

FOCUS ON BISHOPSGATE DEVELOPMENTS

Roadworks Patrol – 15TH August 2017

Authors: Michael Barratt TfL Francis Bernstein Southwark Living Streets



Attendees

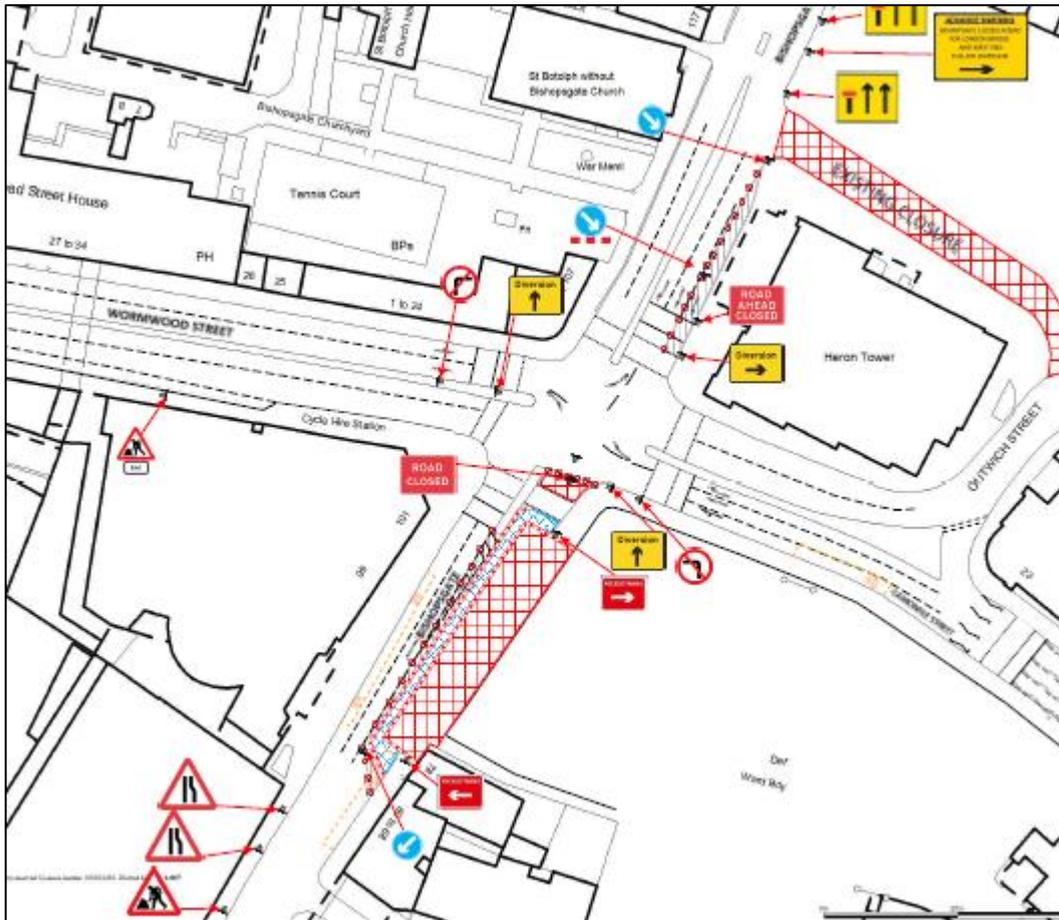
Michael Barratt (MB)	TfL	Jon Baughan (JB)	TfL(Roadwork Inspections)
Francis Bernstein (FB)	Southwark Cyclists	Andy Osborne (AO)	Met Police (Cycle Safety)
Simon Munk (SM)	LCC	Russel Green (RG)	RTEO Enforcement Officers
Kate Bartlett (KB)	LCC	Ryan McGee (RM)	McGee Demo Contractor
Roger Stocker (RS)	Lewisham Cyclists	Timothy Burr (TB)	Skanska (HS2)
Jeff Collins (JC)	St Georges (Developer)		
Dave Warner (DW)	UKPN	Apologies:	Stuart Ford City of London Police

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.

Traffic Management Proposal

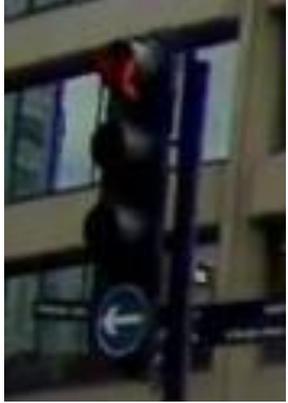


UKPN planned works to connect power cables to 100 Bishopsgate.

To facilitate works, a southbound diversion is to be implemented. TfL have met with UKPN to discuss all options which included maintaining a thoroughfare for southbound cyclists adjacent to the works. Due to the proposed excavation area covering the entire southbound carriageway, it is proposed that cyclists are diverted with all other traffic.

The cycle patrol has been set up to actively experience the diversion routes from the cyclists' perspective and to highlight any concerns or potential mitigation measures to improve safety.

TfL and UKPN are still investigating all avenues for mitigating the need for the diversion during the latter phases of the programme.

