Old Street Station, Subway 3 (southwest entrance) remains open.
 - In regards to access to Old Street Station, Subway 4 (City Road north entrance) stairs open. The City Road north (subway 4) stair was re-opened, and the ramp was permanently closed to allow for construction of the new passenger lift, which will provide access into the St Agnes Well subsurface retail concourse.
- 3.3. The upcoming works update included the following points:
 - Commence construction of passenger lift shaft – February 2022
 - Commence crane lifts for installation of precast concrete tree arms and deck beams for Main Station Entrance – March 2022
 - Completion of installation of precast concrete units for Main Station Entrance – April 2022

- Commence install of goods lift car and passenger lift car – May 2022

3.4. The project milestones update included the following points:

- Subway 3 closure – Spring 2022
- Minor amendments to road layout – Spring 2022
- New station entrance open – Spring 2022
- Passenger and goods lift completion – Summer 2022
- Project substantially complete – Autumn 2022

NB: please see the addendum in section 6 for an update on the project timelines since the December meeting.

3.5. A full copy of the presentation slides will be sent to the Finsbury (Bunhill and Clerkenwell) mailing list.

To join the mailing list to hear updates about the Finsbury (Bunhill and Clerkenwell) Ward Partnership, please contact sydney.alexander@islington.gov.uk and partnerships@islington.gov.uk. Alternatively, you can email sydney.alexander@islington.gov.uk to receive a copy of the slides only.

3.6. Thomas thanked attendees for coming along to the meeting to hear about the project. For general information about the scheme, you can visit the [project website](#).

If you have any questions about the ongoing works, please contact Ruth Curtis, Public Liaison Officer at Ruth.Curtis@morgansindall.com or Lorraine Hinds, Local Communities and Partnerships, TfL, at LorraineHinds@tfl.gov.uk. Alternatively, you can write to Transport for London, 14 Pier Walk, North Greenwich, London, SE10 0ES.

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

4.1. An attendee asked if there is step free access to the subway.

TfL answered that this project does not make the station step free, that would be a part of a separate, more expensive and complicated project. However, the project will continue to provide step free access into St Agnes Well in the long-term with the construction of the new passenger lift.

Cllr Graham added that he felt this was a missed opportunity to create step free access to platforms with the amount of money being spent, although we can recognise the complications.

Thomas Holmes responded on behalf of TfL that from his experience it would cost several hundred million pounds more to provide step free access, which was not feasible at the time. TfL are happy to provide more information around this option.

- 4.2. (Pre-sent question) School Streets Scheme: Omitting Bath Street from the School Streets Scheme convinces me that TfL are unwilling to intervene in the Bath Street traffic situation whilst the Old Street roundabout works are taking place, as they know that this is the only way things are holding up - to the resident's detriment.

An [online article from Nov '20](#) discussed the problems associated with the Old St roundabout works, where Alan Lofts (Project Manager at Transport for London) admits that development works on the Old Street roundabout "meant that traffic was being diverted to places such as Bath Street."

Significant traffic thus affects Bath Street throughout the day, and myself and many residents believe Bath Street must be included in the School Streets Scheme, particularly as school children are often playing in the play yard directly facing Bath Street throughout the day (outside of the road closure hours), with bumper-to-bumper polluting vehicles on Bath Street.

Additionally, residents and the school also request extending the School Streets Scheme times from the current 40 minutes in the morning and 45 minutes in the afternoon.

Can this be actioned soon?

- 4.3. Julie Plichon from Islington Council responded to the pre-sent question from section 4.2 in regards to the School Streets element.

A School Street has been put in at St Luke's as an experimental order, which effectively means this is a trial, allowing the council to make amendments.

When this was initially implemented, it was not planned to include Bath Street. One reason was high volumes of traffic, which would make the scheme unsafe. The potential inclusion of Bath Street in the School Street zone is reliant on traffic reversal. Julie noted that she would not comment on the consultation on the reversal, as other colleagues would cover this topic.

In terms of restricted times, the 40 minutes in the morning and 45 minutes in the afternoon were originally agreed with the school. As we have implemented this scheme as a trial, we can make changes and this would be reliant on further consultation with the school, which is something we can do.

