

Southwark, Lambeth and Wandsworth

Cycling and Traffic Management Partnership – 30 Sept 2015 (7am to 9am ride)

Authors: Michael Barratt TfL and Francis Bernstein Southwark Cyclists



Attendees

Michael Barratt	TfL Planned Interventions
Andy Cawdell	Southwark Cyclists
Charlie Holland	Lambeth Cyclists
Eileen Goodway	Southwark Living Streets
David Maloney	TfL Enforcement
Alan Lofts	TfL PM
Jeff Collins	1 Blackfriars development (St Georges)
Clement Chasset	Garden Bridge Development(Bouygues)
Francis Bernstein	Southwark Cyclists
Kaysar Alim	Alandale UK (developer consultants)

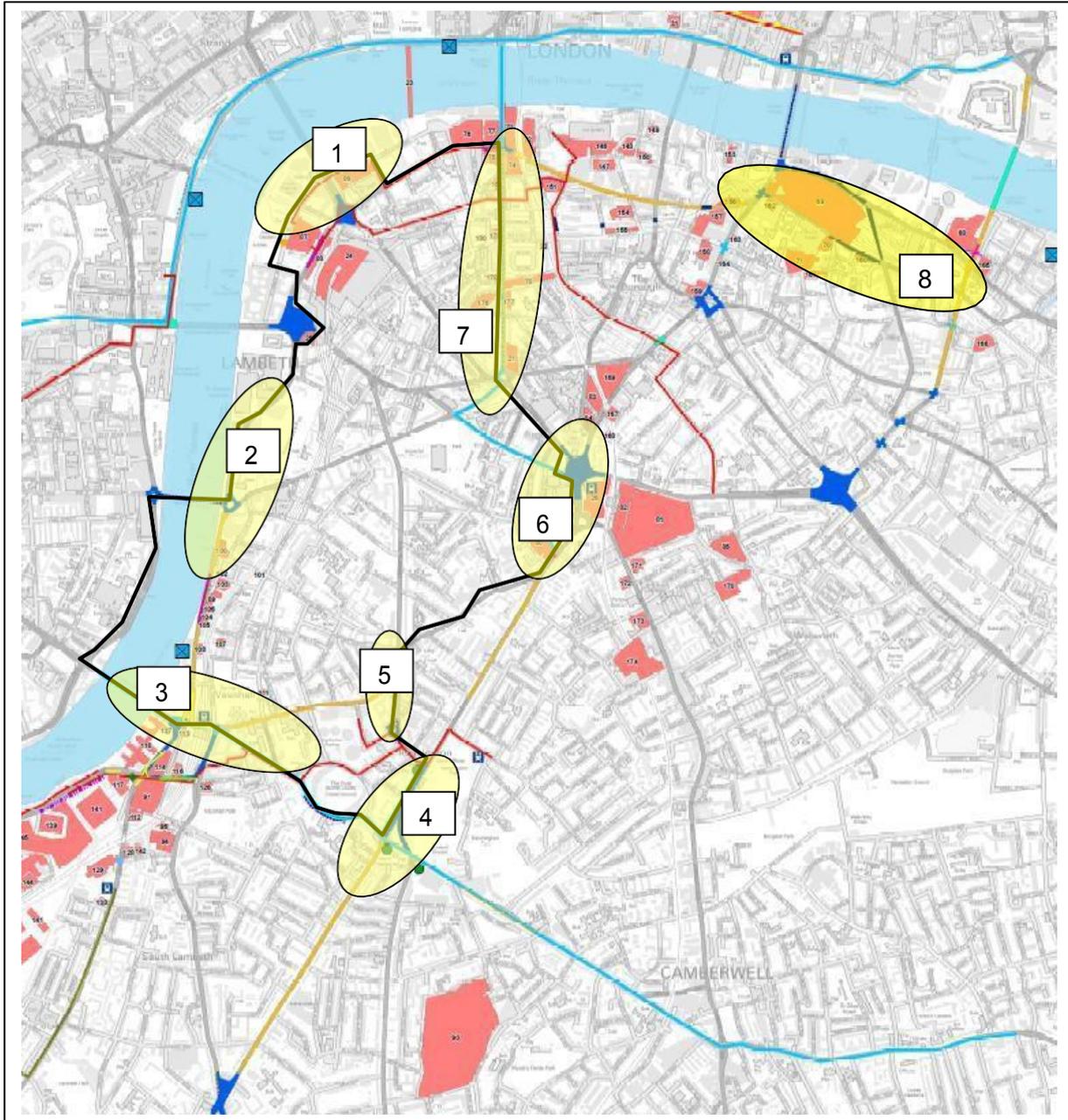
Introduction

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

The objective of the exercise is to; on a regular basis cycle through TfL schemes 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	Next ride TBC

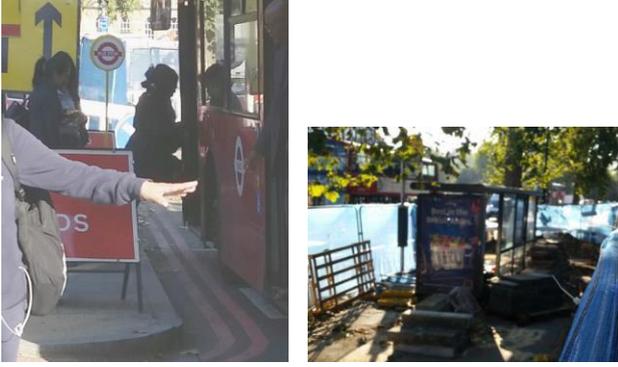
Minutes

Zone and location Item	Comments	Actions/Responses
<p>Zone 1. Upper Ground</p> 	<p>Why are barriers on North side over cycle track?</p> <p>If needed, should barriers be filled with water to stop them drifting into road or cycle track?</p>	<p>Barriers requested to be made safe and even on ride.</p> <p>PM to escalate with Southwark and developers for who is responsible for TM at site.</p>
