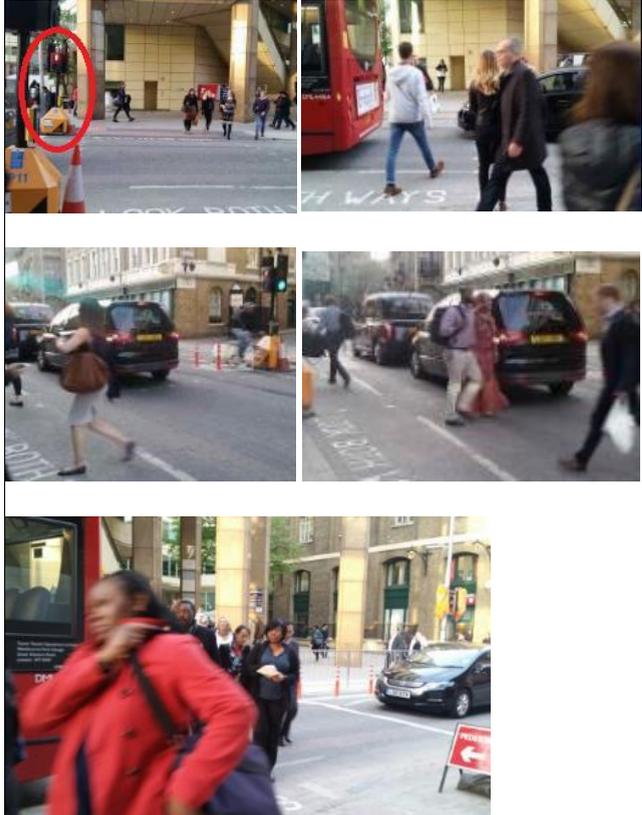
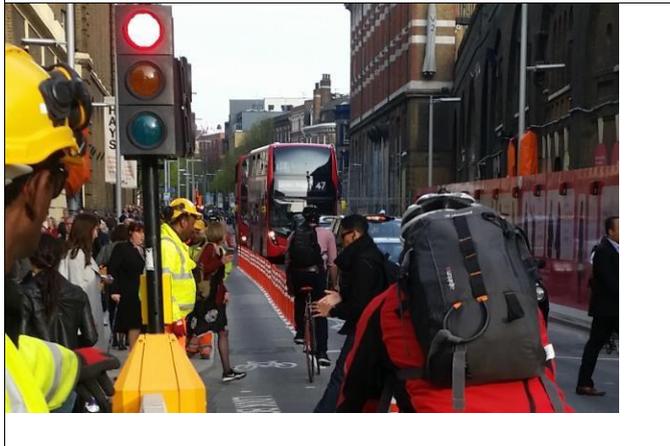


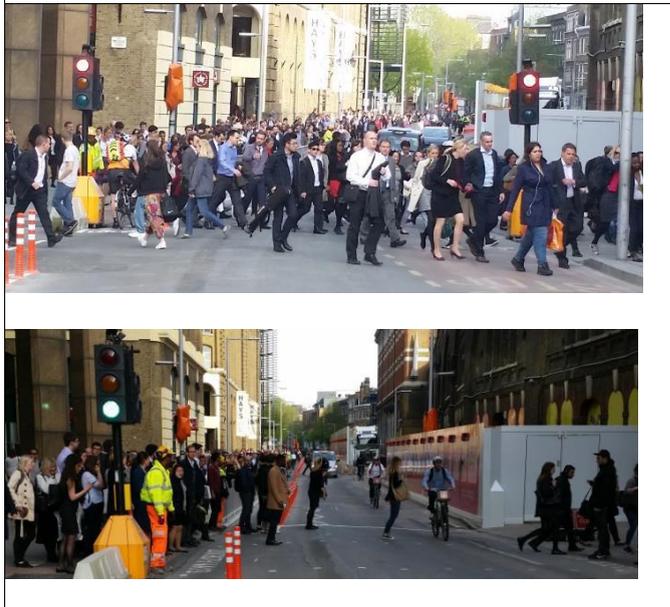
Tooley Street	Observations	Actions/Comments
 	<p>Marshalling seen to be very effective stopping cyclists in advance of the Cotton Lane crossing at the new “SLOW” road marking.</p> <p>This was beneficial to allow crossing to clear of slow moving pedestrians before cyclists released (on Green).</p> <p>Suggest “Stop/Go” sign provided to forward Marshall to support the “red light” or when crossing congested.</p> 	
  	<p>Marshalls seen to be doing an exemplary job at all times, and to be complimented.</p> <p>One marshal “slowing” or “stopping” cyclists in advance of crossing. Two at the crossing (PM peak) to support the “Red Man”. Marshalls regularly pressing “Wait” once lights go Green aspect to reduce pavement crowding.</p> <p>Suggestion: Current layout needs four marshals, with 3 one side, one the other, at busy PM times.</p> <p>Suggestion: Marshals to have whistles to alert other marshals of imminent danger (e.g fast approaching cyclist, or dashing pedestrian)</p>	