Cllr Graham asked Julie to clarify if there is anything stopping Bath Street being made into part of the School Street Scheme.

Julie responded that at the moment the issue is the volume of traffic, which is currently too high. We would expect high levels of non-compliance in this context making the scheme unfeasible at the moment; we do not expect it would be a successful scheme. With the traffic reversal scheme, there would be a level of traffic suitable for us to put the scheme in place.

An attendee commented that if speed cameras were installed, then traffic would need to comply to avoid fines and that could be a key deterrent.

- 4.4. An attendee shared their concerns about the rat running by cars and ubers or taxis in the surrounding roads and asked what the interplay with the Old Street Roundabout and the current or future Low Traffic Neighbourhood (LTN) is.

Cllr Graham clarified that there is no proposal for an LTN in Bunhill at the moment. It is a complicated and complex area given issues such as the Old Street Roundabout works and requires further consideration. This was discussed in an item about People Friendly Streets at a previous ward partnership meeting on 22 October 2020. For more information on this discussion you can view the [meeting minutes](#) and [presentation](#) on the ward partnership webpage.

Eshywn Prabhu added that there is no proposal for an LTN at the moment but the council is committed to consulting on LTNs for the whole of the borough at some point. We are looking ahead in the coming years to developing a proposal for the area. A report was recently put to the council's Executive Board to discuss future phases of the LTN/People Friendly Streets scheme with a much heavier focus on consultation. Any future scheme for Bunhill will be subject to that process and there will be plenty of engagement in advance with the community before that comes in.

An attendee commented further that they had hoped for enforcement in the roads that are having traffic forced down their roads by sat navs.

Cllr Graham noted that this point would be addressed when the Bath Street Traffic Reversal is discussed with the pre-sent question in section 4.8.

- 4.5. An attendee commented that residents should have been consulted about Bath Street being included in the School Street and asked why they had been excluded.

Julie Plichon responded that an experimental traffic order is implemented without consultation. We put in a trial and then 12 months later a consultation is carried out and we ask people for their views. This is consistent with the process followed so far for School Streets, which we have been implementing since the Covid pandemic.

- 4.6. An attendee commented further that the community were asking for this and we were not heard.

Cllr Graham responded that Bath Street being included in the School Streets is very dependent on the proposal for the Bath Street Reversal and we will now move on to questions on this topic to get some more answers.

- 4.7. An attendee commented that Peerless Street is logjammed most days including weekends as cars come through Bath Street and onto Peerless Street to negate the traffic management on Old Street. This causes immense problems with traffic jams for residents of St Luke's estate. The attendee asked what measures can be implemented now to reduce the amount of standing traffic here.

Cllr Graham noted that there had been a similar pre-sent question and that we should move to this question in section 4.8 where 4.7 will also be answered.

- 4.8. (Pre-sent question) Bath Street Road Reversal: Considering that the initial public consultation for the proposed Bath Street road reversal was meant to take place in October, and then pushed back to November '21, it is extremely disappointing to hear that this meeting has not yet occurred, despite this being promised by LBI/ TfL.

The delay in the public consultation of the Bath Street Road Reversal will inevitably mean the prolongation of the expected completion date for this road reversal proposal (with was meant to start construction in March '22, but will obviously not now.)

It now looks like that the Bath Street Road Reversal will only complete after the Old Street roundabout works are completed (in autumn '22).

Myself and other residents believe interim measures must be taken on Bath Street and surrounding areas to reduce traffic and congestion immediately e.g. 'No left turn' sign at the corner of Old Street/ Bath Street (coming from the west towards the roundabout), speed cameras to enforce reduced speed (active in daylight hours to avoid light pollution), introduce a 'low emission zone' (similar to the Barbican Tunnel), and formal communication from TfL to e.g. Waze, Uber and Google to minimise traffic being sent down Bath Street and Peerless Street.

We believe that TfL should have foreseen this severe traffic disruption on Bath Street, and as such set aside adequate funding to mitigate problems.

Can these immediate measures be implemented ASAP?

- 4.9. Cllr Graham read out the pre-sent question regarding the Bath Street Reversal and asked Faz Mussa from Islington Council to give a short presentation to address this topic.