 	<p>Why are single or double yellow line parking restrictions left missing, covered over with tarmac, or not clearly maintained?</p>	<p>This has been raised at the Blackfriars working group and the Upper ground Monitoring group.</p> <p>Southwark council to investigate.</p>
	<p>Why are pedestrians barriers left in situ if not required?</p>	<p>Southwark council to investigate.</p>
	<p>Developer update on Garden Bridge. Time restricted access to river discussed during development.</p> <p>Poor carriageway surface along Belvedere and Upper Ground.</p>	<p>Lambeth and SBEG to be consulted re required pavement improvement plan</p>

Zone and location Item	Comments	Actions/Responses
	<p>Shell bridge due to removed from next week, but no advance warning installed by Lambeth to pedal or vehicle mode</p>	<p>Signage issue escalated to developer same day now in place</p>
<p>Zone 3. Vauxhall Tavern</p>		
	<p>Sand slip hazard not cleared (close to contractor storage materials)</p>	<p>AL to action</p>
 	<p>Northbound, major new development will remove the bus/pedal mode segregated "gate" to accommodated site deliveries. TBC</p> <p>Is there potential to provide a pedal route for Northbound pedal mode to the 2-way cycle track and connect with Vauxhall CSH?</p>	<p>MB to review original scheme approval</p>

