

FOCUS ON HIGHBURY CORNER BRIDGE REPLACEMENT WORKS

Roadworks Patrol – 20th April 2017 (9 AM ride)

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Attendees

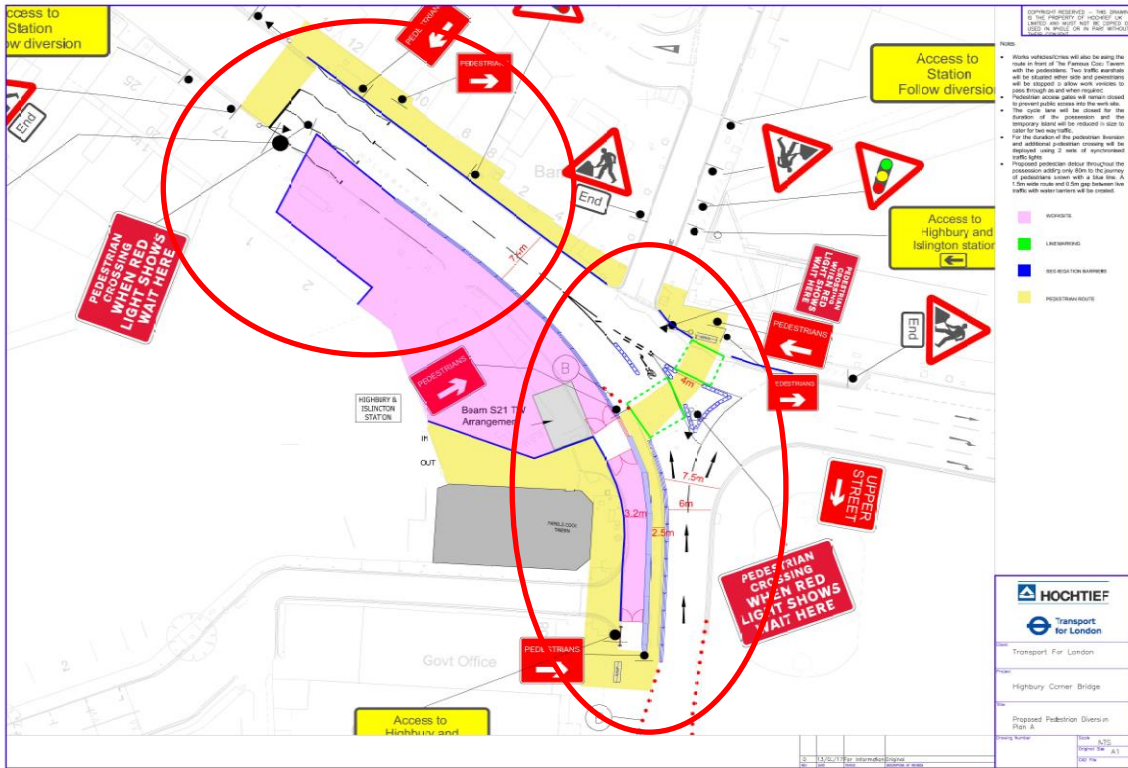
Michael Barratt	PI TfL	Emile Roberts	PI TfL
Francis Bernstein	Living Streets	Carolyn Chambers	Project Team

Introduction

The partnership is made up of TfL, cycle and pedestrian and other stakeholder groups.

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

FOCUS ON Highbury Corner Bridge Replacement Works



A focus on the Highbury Corner

This scheme has been implemented to replace the existing bridge structure at Highbury and Islington Station. To facilitate the works various traffic management layouts have been installed to manage pedestrians and all vehicular traffic. Concerns have been raised on pedestrian and cycling safety negotiating these works which the patrol aims to mitigate where practicable.

