



Elephant & Castle: Future Proofing Network

TfL Lane Rental Industry Publication



Introduction

As part of London's Road Modernisation Plan, TfL is investing in major highway enhancements. One of the projects associated with this is the radical change at Elephant and Castle northern roundabout which will reduce the impact of traffic and make the area feel cleaner and greener. The scheme includes the removal of the roundabout and the creation of a major new public space in and around the new peninsular, which will transform the area for those who live, work and travel in Elephant & Castle. The changes will balance the needs of drivers more evenly with those of pedestrians and cyclists. Highway works started in May 2015, to prepare the peninsula for a new London Underground station.

The installation of the new London Underground station along with extensive redevelopment of the area imminent increased capacity for utility services is likely to be required. With the closure of seven pedestrian subways an opportunity was presented to utilise the tunnels to provide spare capacity for future utility services before the subway network was decommissioned. This would help mitigate future disruption on the network where new services are required at this locality – the estimated social cost of delayed saved as a result of future proofing the network in this way has been estimated at £384,000.



The Project

The project required additional ducting to be installed within the subway network prior to the underground structures being decommissioned.

The proposal was developed to make optimum use of the existing subway network, with two routes being found;

- Subway tunnel between the underground station (Bakerloo Line) and the new peninsular – 6 way ducts of 300mm diameter were provided
- Subway tunnel across St George's Road, London Road, Newington Causeway and New Kent Road, including the structure for the ramps and stairs (perimeter of the roundabout) – 12 way ducts of 100mm were provided



Outcomes

The project set out to achieve the primary objective of reducing future interventions on the road network, which benefits TfL, its stakeholders and road users in general.

As above, the social cost of delay saved is estimated at £384,000, which is a conservative calculation based on no more than a further two future interventions on the road network.



Conclusion/ Recommendations

Ducting has successfully been provisioned for future use with the stated objectives either delivered or set to be realised in the future. It is recommended that other future proofing projects consider the provision of chambers to better facilitate access to the ducting, as well as providing a means of visually locating the spare infrastructure. All future major highway improvement schemes should always assess the feasibility of incorporating spare containment measures at the project initiation stage and ensure requirements are defined in the scope of works, with benefits determined within the business case



TfL Lane Rental Scheme

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



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