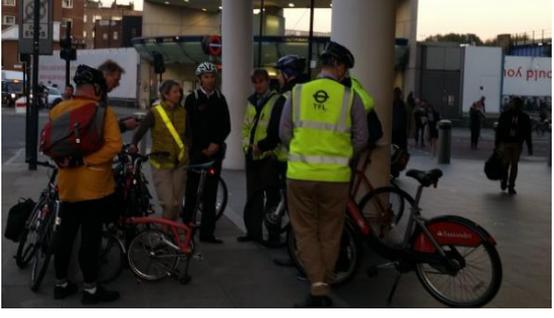
Zone and location Item	Comments	Actions/Responses
<p>Zone 4. Kennington Park Rd</p> 	<p>What was the reason for cones placed ~1m away from barriers (towards Brixton Road)?</p>	<p>PW to review</p>
	<p>Will the new cycle track at Oval (Brixton Road) be smooth and without surface defects?</p> <p>Existing “uneven” track surfaces at Oval unresolved.</p>	<p>PW escalate response from contractors.</p>
	<p>Brixton Road at Oval Southbound. Heras fencing support blocks missing warning cones. Potentially dangerous to cycle mode at night when blocks stick out.</p> <p>Uneven fencing line without cones, creating pinch point.</p>	<p>PW escalate to contractors.</p>
<p>Zone 4. Brixton Road</p>		

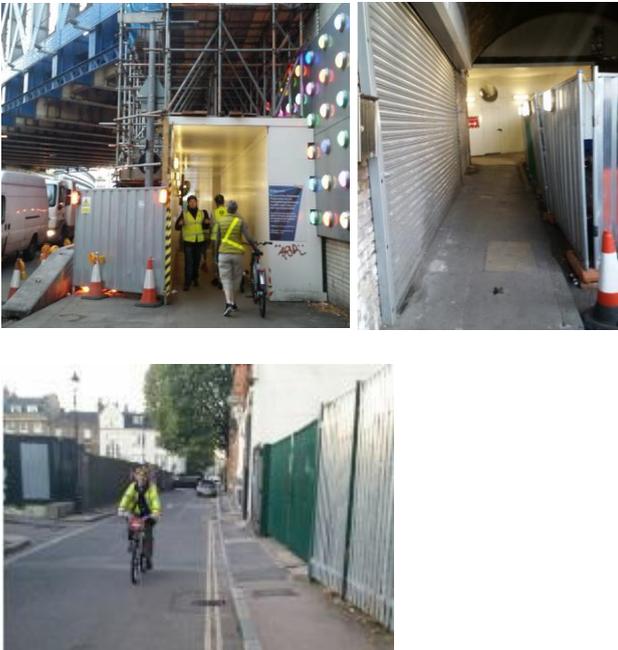
Zone and location Item	Comments	Actions/Responses
<p>1/ </p> <p>2/ </p>	<p>1/ Guidelines suggest an advisory arrow is needed at the start and end of TM road narrowing.</p> <p>As seen, the very large arrow and cones causing severe pinch point to pedal mode.</p> <p>2/ Area has significant pedestrian desire line to bus stops and shops, but there are no barrier breaks for pedestrian safety.</p> <p>Could cone mounted type TM signs be used in comprised sites?</p> 	<p>On the day, signage removed.</p> <p>PW to review TM regarding pedestrian flows as being seen.</p>
	<p>Advance warning signs (before Prima Road) obscured by buses at multiple bus stops and bus standing (often three buses in a row). "Narrow lanes" and "no left turn" signs obscured.</p>	<p>PW to review TM</p>
	<p>Northbound, (at triangle on Brixton Road) poorly sited TM signage on footway.</p> <p>Insufficient width/layout to pedestrians and wheelchair, pushchair/family users.</p>	<p>PW to review</p>
<p>Zone 5. Kennington Rd</p>		

Zone and location Item	Comments	Actions/Responses
	<p>New (temporary) bus stop Northbound by Clayton Street. Can TM street clutter be improved?</p>	<p>PA to review</p>
	<p>Location of (temporary) bus stop means buses are regularly seen not to stop close to curb for <u>bus entry</u>.</p> <p>Passenger <u>bus exit</u> not aligned to pavement curb.</p> <p>A second bus seen stopping over mouth of side road.</p> <p>Old bus stop seems to be used for material storage area.</p>	<p>PA to review bus stop location</p>
<p>Zone 6. E&C – London Road (Southbound)</p>		