A full copy of the presentation slides will be sent to the Finsbury (Bunhill and Clerkenwell) mailing list. To join the mailing list to hear updates about the Finsbury (Bunhill and Clerkenwell) Ward Partnership, please contact sydney.alexander@islington.gov.uk and partnerships@islington.gov.uk. Alternatively, you can email sydney.alexander@islington.gov.uk to receive a copy of the slides only.

Faz outlined the background of the scheme, noting that:

- The transformation of Old Street roundabout has resulted in significant increases in traffic on Bath Street. Travel habits have also been impacted by Covid-19 and sat-navs directing vehicles through certain routes.
- A project has been developed aimed at delivering traffic reduction and air quality improvements.

Faz presented an overview of the scheme with an image showing the proposed one-way movement and the School Street. Traffic would flow southbound only between Old Street and Peerless Street, with buses, cycles and emergency service vehicles only permitted to travel in the opposite direction. Northbound movement between Peerless Street and City Road will stay in place. This proposal should minimise traffic quite considerably and bring it to an acceptable level.

Faz outlined the following timescales for the reversal:

- Public Consultation – December 2021 – January 2022
- Consultation Analysis – January 2022
- Final design – January – February 2022
- Decision – February 2022
- Implementation – March 2022

While the consultation was delayed, there has been no change in the planned implementation date. The consultation went live on 13 December and materials were shared in the presentation, through the Ward Partnership mailing list and a variety of communications to the local area such as leaflets sent to letterboxes, social media and electronic notice boards. The consultation period was extended from three to five weeks to give the community as much opportunity as possible to have their say.

NB: please see the addendum in section 6 for an update on the project timelines since the December meeting.

- 4.10. Cllr Graham addressed a question from an attendee in the chat which asked what residents of Guinness Court Lever Street will do if they cannot use Bath Street as it is the only exit they have from Lever Street.

Cllr Graham responded that this seems to be a misunderstanding as residents will still be able to leave via Lever Street; the reversal is only between Bath Street and Old Street.

- 4.11. An attendee commented that traffic has increased on Goswell Road, which in turn has increased congestion and pollution for residents, predominantly council tenants and asked what action the council/TfL is taking to alleviate this.

Cllr Graham asked Faz Mussa to respond. Faz answered that as part of this scheme the council are undertaking rigorous monitoring, not only looking at Bath Street itself but also surrounding roads. This will allow us to see what impact there is on those particular streets and we will keep an eye on the situation there. Faz added that similar to what Julie Plichon had said about these schemes earlier in section 4.5, we can take a view and assess things. If we need to make a change or address a concern, we will take that forward as part of the scheme.

Cllr Graham asked if it is fair to say that once these plans are implemented we will be continuing to monitor surrounding areas to ensure there is not an adverse effect and Faz agreed.

- 4.12. An attendee commented that quite often lorries for the slip road block Baldwin Street and asked how the council propose residents of St Luke's Estate and Pleydell Estate who are driving access their estates.

Cllr Graham added that if Bath Street is reversed the only way into these estates will be via Baldwin Street.

Faz responded that this is a situation we need to keep an eye on and needed, we will engage with colleagues in enforcement to ensure lorries are not blocking streets. This is a key route, for hospital visitors as well as local people so it is vital it is kept clear.

- 4.13. An attendee commented that the Bath Street scheme will increase traffic on Old Street.

Faz responded that it could be argued that this is where the traffic should be right now. The increases at Bath Street are partly due to sat navs directing traffic this way. Faz added that we are trying to deliver traffic reduction on Bath Street and once we deliver this the School Street on Bath Street is more viable.

- 4.14. An attendee asked if the council thinks public consultation on School Streets would have been more helpful before implementing the system.

Julie Plichon responded that local stakeholders, emergency services, and schools were consulted prior to the School Streets implementation. In terms of local residents, we want to hear from you and your views on the scheme during and prior to the consultation, which takes place 12 months after the trial. We have a School Streets email address that people can contact throughout the trial at SchoolStreets@islington.gov.uk and we would like to hear from residents.

The benefits of a trial is that people can experience the scheme and get to see how it works. We then monitor the trial and have the consultation to keep or remove the scheme after 12 months depending on the results.

