

FOCUS ON BISHOPSGATE DEVELOPMENTS

Roadworks Patrol – 7TH July 2017

Authors: Michael Barratt TfL



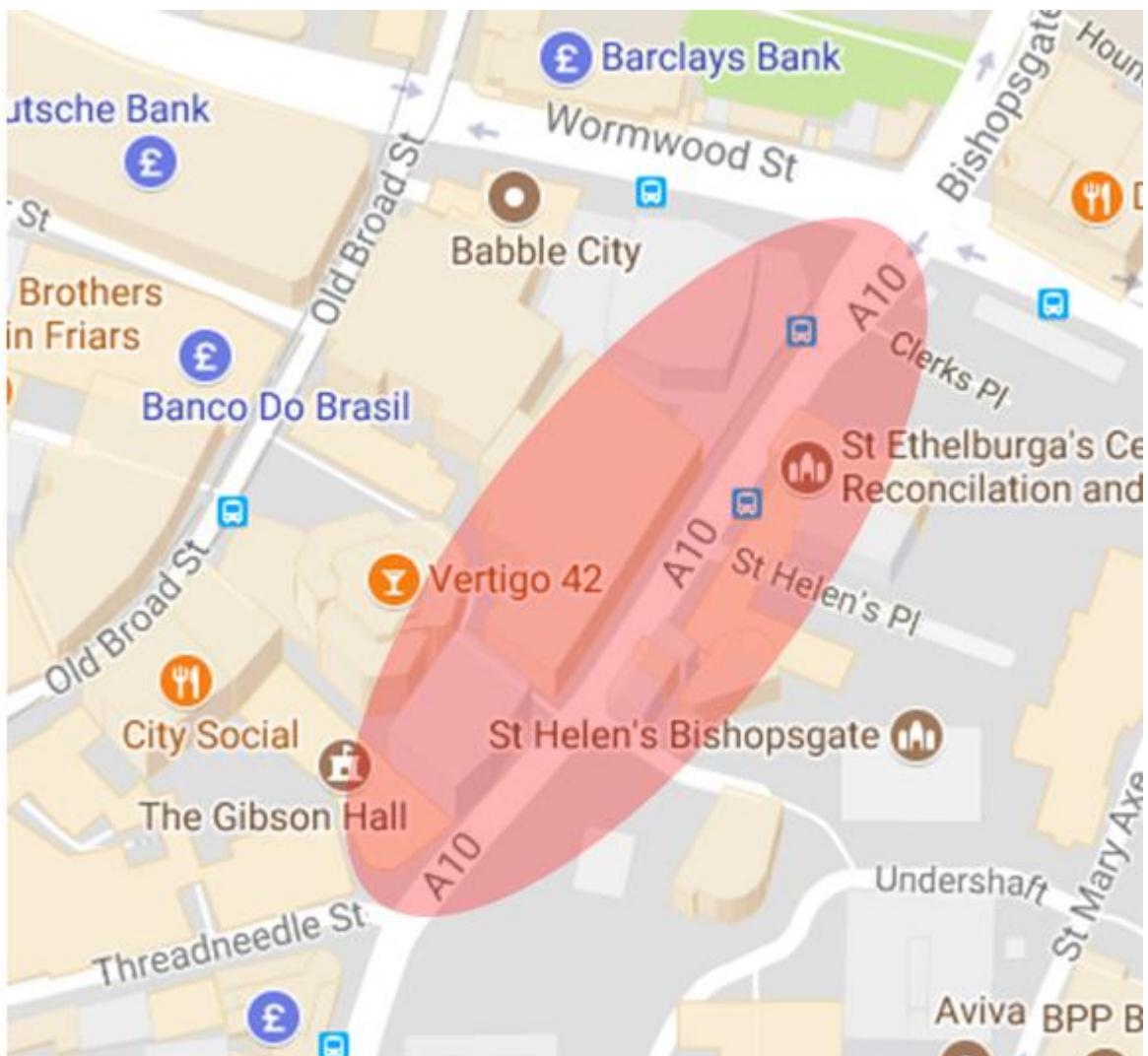
Attendees

Michael Barratt (MB)	TfL	Oliver Benford (OB)	TfL
Andy Cawdell (AC)	Southwark Cyclists		

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.



Issues

There have been safety concerns raised by cyclists negotiating construction loading areas along Bishopsgate.

Road width is constrained along Bishopsgate with all traffic modes competing for limited space.

The segregated loading areas have 2.4m high hoardings to protect the public if any load were to fall and maintain operative safety during un/loading.

Bishopsgate, City of London	Observations & Suggestions (TfL),
100 Bishopsgate	
	<p>Works signage has been placed in the cycle lane taper.</p> <p>Relocate signage to an appropriate position</p>
	<p>There were no “Narrow Lanes, No Overtaking Cyclists” signs visible.</p> <p>Investigate opportunities to place signage that warn drivers of reduced lane widths.</p>
	<p>Mandatory cycle lane in place but substandard (have or not to have). Visible pinch point where loading area starts and position of traffic island.</p> <p>Barrier fence is flush to concrete barriers (VCB) and hazard for handlebars (VCB)</p> <p>Check how long loading area required then investigate opportunity to trim island (yellow circle).</p> <p>Driver safety is a priority and TfL is aware of the HSE concerns when exiting vehicle. There maybe an alternative fence that minimises conflict, To be investigated.</p>

Bishopsgate, City of London	Observations & Suggestions (TfL),
	<p>End VCB has been pushed out causing another pinch point within the cycle lane.</p> <p>MB discussed with marshals who said lorries were clipping the VCB on exit hence moved out. MB questioned why site had not informed TfL of the issue?</p> <p>Investigate option to remove VCB and replace with plastic barrier that will have less width and wont damage vehicles during vehicle manoeuvres.</p>
	<p>Vehicle observed reversing into loading area. OB confirmed this was not an agreed method. This held up traffic heading southbound and blocked back to the junction</p> <p>MB asked marshals why they reversed and reply was difficulty in accessing loading area. OB was not aware of any reports being supplied to TfL of this issue.</p> <p>Discussions are required to take place with contractor to revisit logistic methods.</p>

Bishopsgate, City of London	Observations & Suggestions (TfL),
22 Bishopsgate	
	<p>Remaining road widths adjacent to the loading facility narrow causing a pinch point.</p> <p>No cycle facility at this site and no warnings of narrow lanes.</p> <p>Investigate opportunities to place signage that warn drivers of reduced lane widths.</p>
	<p>Almost zero width for cycling thoroughfare and many cyclists observed overtaking between opposing flows of traffic.</p>
	<p>Loading area empty during visit.</p> <p>Question to be asked on frequency of use. If low and during off peak could be open for when cycle flows are high.</p>

Bishopsgate, City of London	Observations & Suggestions (TfL),
AOB	Actions
<p>OB highlighted further upcoming developments along this stretch of road which will be challenging on traffic requirements.</p> <p>OB and MB to discuss methods for planning ahead.</p>	<p>OB and MB to set up a meeting with the contractor to discuss all issues and investigate opportunities for improvement.</p>