Zone and location Item	Comments	Actions/Responses
	<p>Why is secondary barrier so wide? Putting vulnerable road users at greater risk and conflict Southbound London Road.</p>	<p>DM to comment</p>
<p>Zone 6. E&C – London Road</p> 	<p>Wheelchair users need level surfaces. Any adverse footway camber is very hard to manoeuvre safely for wheelchair users.</p> <p>Footway “ramps” need to be designed for safe wheelchair usage with no adverse camber in direction of travel.</p> <p>Disabled stakeholders to be invited to comment.</p> <p>Loose gravel to be cleared on footway.</p>	<p>DM to comment</p>
<p>Zone 7. St Georges Circus</p>		

Zone and location Item	Comments	Actions/Responses
	<p>Drivers entering junction assuming it is signaled controlled and do not “give way”, so in conflict with Pedal Mode exiting to Borough Road (from London Road).</p> <p>Blackfriars Bridge Road arm, single dash lines indicates “give way” to roundabout.</p> <p>Southbound and Northbound (from London Road) have green aspect together at staggered junction.</p>	<p>Issued reviewed for safety day of ride, and on the day, installed x2 give way signs on St Georges Circus.</p>
	<p>Phasing issue. No “green wave” for pedal mode going straight across the staggered signals, so in conflict with mandatory left turning for general traffic exiting from Borough Road.</p>	<p>PS and TfL teams to comment</p>
Zone 7. St Georges Road		
	<p>Phasing on crossroads - St George’s Road and Lambeth Road, has insufficient time for the volume of traffic on St George’s Road.</p> <p>No bus stops for months from Elephant and Lambeth North. Is there any chance of a temporary one?</p> <p>Motorbikes and cycles reported to be mounting curb west pavement from around the Prince of Wales pub due to severe congestion. Key route for emergency services impacted by congestion.</p>	<p>MB actioned review following ride to become 2 general lanes. Awaiting response.</p> <p>Enforcement team has been made aware during ride. DM (EoS) to update.</p>

Zone and location Item	Comments	Actions/Responses
	<p>New "keep clear" sign is significant improvement.</p>	<p>Noted. Thanks to PS for swift action</p>
<p>Zone 7. Blackfriars Bridge Road</p>		
	<p>New operational floating bus stop has no "step free" safe access to the main pavement as pedestrian crossing to main pavement is blocked by contractor vehicles.</p>	<p>PS to action.</p>
	<p>Incomplete red line or yellow line road markings. Or, is this section of road an unrestricted parking area in central London?</p>	<p>PS to comment</p>
	<p>7am ride briefing session for riders at TfL Offices.</p>	

Zone and location Item	Comments	Actions/Responses
	<p>1/ Northbound before Upper Level, side access ~2cm step up off the carriageway. A long longitudinal sheer edge is a trip hazard to many cycles off a busy A road.</p> <p>2/ South end of Blackfriars Bridge Road, raised curb is better delineated as unsuitable for pedal mode to access.</p>	<p>PS to request a strip of temporary tarmac to ramp.</p>
Zone 8 Southwark Road – Redcross Way		
	<p>Concern for ambush points on pedestrian exits. No Trixy mirror on exit. No CCTV .</p> <p>Isolated and poorly overlooked side street adds to perceived dangers at night time.</p>	<p>Network Rail site which was previously in worse shape. Intervention from MB and PK lead to brighter colour, lighting and trixi mirrors.</p> <p>Still more could be done to ensure a safe environment. MB to liaise with Network Rail (BW).</p>
	<p>Poorly located sign in road without cones</p> <p>Heavy “oil” drum blocking highway</p>	<p>Signage relocated during ride.</p> <p>Arrangements made to remove contractor’s oil drum during ride by AL.</p>
	<p>AOB MB to liaise with Living Streets for a presentation on safety and innovative methods around temporary works.</p> <p>Borough Cycle officers to be included.</p>	<p>FB and EG to arrange</p> <p>FB to arrange</p>