- 4.15. An attendee asked if the Old Street Roundabout project will improve the issue of the present traffic backing up to the Angel.

Thomas Holmes from TfL replied that under temporary traffic arrangements, TfL are seeing high levels of traffic now. However, in the long term once the junction capacity is back we should see an improvement of the traffic flow on the inner ring road. Thomas added that modelling showed there would be an improvement to the flow compared to when construction is still on site. The aim is to do the best to manage traffic today and for the future.

- 4.16. An attendee commented that there are also the deliveries for the construction for Aldi during this period, which will come from Baldwin Street. We need to ensure a proper management plan and control is in place during this reversal period.

Cllr Graham agreed that we need to be on top of this at all times.

Eshwyn Prabhu responded to thank the attendee for their comment about the deliveries and thanked all attendees for their contributions. Eshwyn added that this is a really important point and the team will take this away and make sure to look at enforcement and behaviour, including ensuring facilities are used for loading.

Eshwyn was also asked to respond to the comments around how traffic is moving which Thomas had mentioned in 4.15. Eshwyn noted that we are going through a volatile

period in the area due to Covid-19 and changes around Old Street Roundabout. We are aware of the impact this diversion has had on Bath Street. As a council, we have responded with the measures Faz outlined in section 4.9. In the long term, we have a plan by looking at LTNs and liveable neighbourhoods. We know we need to look at what we can do about traffic on main roads as well and the longer term plan for Old Street and areas like Clerkenwell Road are continuing to develop. In the short term, we are looking at the Old Street project and the reversal.

Attendees commented further that the LTNs cause more traffic on City Road because when vehicles hit City Road from the Angel there is no way out until it hits Old Street and that LTNs in neighbouring wards have increased traffic in Bunhill.

Julie Plichon added that if attendees are interested in monitoring data, you can read the [monitoring report produced on the St Peter's LTN](#) which includes traffic volumes on City Road - we have measured a -14% decrease in traffic between June 2020 and June 2021.

- 4.17. An attendee commented that when they used the cycle route eastwards past Old Street junction the traffic to the right of them was allowed through the lights more often. Cyclists often joined the main road because it was quicker. They asked if TfL are aware that cyclists have to wait longer at the lights and if this is intentional.

Thomas Holmes from TfL responded that there is no simple answer. TfL is looking to keep traffic flowing while allowing times for cyclists. At the moment, cyclists do not have as much time as cars as there is a separate movement. The systems are not working as normal at the moment. The traffic staging is working as well as it can but cyclists may have to wait longer on some of the movements as TfL need to allow for the balance of all traffic modes.

- 4.18. An attendee commented that on a normal day traffic moves slowly through Old Street. They asked if the panel is sure reversing Bath Street traffic will not cause traffic to come to a standstill on Old Street and Bunhill Row.

Faz Mussa responded that we appreciate there are concerns that vehicles turning eastbound may get into gridlock. However, the hope is that those vehicles would travel on Old Street instead of using residential streets. We will be monitoring traffic as part of the scheme to keep a close eye on this.

- 4.19. An attendee commented that there is not enough space in the loading bay in the slip road off Baldwin Street and now there is a new supermarket at 205 Old Street. The panel need to seriously consider implications to the area of reversing Bath Street.

Cllr Graham responded that is why the council have the consultation and why it will be a temporary measure to see how it goes. At the moment, we have traffic blocking up Bath Street and Peerless Street and that is unfair on the residents of St Luke's estate and the school of St Luke's.

- 4.20. An attendee commented that they have no argument about the schools and think it is right that children do not have to experience this kind of traffic. They added that what they don't understand is some of the geography and expected changes in traffic from

the reversal and impact on neighbouring roads, for example the point around alleviating traffic at Bunhill Row.

Faz clarified that they were referring to the fact Bunhill Row is northbound but City Road extends South of the roundabout so vehicles using City Road to travel up to the roundabout may find that a better route than using Bunhill Row.

