

FOCUS ON TIDEWAY CYCLING MITIGATION

Roadworks Patrol – 19TH June 2017

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Attendees

Michael Barratt	TfL	Phil Wilson	Tideway
Andy Cawdell	Southwark Cyclists	Chris Jubb	LCC
Francis Bernstein	Southwark Cyclists	Sam Norman	TfL
Eileen Goodway	Local Resident	Paul Wilson	TfL
Howard Klaasen	Tideway	Hugh McCarthy	AECOM
Matt Potter	Tideway	Roger Mears	Tideway
Kate Bartlett	LCC	Mark O'Leary	Westminster

Introduction

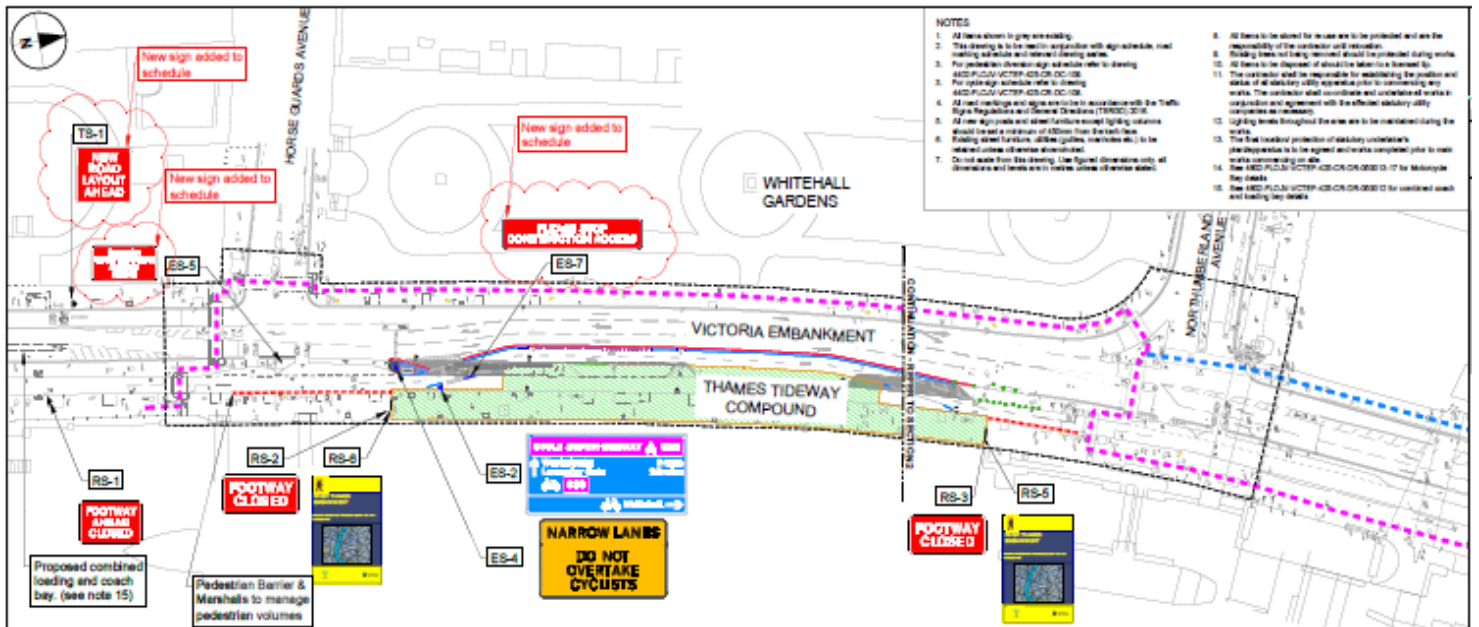
The partnership is made up of TfL, cycle and pedestrian and other stakeholder groups.

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.

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Sections

1. Carriageway layout
2. Footway layout and pedestrian management
3. Joggers, pedestrian and cycling behaviours
4. Existing and Temporary signage
5. Cycle track design
6. Marshalling methods
7. Maintenance
8. Other observations



A focus on the Tideway Scheme

This scheme has been implemented to facilitate works along Victoria Embankment. Tideway has worked closely with TfL and the LCC to find solutions to maintain cycling and the ride is to help identify opportunities for improvement.

Observations & Recommendations (TfL), Tideway response(TW)

Section 1 - Carriageway layout



Advisory center line markings between opposing traffic lanes. Motorcycles observed filtering outside lane 2 westbound towards opposing traffic. As lane widths are at a minimum this raises safety concerns.

Enhance area with double white lines (including studs as per Police request) to reduce these manoeuvres.



Vehicles observed straddling lane 1 and lane 2 advisory markings (westbound) due to deflection markings by the lorry holding bay.

Extend chevrons where short stub is located to deflect vehicles earlier, reduce advisory markings and give clear indication for which lane vehicles should be in.

