

Southwark, Lambeth and Wandsworth

Cycling and Traffic Management Partnership – 10 Sept 2015
 Authors: Michael Barratt TfL and
 Francis Bernstein Southwark Cyclists



Attendees

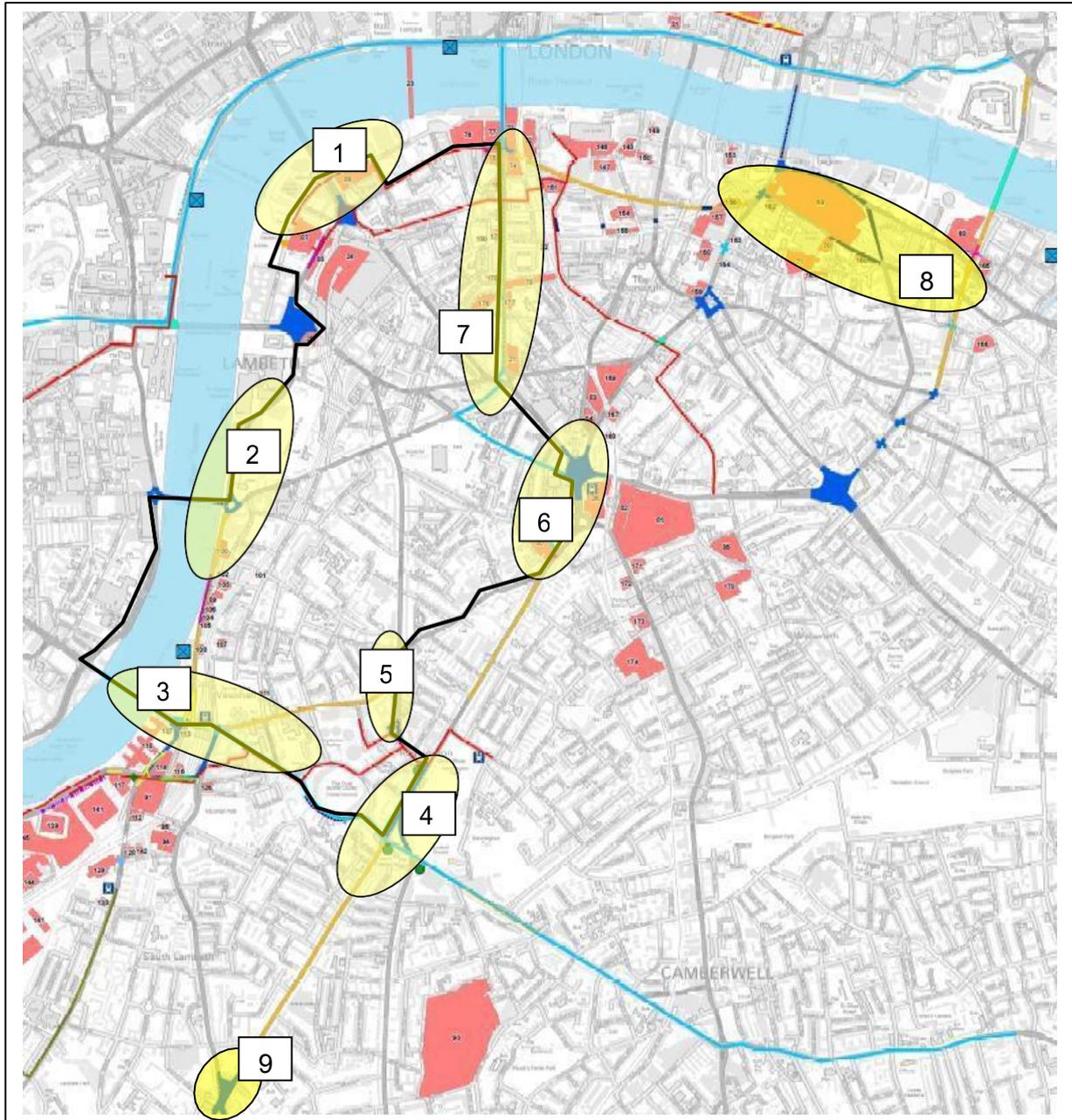
Andy Cawdell	Southwark Cyclists
Michael Barratt	TfL Planned Interventions
Josh Learner	Sustrans
Kendra Inman	Sustrans
Charlie Holland	Southwark Cyclists
Simon Castle	Cycle Safety Team, Roads and Transport Policing Command
Francis Bernstein	Southwark Cyclists

