

Road Works

Tideway Patrol

30 August 2018

All Inclusive Cycling
and Walking at
Roadworks Report



EVERY JOURNEY MATTERS



Michael Barratt	TfL	
Chris Townsend	Lambeth Cyclists	
Nick Kocharhook	Islington Cyclists	
Russell Green	TfL CPoS	

Introduction

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

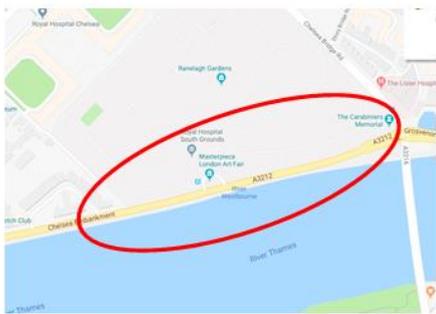
The objectives of the exercise is to; on a regular basis cycle and walk through TfL and major development schemes during build and ensure where possible that the traffic management and construction management implemented does not negatively impact on vulnerable roadusers.



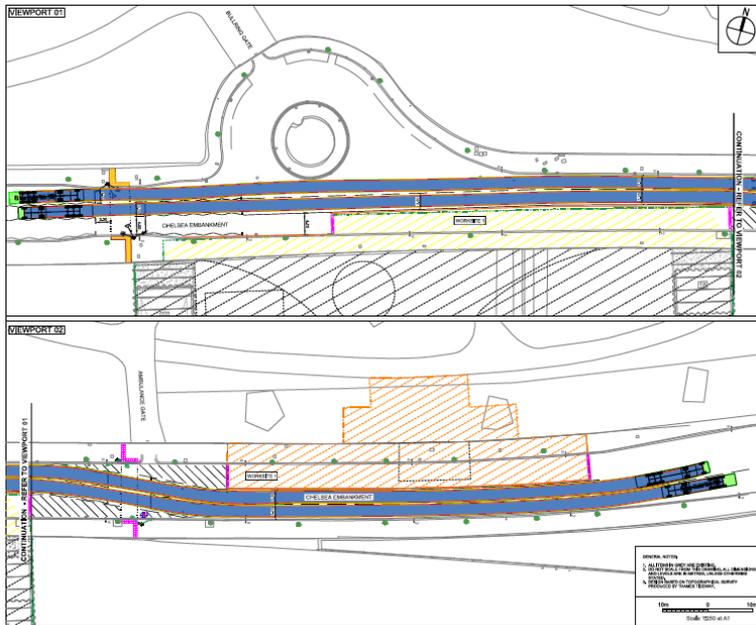
A focus on the Tideway Scheme

This scheme has been implemented to accommodate the Thames Tideway project works. Tideway has worked with TfL and the LCC to find a solution to maintain cycling and support safe pedestrian and works access. The ride is to help identify opportunities for improvements.

Patrol Area and cycle route taken



Traffic Management Layout



Cycle details

The group were briefed on the exercise and what outcomes were sought including:

- Safety
- Comfort
- Environment
- Usability

The ride commenced at Palestra and the group used CS6 and CS3 arriving at site approx. 10.30am.

The group cycled the roadworks area 3 times



Item and route direction WESTBOUND	Issues & Suggestions (TfL), Tideway response(TW)
	<p>Change of environment from blue mandatory lane to uncomfortable area to cycle.</p> <p>Investigate more 20mph roundels on the carriageway and smiley face actuated signs</p>
	<p>Section benefits from downward slop to aid cyclists to maintain and match traffic speed and help with position</p>
	<p>Some young cyclists were seen using the route</p> <p>Monitor cycling demographics and maintain conversations with local cycle groups</p>
	<p>View of pedestrian crossing impeded by site vehicle and hoarding alignment</p> <p>Investigate opening end of hoarding or relocate crossing to supply more visibility of those waiting to cross</p>

Item and route direction
WESTBOUND

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



Example of above noted issue



Lady observed cycling on footway. When asked she highlighted this was due to unsafe feeling on the carriageway



On exiting site area the road widens and reduced conflict.

Item and route direction
EASTBOUND

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



Narrow lane and warning signs in place. However, due to tree trunks, canopies and shadows advance signs weren't easy to pick out.

Investigate locating extra signs in the centre of carriageway to highlight works area ahead.

Also to check lighting levels as winter nights draw in.

Once cycling passed the first section on this approach, there are escape routes for cyclists eg the Bull Ring and footway.

As this stretch is uphill we found we had drivers especially HGVs driving up close which was intimidating.

Introduce speed reduction measures

Item and route direction
EASTBOUND

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



Wheel chair user observed struggling around ponding



Contractor to undertake frequent patrols of footways to ensure pedestrians can negotiate at all times.



As with the western side of the site, visibility of pedestrians waiting to cross is obscured by the hoarding location

Investigate alternative methodology to open up view

Item and route direction
EASTBOUND

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



Pinch point on the uphill section felt uncomfortable to cycle with some vehicles driving close.



Double concrete VCBs at head height causing a need to cycle further into carriageway as not to touch handle bars against the side.

Investigate alternative traffic management type.



Cycle group feedback

Cycling west along the embankment passing the site the width has been drastically reduced creating a pinch point where the site starts, cyclists here will have difficulty merging with traffic on the right of them once exiting a short section of segregated cycle track. While passing the site cyclists had drivers attempting to intimidate and overtake despite width restrictions, this could be reduced by using cylinders to mark the lane in addition to the existing temporary markings. Nearing the end of the site there is a pedestrian crossing where the view of the left signal has become set back and obscured by site fencing and site traffic, this could result in a cyclist+pedestrian collision. It may be necessary to suspend the existing pedestrian crossing and place a temporary crossing with better sight lines or to see how space is utilised within the site so that lane width and sight lines can be restored before the crossing.

Cycling east along the embankment the experience was very similar with drivers attempting to overtake. A number of cyclists had been observed cycling along the pavement to avoid the conditions created by the current traffic management plan.

A number of drivers parked around the bullring roundabout had to be asked not to idle while parked; a bus driver was seen unable to stop near the pavement/bus stop which could prevent them deploying the accessibility ramp for passengers.

As with all "negative" points they should be seen as an opportunity to improve and learn from mistakes while working towards common goals. It would be great to see contractors taking a more active stance when opportunities like this arise.

Contact ~~{add Chris H too as Sponsor of the scheme}~~

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