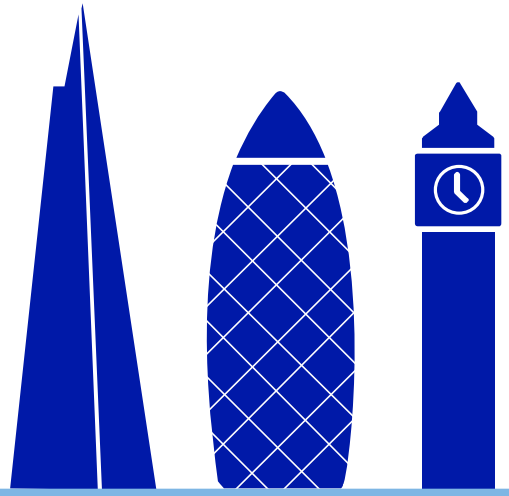
Protecting Cycling at Roadworks & Construction

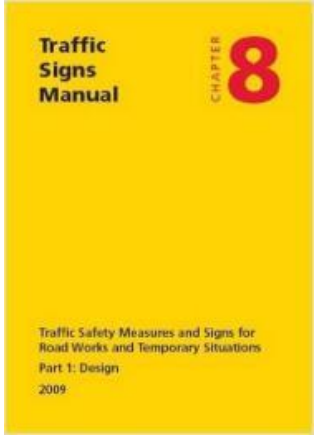
Michael Barratt
Development Impact Lead – TfL Planned Interventions

- Standards
- The cycling experience
- Roadworks Patrol
- Changing Mind-sets
- Innovation
- Protecting cycle tracks



Existing Standards

A Legal Requirement



The cycling experience

THE ROADWORKS PATROL

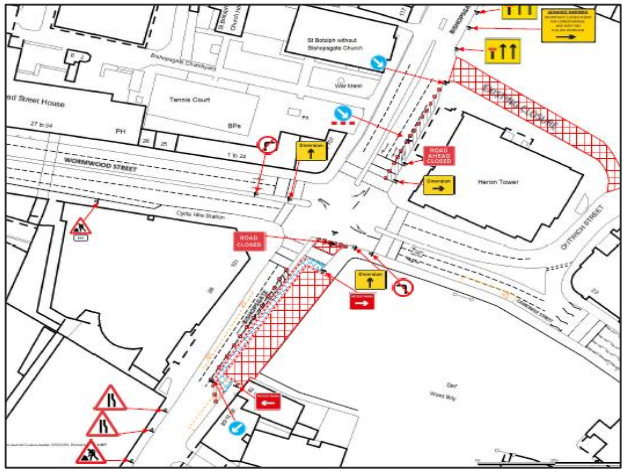
https://ccsbestpractice.org.uk/entries/tfl-roadworks-patrol/

Patrol Observations: Reacting to diversions

Collaboration

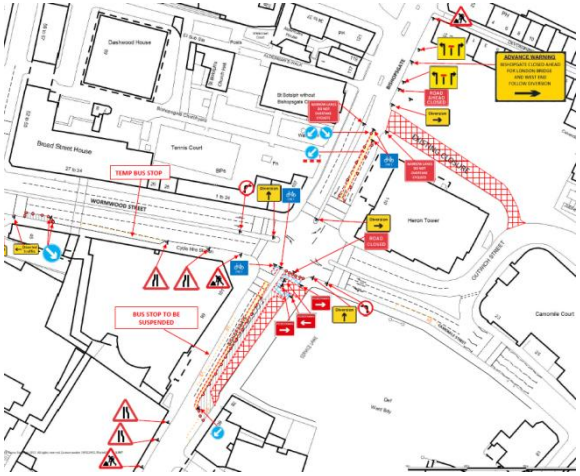
Working with the developer and utility companies