Introduction

The partnership is made up of TfL, Southwark and Lambeth cycle groups.

The objective of the exercise is to; on a regular basis, cycle through TfL schemes and major developments during build and ensure where possible that the traffic management implemented does not negatively impact on vulnerable road users.

Cycling Area

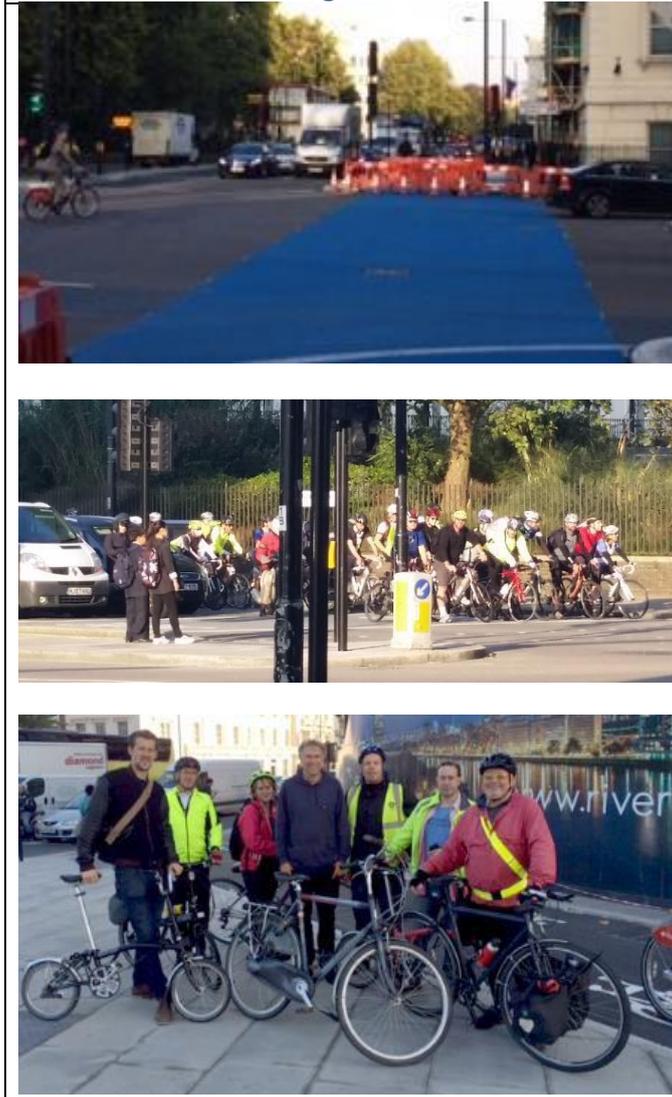


Working Group Zones

1. Waterloo Working Group major development	Upper Ground and York Road
2. Vauxhall & Nine Elms Working Group (VNEB)	Lambeth Palace Rd
3. VNEB TfL CS5	Vauxhall Bridge, Harleyford Rd
4. Kennington Environmental & Programme (EP) TfL Oval	Kennington Park Rd
5. Kennington EP NLE	Kennington Rd
6. Elephant & Castle Working Group TfL Better Junction	Link Rd & Gyratory
7. Blackfriars Working Group TfL NSCH	St George's Circus & Blackfriars Rd
8. London Bridge Working Group	London Bridge
9. Stockwell	Stockwell Gyratory