The attendee commented further that the reality of the situation on the ground and their experience as a taxi driver is that it will be gridlocked and there needs to be a focus on the ground reality as well as modelling. This includes taking into consideration how vehicles get around the area around City Road in the context of other LTNs in St Peter's and Shepherdess Walk which means some vehicles will have no other way out leading to gridlock. They felt that they could not give an answer about the Bath Street Reversal at the moment, but did agree with the School Streets proposal. They added that they do not believe students should have to deal with this level of pollution.

Eshwyn thanked the attendee for raising some really important points. Eshwyn responded by saying that the primary focus at the moment is the huge increases of traffic on Bath Street as Faz presented, with traffic using Bath Street to get through Old Street quicker. We are focusing on what we can do to prevent that happening.

On the issue of gridlock Eshwyn noted that there may well be a problem across the whole network, the question is whether we spread that out across side roads or divert traffic flows to the main road and deal with that. The council is trying to solve a local problem in the short term but are also looking to the long term and how we manage traffic in general.

Through traffic is the main issue here and once we deal with Bath Street we will be able to monitor impact. The modelling completed says that things will settle down in terms of traffic flows and we will see the immediate impact on children regarding the School Street. Eshwyn added that elsewhere on the School Streets programme, the council is looking at what we can do on main roads. A pilot has recently started for School Streets on main roads in Islington. This is tricky, but we are also looking at what else we can do to get traffic further away from schools, for example greening the area and monitoring impact. This is all part of a traffic reduction plan in the long term and Eshwyn is happy to come back to discuss this in the future.

Julie Plichon added that consultation has been happening on two main roads about environmental improvements at two Primary Schools Ambler Primary School on Blackstock Road and Canonbury Primary School on Canonbury Road. Attendees can find more information on the [council webpage](#).

Cllr Graham commented that what we are trying to do is alleviate a problem that has come out of Old Street works. The problem at the moment is with Peerless and Bath Street and we have to do something about it; this meeting has presented an option for what we can do. Cllr Graham added that he is in support of trying to do this and seeing what happens on the ground but noted it is important to monitor the impact and revisit if there are more problems in the future. At the moment we need to stop the residents of St Luke's estate and students at the school suffering from this traffic. We hope that everyone attending will take part in the consultation to get your views.

- 4.21. Cllr Graham noted that there have been questions in the chat about LTNs. Cllr Graham addressed the questions and said that there is no LTN in Bunhill. His view and the view of his fellow councillors at the time was that with all the changes happening around Old Street Roundabout it would be unfair to residents to also have LTN changes at this time. The impact of LTNs in other wards are being monitored closely.

Cllr Graham added that Bath Street is the focus at the moment and he hopes that residents will support this option to alleviate this issue for residents and children.

An attendee commented that they agree regarding Bath Street and the School Streets programme trial going ahead. They shared their concerns about directing traffic to the main road, which is causing gridlock not just in Bunhill but also in Islington slowing people and buses down as well as impacting businesses and those driving through London to get to work in the area. They also added that they felt LTNs needed to be reconsidered and that councillors needed to listen to recent feedback and petitions around LTNs.

Another attendee commented that the Bath Street and Peerless Street is going to cause further congestion on Old Street and City Road.

Cllr Graham responded that he recognised that we are dealing with a really difficult issue here, but we need to do something. There are too many cars on the road, and at the moment this is just increasing in the area. Something had to be done and things are being tried out now, we will monitor the projects and see how they go.

An attendee asked if Cllr Graham could clarify if this comment was about vehicle capacity or pollution. Cllr Graham answered that it was about both.

The attendee commented further that on pollution and capacity they would like to hear more about allowing electric vehicles as this does not seem to align with the point about LTNs removing pollution. They added that they have seen a lot of focus on cycle lanes in recent years but the lanes seems to be empty and this is reducing the amount of road.

Cllr Graham thanked the attendee for their comments but noted that this meeting is focused on Old Street Roundabout and surrounding issues rather than the whole area.

Eshwyn added that the discussion in this meeting is around the School Streets and Bath Streets proposal rather than LTNs. Eshwyn provided some further information and signposted to the [council website](#) where residents can read more about the plans around LTNs. He noted that the point about electric vehicles not being permitted has been considered, however filters are being proposed to create a safer environment for cyclists which is why it is so restrictive. Research says people do not cycle with lots of traffic and we are trying to address this. He added that to help inform debate, attendees can find more information on traffic levels in the past ten years on the council's website. He said that this shows that traffic on main roads has mainly been static, while side roads and residential roads have seen huge increases with the advent of sat navs.

