



# Stockwell Gyratory: Future Proofing the Network

TfL Lane Rental Industry Publication





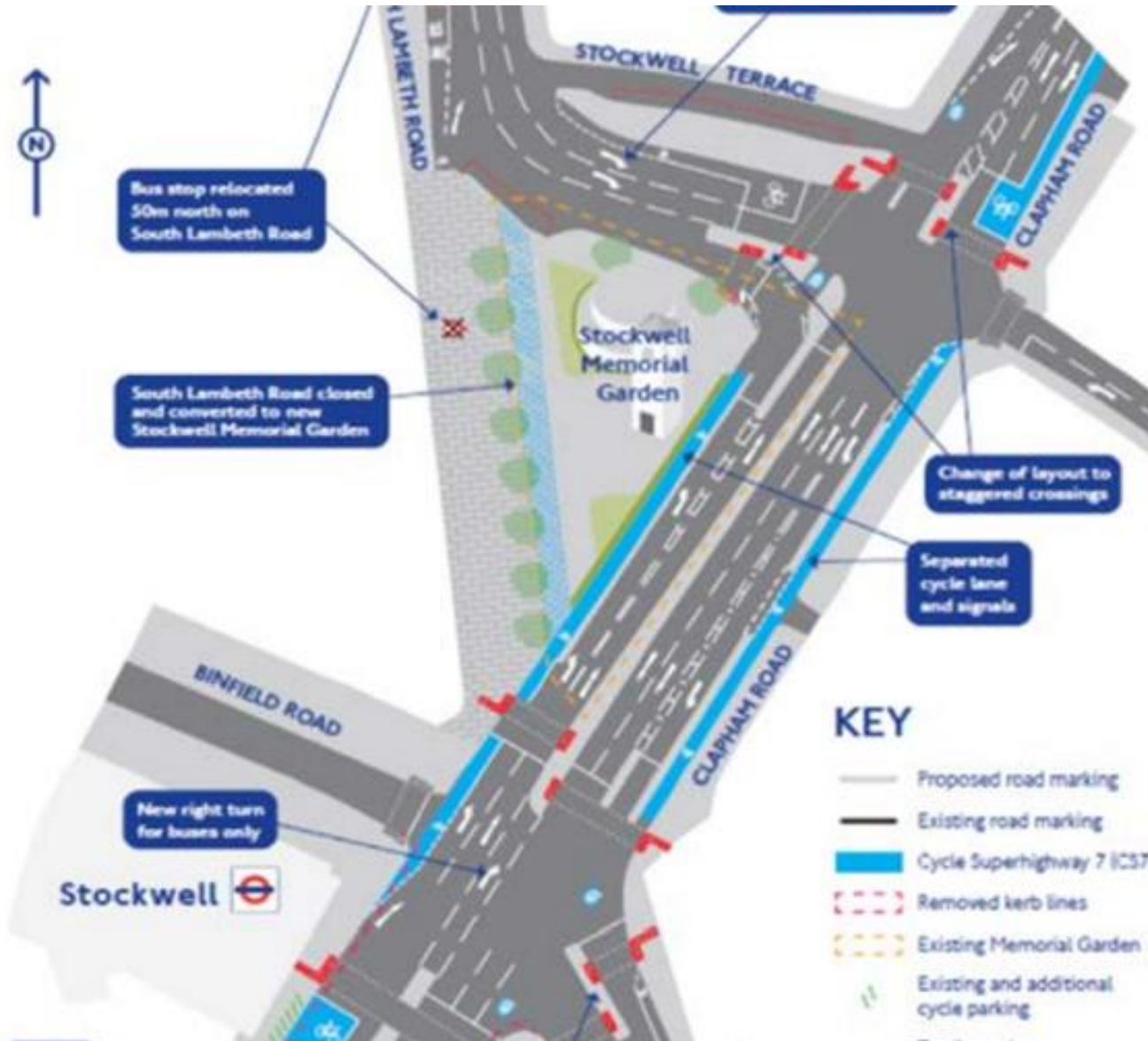
# Introduction

As part of London's Road Modernisation Plan, TfL is improving 33 of the busiest and most dangerous junctions, making them safer and less threatening. One of the junctions associated with this is at Stockwell Cross, which will provide an equated approach to all modes of transport. The scheme will encourage walking and cycling in the area by providing a dedicated cycle route and creating a new public space around the Stockwell Memorial Gardens. Bus lanes will be widened and the junction reconstructed to aid traffic. These changes will enhance the existing Cycle Highway 7 (CS7), and complement other key improvement works at Oval and Elephant & Castle.

The removal of the Stockwell gyratory system, a vital gateway into both Brixton and Clapham, would support ongoing local investment in the area, helping to create new retail, residential, employment and educational opportunities. This could lead to an extensive amount of redevelopment work which would require an increase in utility service capacity.

Rather than excavate the newly constructed area in the future, it was agreed that additional ducting capacity should be provided during the construction phase. 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 £260,000.





# The Project

Ducting was installed around the gyratory along Clapham Road and South Lambeth Road for an approximate length of 380 meters. The proposal consisted of installing four way 125mm diameter black 'ridgiduct' ducts, together with 9 access chambers along the route – delivering a total ducting provision of 1520 meters



# Outcomes

The project set out to achieve the primary objective of providing spare containment for future utility service providers, which will mitigate future interventions on the road network - ultimately benefiting road users in general. As above, the £260,000 estimated social cost of delay that will be saved is a conservative calculation, as it is based on a maximum of two future interventions on the road network.





# Conclusion/ Recommendation

The project set out to achieve the primary objective of providing spare containment for future utility service providers, which will mitigate future interventions on the road network, ultimately benefiting road users in general. As above, the £260,000 estimated social cost of delay that will be saved is a conservative calculation, as it is based on a maximum of two future interventions on the road network.

# TfL Lane Rental Scheme

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



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