Minutes

Zone and location Item	Comments	Actions/Responses
<p>Zone 1. Upper Ground</p> 	<p>Cone tapering appears too abrupt on South side of junction.</p> <p>Consider temporary ASL to provide better protection go cyclists. Many HGV drivers cannot see the area immediately in front of their cab.</p>	<p>PM to comment</p>
  <p>TfL to escalate long term concerns of poor road surface to Lambeth. Can TfL and Lambeth collaborate on recourse to prioritise re-surfacing before next phase of major developments?</p>	<p>Road surface on Upper Ground substandard and uneven, and will cause unacceptable dangers if road becomes one way for traffic and two way for cyclists (as is planned by TfL). Cyclists ALREADY need to swerve wide and around uneven sections.</p> <p>Pedestrian area to be improved before Garden Bridge works start.</p> <p>Review access demands and service needs with local businesses, before road becomes one way</p>	<p>MB to Include Richard Ambler in minutes and see what actions can be mitigated</p> <p>Garden Bridge contractor is invited to next ride.</p>
	<p>Walkway removal-advance diversion - potential for temporary shared path access via park area.</p>	<p>MB and Lambeth have worked with contractor to set up a robust methodology.</p>

Zone and location Item	Comments	Actions/Responses
	<p>Lorry parking at inappropriate locations and times.</p>	<p>Acted on during cycle ride by TfL. MB to discuss with Canary Wharf (Contractor) and investigate potential holding area.</p>
<p>Zone 3. Vauxhall Bridge Rd - North</p> 	<p>“No left” signage now installed, so why isn’t the CSH open in some temporary manor?</p> <p>Review arrows are “ahead only” and clear to support no left turn.</p> <p>Junction has large cycle packs and demand, and has long red phases.</p> <p>N-S cycle demand expected to overwhelm two way cycle track with cyclists to overspill into general lanes. Consideration of ASL on N/S routes.</p> <p>Group photo.</p>	<p>AL to comment.</p>
<p>Zone 3. Vauxhall Bridge Rd - South</p> 	<p>Dangerous integration of fast cycle flow (downhill off bridge) into general traffic lanes and heavy traffic demands.</p> <p>Advance general traffic signage poor.</p>	<p>AL to comment. Ideal situation to put down temporary road markings and warning signs.</p>

Zone and location Item	Comments	Actions/Responses
	<p>Review temporary road markings to improve.</p> <p>East-West: Multi lanes merge into one at opposite side of offset junction with no lane advisor lane markings.</p> <p>Busy times, nearside P2W and cyclists at risk.</p> <p>When less busy, vehicles at speed seen cutting the corner.</p>	<p>AL to comment. Difficult one to mitigate due to potential capacity loss on gyratory</p>
	<p>Tight fencing.</p>	<p>On the ride, MB asked to pull out TM to provide more space where possible which was actioned.</p>
<p>Zone 3. Vauxhall Tavern</p>		
	<p>Under bridge, TM makes it effectively SINGLE lane South bound ahead only. Lane and dashed white lines revised to make safer for pedal mode. (previously reported safety concern).</p>	<p>AL to comment</p>
	<p>Rickshaw and trikes are regularly blocking new cycle tracks in London, either by stopping or getting blocked in narrow sections.</p>	<p>AL to provide width details and final layout design through tunnel sections.</p>

Zone and location Item	Comments	Actions/Responses
<p>1 </p> <p>2 </p> <p>3 </p> <p>4 </p>	<p>1/Trixi window angle not adjusted (previously reported).</p> <p>2/TfL maintenance to report on long term loo fault in operation (and not going down), and to re-assess safety impact to final design if not being repaired.</p> <p>3/Heras fencing to be moved to make more space in tunnel.</p> <p>4/Pavement widening needed where possible</p>	<p>AL to comment.</p> <p>MB to forward to Highways for comment</p> <p>MB asked site staff to move back as much as possible during ride.</p> <p>AL to comment.</p>
<p>Zone 9. Stockwell Gyrotory</p>	<p></p> <p>MB update on junction redevelopment. TM for EACH phase to be reviewed, to ensure <u>space</u> for pedal mode for the extremely high pedal demand and heavy traffic. Existing layout has dedicated cycle routes and tracks due dangers.</p>	<p>TM to plans to be provided</p>
<p>Zone 3. Harleyford Rd</p>	<p></p> <p>Why TM left in place?</p>	<p>AL to comment</p>