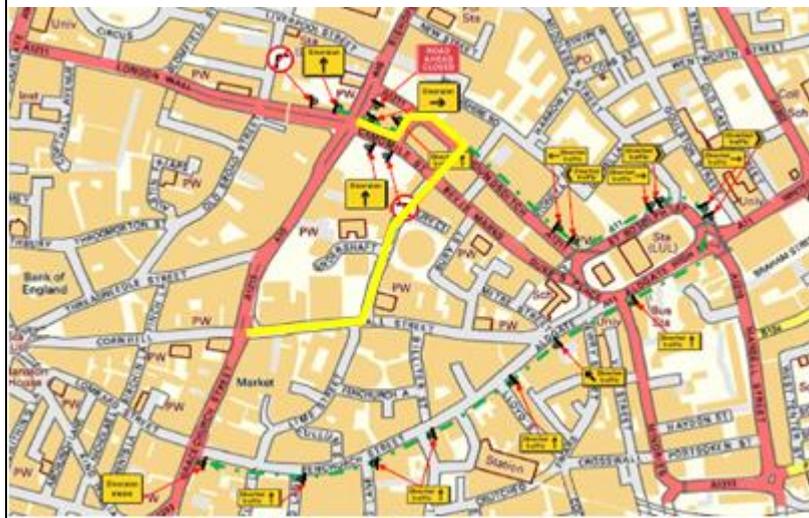
Diversion Routes	Observations & Suggestions (TfL),
	<p>Team Briefing included:</p> <ul style="list-style-type: none"> • Routes to be taken. • What to look out for and to make note of. • Safety protocol for all individuals and group.
<p>Proposal (Southbound)</p> 	<ul style="list-style-type: none"> • Route was too long to be a viable option for cyclists. • Conflicts include; bus stands, vehicles parked on both sides and a number of construction sites with associated HGV activities. • Middlesex St jct with Aldgate High St: Early planning required to be in correct lane to follow diversion (SM). • RS highlighted the green phase signal timings at Aldgate/Middlesex were too short for exiting vehicles. • Do not use as cycle diversion route. • Investigate tweaking lights for remaining traffic at the junction of Aldgate/Middlesex.
	 <ul style="list-style-type: none"> • Aldgate/Middlesex junction signals. • MB to liaise with TfL signals on conflict with signage on signal.

Diversion Routes	Observations & Suggestions (TfL),
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- Multiple pinch points along the route add to discomfort.
- Driver commended for considerate driving shown towards cyclists.

Alternative route (Southbound)



- Shorter distance for a diversion route.
- Right turn onto St Mary Axe across traffic raised concerns (KB & SM).
- Contra flow cycle lane in place but unloading vehicles were observed blocking it.
- Parked vehicles on both sides made the ride uncomfortable with multiple activities occurring.
- Scooter rider behaviours' a concern as they were also observed using the contra flow cycle lane for parking.
- Uncontrolled crossing for right turners from St Mary Axe to Leadenhall St could be problematic as there are high flows of traffic and a development site opposite.
- Site staff observed walking in carriageway adjacent to loading area. MB & TB instructed Skanska to relay message for all site staff to use the footways.
- **Not ideal to use as diversion without mitigation measures.**
- **It was suggested that if measures were put in place the road would become more congested.**



Diversion Routes

Observations & Suggestions (TfL),

Proposed Route Westbound



- Route was too long to be a viable option for cyclists.
- Existing major works along London Wall with constrained carriageway width would add to issues.
- High flows of all traffic types.
- Extra demands on London Wall will impact traffic flows due to lane reduction.
- Investigate corridor signal timings (TfL action).

Alternative Route Westbound & Southbound



- Easier route with less conflicts.
- Shorter travelling distance as a southbound diversion.
- Minimal construction activities.
- Westbound Route includes Bank Safety Scheme with traffic restrictions benefitting cyclists.
- Preferred diversion from group discussion.
- Suggest this route to be primary cycle diversion.
- A potentially quieter and safer route.
- Rat running traffic will need to be monitored especially those that impact the Bank Safety Scheme.
- Careful consideration for signage very important.

Diversion Routes	Observations & Suggestions (TfL),
AOB	Actions & Suggestions
<p>Ride video clips:</p> <p>Diversion Southbound – via Middlesex St</p> <p>https://youtu.be/7E2ihJPG15A</p> <p>please watch HGV driver considerate driving MB to relay to Keltbray</p> <p>https://youtu.be/cYfgM1zH3ww</p>	<ul style="list-style-type: none"> • DW & MB to investigate opportunity to use lane two on approach to Bishopsgate junction with Wormwood St as a cycle shuttle lane. • DW & MB to investigate lane 1 positioning being away from kerb to aid HGV swept paths when turning left into Camomile St. This was highlighted by RM which can be integrated with the shuttle lane method. • DW to send out comms to all construction sites with advanced warning of increased network traffic from diverted traffic and to be extra vigilant during construction freight operations. • RG to investigate deployment of RTEOs to help mitigate any undesired vehicle driver and cycling behaviours. • DW & MB to investigate appropriate cycle diversion signage for primary route. • SM (LCC) to investigate opportunity to put out comms via their website. • MB to liaise with TfL signals on timings at the Aldgate/Middlesex junction and the diversion routes corridor mitigations.