	ISSUES & ACTIONS
<p>Temporary crossing Highbury Corner</p>    	<p>General lack of space for pedestrians</p> <p>vehicles on stopline lose visibility of the lights and is a safety concern move stop line 1m+ back from existing location to give visibility of lights and increases safety zone</p> <p>Side by side placement of the signals is taking up space Re-align signal position lengthways and move TM in</p> <p>Some cones are un-necessarily positioned in the road after drop kerb To be removed (keep one either side)</p> <p>“Pedestrian crossing when red light shows stop here” Is this required as there is an existing stop line?</p>
 	<p>White lining is becoming worn Re-line to highlight edge of carriageway</p> <p>Marshals in pink and using a blue rope</p> <p>Marshals holding traffic should wear hi-vis to BSEN 471 with long sleeves. Yellow is more appropriate for carriageway activities.</p> <p>A red and white retractable tape is best fit to match existing set up and in addition to use “stop works signs”“lolly pop sticks”</p>
 	<p>Demarcation of central island worn To be re-lined to highlight the area</p>

Highbury Place



ISSUES & ACTIONS

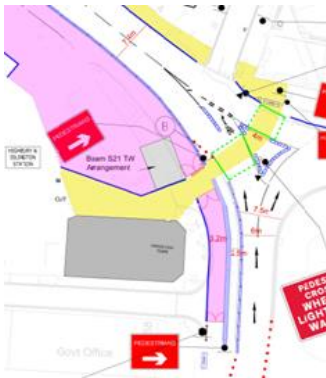
Highbury Place, used by cyclists only is leaving opportunity for pedestrians to follow a desire line across the road.

Suggest tweaks to the central right turn pocket and narrow the bell mouth area with signage for cyclists only.

example for potential method to the left.

HGVs often seen blocking the signals and crossing areas

To look at options to highlight where the crossing area is either by studs or an alternative method



Water filled barrier location has caused limited width for the slip road off the gyratory. Vehicles observed to sit over the centre line (circled area) which is blocking traffic wishing to travel clockwise around the gyratory.

Suggest to relocate welfare unit and use the closed off vehicle access area presently used weekends only (questioned with welfare unit) only for pedestrians (red arrow) during the week when the foot fall is higher. The barriers can be brought in (blue arrow) leaving 2m for pedestrians, for weekend use (lower footfall) when the access is required and gain back a full traffic lane.

This will help improve traffic flows around the gyratory and reduce the negative impacts (congestion, pollution and bus delay)

Previous layout (to left) was not seen in use

Alternatively, as per arrangement shown – to open the gates to allow weekday pedestrians direct access to the crossing and follow barrier width changes as per blue arrow above.



Signage clutter observed around entire works footprint causing obstructions to pedestrians and cyclists.

Suggest an arranged site patrol to remove all non required signage and sand bags and to relocate large required signs from the floor to redundant posts or lighting columns.



Inconsistent direction signage around works footprint

Project team to review



Some fencing areas observed leaning into the carriageway causing obstructions to cyclists.

Site patrols to ensure fencing straight and behind kerblines.





Signage for hidden local business is barely visible with some signage observed attached to signal poles

Suggest investigating alternative methods to highlight these shops are still open for business



Some temporary signage was observed too low leading to public safety concerns

2 x signs removed on the day due to low height.



Poor placement of "no overtaking cyclist's signage". This was next to an open bus lane too far in advance too site.

Suggest consistent and pragmatic approach to place signage where there are conflict areas



Patrol observed various locations where cyclists struggled



Site vehicles observed to cross the pedestrian crossing to access the site during the green man phase.

Drivers were warned and instructed not to repeat exercise.

Also to investigate alternate methods to access site



Area width causing narrow traffic lane

Suggestions to investigate width be revised to give a wider running lane



Public may have been undoing TM to cross the road

Patrol required to identify areas of where TM has been removed and re-fix/position.

SITE CLEANLINESS CONCERNS



General unclean environment around site footprint.

Suggest site standards are raised with local authority cleansing involvement

The water filled barriers are used to insert litter

Liaise with suppliers to investigate methods to cover (with angles) the top of the barriers.

Site hoarding is very angular which can invite potential crime (ambush points) and corners which may be used as toilets

Suggest auditing area to smooth of specific areas and check sufficient lighting at night



Bus stand access obstructed by signage positioning

Suggest relocation

Marshalling observations and report	Site marshals are doing a good job with the available equipment and very friendly and cooperative when approached!!
AOB	