Zone and location Item	Comments	Actions/Responses
<p>Zone 4. Kennington Park Rd</p> 	<p>Junction is one of the busiest in London with packs of cyclists 30-40 spanning more than one general lane, before crossing junction.</p> <p>Cycle track entry and pinch point means many cyclists forced into general traffic lanes in busy times. Yet general lanes have no designed in cycle safety features.</p>	<p>Design team response required</p>
 <p>Cycle Safety Team comments: <i>“On the cyclists’ approach from the Oval, the blue road colouring disappears. Novice cyclists following the CS are likely to hug the kerb on the segregated stretch and find themselves in the wrong lane at Kennington Road. This could be prevented by applying blue paint to the right cycle lane.</i></p> <p><i>At the cyclists’ ATS from the same aspect, there is potential for confusion when the cycle lights are green for straight on but red for the left turn. Only the green are visible from a distance. This could be improved by adding a second low- level (and/or high level) light for the left turn on the pole between the two routes, a “double-head”. This has worked well at Queens Circus.”</i></p>	<p>Surface condition unlevel and poor on cycle track</p> <p>Ongoing issues seen after bedding in period and need further improvements in final design.</p>	<p>Update from contractors on difficulties in resurfacing</p> <p>Report to Sponsors on design issues sent to TfL sponsorship (SM) in August,</p> <p>MB has also emailed comments.</p>
<p>Zone 5. Kennington EP NLE</p> 	<p>Compromised site. TM observed to flow well in am peak.</p>	<p>FLO Feedback requested.</p>

Zone and location Item	Comments	Actions/Responses
<p>Zone 6. Elephant & Castle Working Group TfL Better Junction</p>		
	<p>At E&C between major junctions, TM causing cyclists to merge and weave into 3 narrow lanes of heavy traffic, with no “space” for cyclists, with no wide bus lane, and with insufficient consideration for cycle safety.</p>	<p>Urgent review requested. DM to investigate and make changes if possible</p>
<p>7. Blackfriars Working Group TfL NSCH</p>		
 	<p>Wide road narrows into a long narrow lane sections with uneven and weaving cones and chicane sections.</p> <p>TM advance warnings (“Narrow Lanes - Do NOT overtake cycles”), hidden by obstructions (see blue arrow in photo)</p> <p>Regulation allows use of LARGER letter height for key words on TM signs.</p>	<p>On the ride, PS attended site to review and organise cone and Heras fencing</p> <p>Improved TM warning signage</p> <p>PS to action</p>
	<p>HGVs parking on pavements and seen making 3pt turn with no banksman support</p> <p>Works van with open door overhanging into general traffic</p>	<p>The unique very wide pavements attracting unplanned lorry parking, consideration for pavement protection in such a high density construction area.</p> <p>On the ride, MB and SC investigated and actioned lorry parking and works vehicle.</p>



Zone and location Item	Comments	Actions/Responses
General Comments		
<p>How to extend best TM practice and logistics planning into wider standards in the in the construction and haulage industry.</p>	<p>Group discussed accreditation schemes.</p>	<p><i>MB to discuss with TfL Freight team regarding potential including of TM as a CLOCS theme and potential accreditation schemes.</i></p> <p><i>MB already in discussions with Developer contractors re cycle and pedestrian safety. Via a presentation, MB puts onus on contractor to ensure safety measures are in place and to introduce themselves to local cycle groups to inform who they are, where they are working what freight contractors are being used and what TM methods are in place. Cycle groups are then welcome to raise issues direct to the contractor of any unsafe practices.</i></p>