Tooley Street	Observations	Actions/Comments
<p>Cotton Street Crossing</p> 	<ul style="list-style-type: none"> • “Red Man” signage often not clearly visible and obscured by traffic (ringed red in photo). • No clear “<i>warning cyclists</i>” signs for pedestrians. • Pedestrians crossing Northbound are at risk of not seeing/appreciating cyclists. <p>Suggestion: Additional traffic pole signal on each side of crossing for “Red Man”, and provide nearside repeater signal low level for “Red Man”, e.g</p> 	
	<p>Only one “WAIT” button to press on the wrong side for pedestrian flow/desire line (going to the station).</p> <p>When no Marshalls present, the “WAIT” button was regularly not being used by general public, and meant greater informal crossing incidents seen. Pedestrian sensors ineffective.</p> <p>Suggestion: Additional “WAIT” button/module to be installed on the desire line side of the crossing or sensor located to desire line side.</p>	

Tooley Street	Observations	Actions/Comments
<p>Pelican Crossing: Puffin Crossing:</p>  	<p>Two pedestrians crossing designs not consistent on Tooley Street in function nor phasing.</p> <p>Joiners Street crossing phase (left photo) is Pelican, and about: 11s Red, 50s Green, and goes “beep beep beep”, with yellow flashing signal.</p> <p>Cotton Lane crossing phase is Puffin and is: 20s Red, about 13s Green (if the WAIT is pressed)</p> <p><i>“Puffins do not have a flashing green man for pedestrians or a flashing amber for drivers.”</i></p> <p>Suggest the Joiners Street Crossing revised to have same timing phase as Cotton lane. This will mean more cyclists become bunched up, and slower on approach to Cotton Lane.</p> <p>Suggest Cotton Lane crossing has flashing Amber stage and beeps.</p>	
	<p>Cotton Lane traffic signal location obscures seeing cycle track (for Eastbound cyclists).</p> <p>The “red and green figures above the control box” appears not to be working. See photo left.</p> <p>Cycle track to be made more visible. Suggest paint blue.</p>	

Tooley Street	Observations	Actions/Comments
	<p>Collisions and near misses being seen.</p> <p>When cyclists swerve out of the way of pedestrians, high risk of hitting wand on opposite side of crossing, or forced into oncoming traffic.</p>	
		
		
	<p>Wands create hazard immediately on the other side of crossing if they are obscured by large crowds of pedestrians:</p> 	
	<p>Suggestion. Remove some wands after crossing and replace with white hatched safety area on highway that indicates starts of first wand, and to better keep Westbound traffic in the correct path and provide safety zone for pedestrians.</p>	

Tooley Street	Observations	Actions/Comments
	<p>Pedestrians regularly seen not to be looking at “Red Man” nor looking at cycle track after starting to cross.</p> <p>A pedestrian crossing can take ~6 seconds. In the same 6 seconds many cyclists can travel from Joiners Street to this crossing (<i>red arrow</i>) and surprise pedestrians on crossing.</p> <p>Cyclists at speed due to downhill approach.</p>	
	<p>Met Police required to enforce cyclists jumping red lights deliberately.</p>	

Tooley Street	Observations	Actions/Comments
	<p>High levels of pedestrian overspill outside of crossing area.</p> <p>Crossing threshold is poorly identified.</p>	
	<p>Vehicles exiting Cotton Lane, needs clearer "Right Arrow" on lamp -post opposite.</p> <p>P2W seen tried to turn left into cycle track.</p>	
	<p>5-6000 pedestrians/hour and difficult to control at busy times.</p>	

Tooley Street	Observations	Actions/Comments
 	<p>Bus lane installed is welcome improvement.</p> <p>New coned exit to Tooley Street measure appears to be working well. But often gets congested as Southbound vehicles (off London Bridge) regularly block Tooley Street traffic.</p>	
	<p>Westbound road flares wider passed Cotton Lane crossing, then has pinch point with "No Entry" coned area.</p> <p>Suggestion: Could this be better marked out?</p>	