Tideway consultant to advise on design



Low level signals for cyclists only faced one direction with some cyclists observed entering the main carriageway potentially due to not seeing signals.

This has now been rectified



Observations & Recommendations (TfL), Tideway response(TW)



Road cyclists/mopeds at risk at pinch point. Insufficient warning of narrow lanes ahead

Suggest general traffic “Narrow Lanes Ahead” warning and 20mph speed restriction.

Tideway to review with TfL

Section 2 - Footway layout and pedestrian management



Demountable island out of alignment and requires resetting.

Report has been submitted to Highway Authority



Pedestrians now diverted to northern footway due to footway closure. Existing crossing facility will now have an increase in pedestrian activity. Trees and traffic management obscure vision for pedestrians and cyclists.

Suggest investigate methods to enhance the crossing areas eg raised crossing area and/or coloured surfacing and warning text (look both ways).



Observations & Recommendations (TfL), Tideway response(TW)



Central island push buttons obstructed by traffic management

Relocated on the day

Tideway to constantly monitor site and review existing layout and temporary design

Section 3 - Joggers, pedestrian and cycling behaviours



'Cycle speeds were frequently observed being high along this stretch of track.'

This raised safety concerns due to Joggers and pedestrians using the track instead of following the diversion.

Tideway to review placement of "slow" markings on the surface and use of the hoarding on approaches.

Some riders found the hoarding design was visually disorientating.

Tideway to review and monitor for further reports



Lots of tourists use this part of the embankment and were often observed being confused on which direction to travel and frequently crossing without looking.

Pedestrian desire lines raised concerns for their safety as risks are being taken (this tends to be the norm across London but raised due to the increase in multiple conflicts with site activities).

Suggest way-finding be revisited to ensure sufficient signage is in place and divert pedestrians earlier to disperse some of the numbers.



Observations & Recommendations (TfL), Tideway response(TW)



Tideway to review all diversion signage and way finding. Also to investigate early diversions

Pedestrians may be enticed to wander passed the closure points which leads to security concerns for all parties especially during the night.

Suggest more robust traffic management and liaison with the moored party boats for a collaborative approach on security.

Tideway to investigate section 17 mitigation measures with TfL and Police.

Section 4 - Existing and Temporary signage



Loading signs may invite other vehicle to use holding area.

Suggest removing and replace with authorized vehicles only.

Many of the temporary signs were placed so that vision was obscured



Sign stated "Narrow lanes, no overtaking cyclists"

Suggest removing sign to avoid confusion.

Observations & Recommendations (TfL), Tideway response(TW)



Met Police signage has been left in footway giving misleading messages.

Requires relocation away from site



Existing signage may be unclear to pedestrians hence using cycle track for thoroughfare. Eg use alternative below:



Tideway to review all signage locations, signs used and the message being put across.

Section 5 - Cycle track design



Sharp lining and visibility splays were affecting riding comfort.

Suggest smoothing of lining be investigated and reline centre line markings (advisory at present along the hoarding) with a solid line to discourage overtaking.

All hoardings should have lighting on the side

Tideway to review all line markings and hoarding lighting.



**Observations & Recommendations (TfL),
Tideway response(TW)**

Section 6 - Marshalling methods



Marshals observed using two attached concertina barriers which often came undone.

As originally discussed, to use one robust barrier system



Stop works signs to be used at both ends (the correct and legal sign)

Tideway will ensure correct signs used



Barrier placement missed the cycle route from Horse Guards Avenue.

Suggest revising location

Tideway stated marshal was in the wrong location which will be reiterated during toolbox talks.



Lack of visibility for vehicles in queue of marshals in the carriageway plus facing away from traffic a serious safety concern.

Suggest investigating safer methods and increase practice runs to improve efficiency.



Marshals need to pay more attention to their own safety when around the site. Often observed walking in the road, across the tracks without looking first.

Tideway to review and cover in toolbox talks

Observations & Recommendations (TfL), Tideway response(TW)



Visibility of marshals by approaching cyclists affected by hoarding line.

Suggest look at alternate measures to enhance awareness of activity points. Eg surface dressing or mosquito flags.

Also use of whistles to raise awareness of activities

Tideway to review all methods and safety risk to staff

Section 7 - Maintenance



Barrier creep or sliding risk into cycle track and debris observed in the tracks.

Suggest regular maintenance sweeps 3 x daily

Use of robust concertinas in addition clipped to solid objects to avoid movement to be reviewed.

Section 8 - Other observations

- Marshal positions at crossings to be monitored to set up best practice
- Marshals to observe and report all negative traffic behaviours (U-turns, speeding and potential conflicts not observed during patrol) – ‘elite marshal’
- Monitor rickshaws due to reduced width and potential conflicts
- Awareness of increased emissions due to static traffic which impacts all road users.

- **Tideway to arrange an Elite marshal presentation to help improve awareness and raise profiles.**
- **Tideway to supply road safety audit once completed by TfL to compare observations.**
- **Tideway to arrange site re-visit**