4.22. Cllr Bossman-Quarshie commented to thank the local residents on the call for attending and said that councillors, council officers and TfL are really listening and taking notes of this meeting. Cllr Bossman-Quarshie added that we have to collect qualitative and quantitative data and that residents are on the ground so Cllrs serving the community really appreciate getting feedback.

4.23. Sem Moema, the London Assembly Member for North East, attended the meeting and said they were happy to work alongside Cllrs to resolve this issue.

Sem Moema added that this is a long-standing issue and we need to balance the great work around Old Street with people being impacted in the immediate area. They appreciate the conversation is not about LTNs at the moment but it is important there is feedback in fixing the situation and that the council and TfL make sure people, particularly at St Luke's estate, school and the hospital, are not suffering from traffic on main roads. It is also about making sure everyone can use the street and people living in the vicinity have the same quality of air as those in LTNS and liveable areas.

4.24. An attendee commented that Bath Street only has more traffic because of the works at Old Street station. I would hope that once the works are complete the traffic would reduce to normal levels. If you jump in with reversing street, you will never know if that's the case.

Eshwyn responded that this question has been answered. We know that it is having an impact and need to take action starting with the consultation.

Cllr Graham thanked the attendee for their question.

4.25. An attendee asked TfL if there are more vehicles that come down East Street doing U-turns to go back up City Road towards the Angel City Road. They commented that they cannot go round the roundabout and asked what TfL are doing to stop this.

Thomas Holmes from TfL responded that the project team had been asked to extend the lines of cones that go down the road, hoping that the extension will mitigate U-turns. The team are aware of this issue and will need to continue to monitor to consider the impact in the long term.

5. AOB, Close and final remarks

5.1. Chair Cllr Graham and Councillor Bossman-Quarshie thanked all for attending the meeting.

5.2. Cllr Graham noted that this public meeting had been held specifically for an update around Old Street Roundabout and that the next Finsbury (Bunhill and Clerkenwell) ward partnership meeting is coming up in the new year and will consider wider topics.

5.3. Ward Partnership Co-ordinator, Sydney Alexander, noted that minutes would be shared with the mailing list and published online on the [ward partnerships webpage](#). To join the Finsbury (Bunhill and Clerkenwell) ward partnership mailing list to hear about future meetings and updates regarding the Bunhill and Clerkenwell Wards, please contact Sydney at sydney.alexander@islington.gov.uk

5.4. Cllr Graham thanked everyone again for their time

6. Addendum: project timeline updates

- 6.1. An addendum has been added to the minutes of the meeting to provide an update on changes to the project timelines since December 2021.
- 6.2. Please note that the timeline set out in section 3.4 regarding Old Street Roundabout has since been updated. As of March 2022, the project milestones will take place on the following dates:

- Interim exit provided through main station entrance stairs – Summer 2022
- Final change to traffic management layout – Summer 2022
- Closure of Subway 3 – Summer 2022
- Highway works substantially complete – Winter 2022
- Project finishes on site – Spring 2023

TfL have provided an update on the project via newsletter. This states that the revised dates have been caused by the impacts of the Covid-19 pandemic affecting productivity levels on site and the discovery of several uncharted utility services buried in the ground. These needed to be moved before construction work could continue.

If you would like to receive the quarterly newsletter by email from TfL, please contact them at OldStreetroundabout@tfl.gov.uk.

- 6.3. Please note that the timeline set out in section 4.9 regarding the Bath Street Reversal has since been updated. As of March 2022, unfortunately due to further delays, the scheme cannot be implemented in March. A new timetable will be confirmed as soon as possible.

For any enquiries regarding previous Ward Partnership items, please contact the Ward Partnership co-ordinator Sydney Alexander at sydney.alexander@islington.gov.uk. For specific enquiries regarding the Bath Street Reversal and consultation, you can also contact Faz Mussa at faz.mussa@islington.gov.uk.