Bishopsgate Cycle Patrol

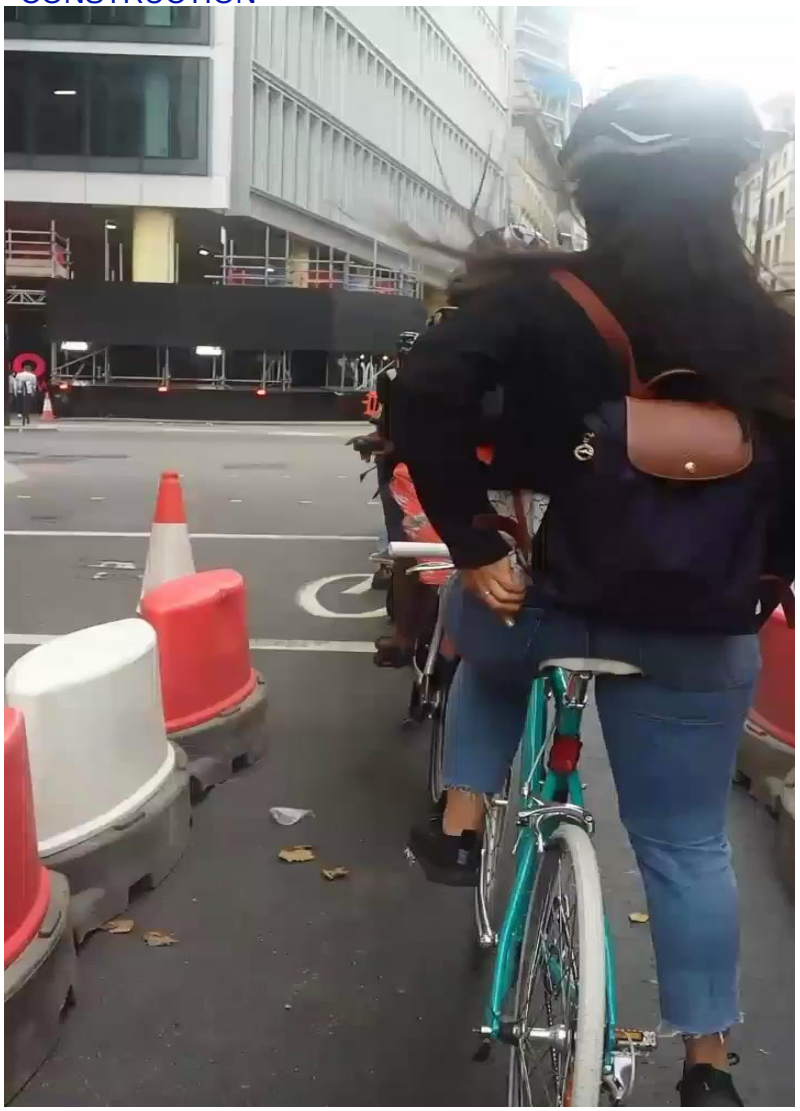


Advance of works

Results


TEMP BUS STOP
BUS STOP TO BE SUSPENDED
ADVANCE WARNING
WORKWOOD STREET
Broad Street House
Tennis Court
Heron Tower
Cannonite Court

PEDESTRIANS
CAUTION!
BEWARE OF
CYCLISTS
LOOK RIGHT
LOOK BOTH WAYS
LOOK LEFT



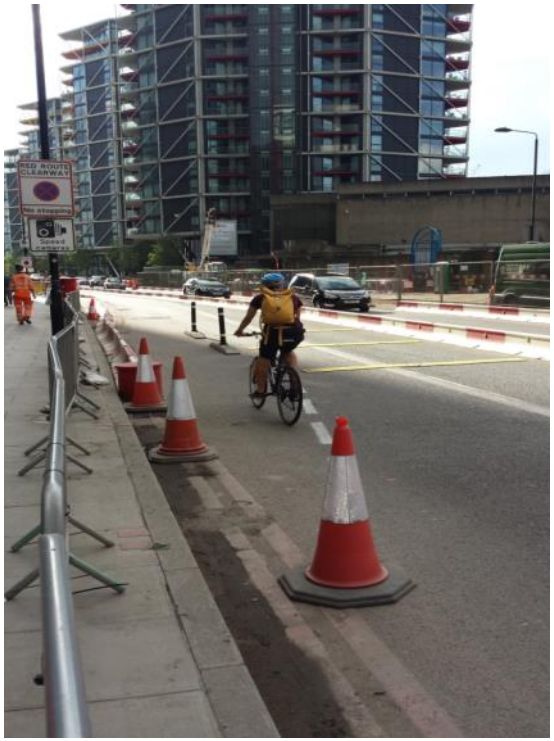
Cycling Speeds

Off Road Testing

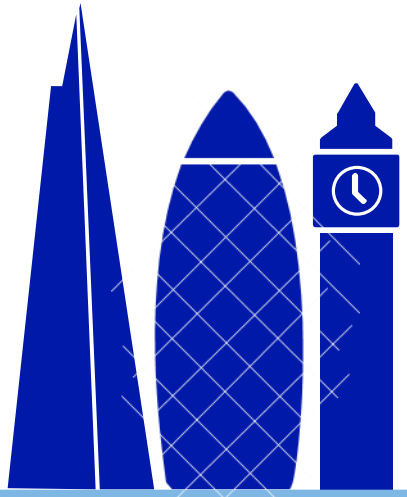
Results:
Not comfortable
but works

Excessive vehicle speeds through roadworks

Rumble strips and cycle bypass



Protecting Cycle Tracks

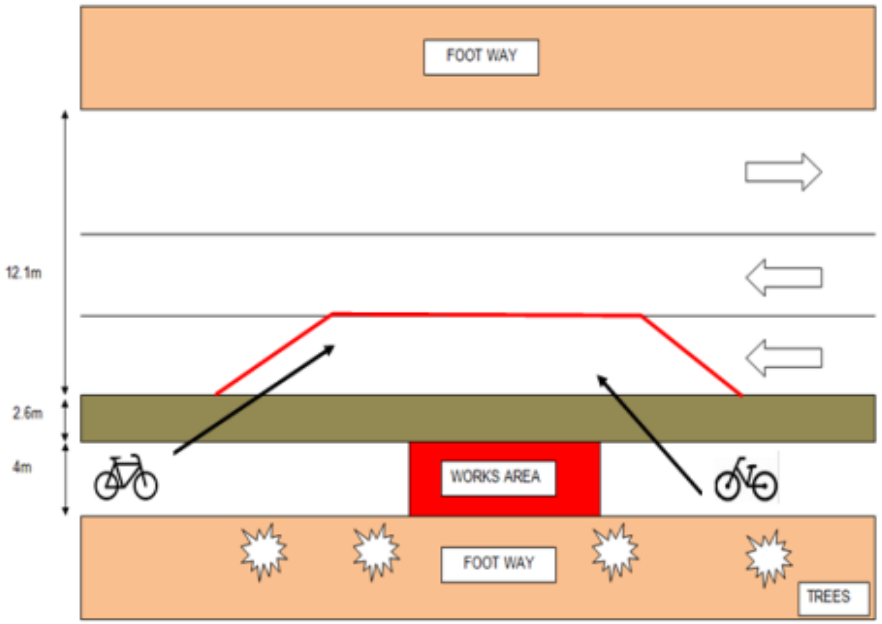


Changing Mind-sets

Is it possible to accommodate everyone?

Gas Works

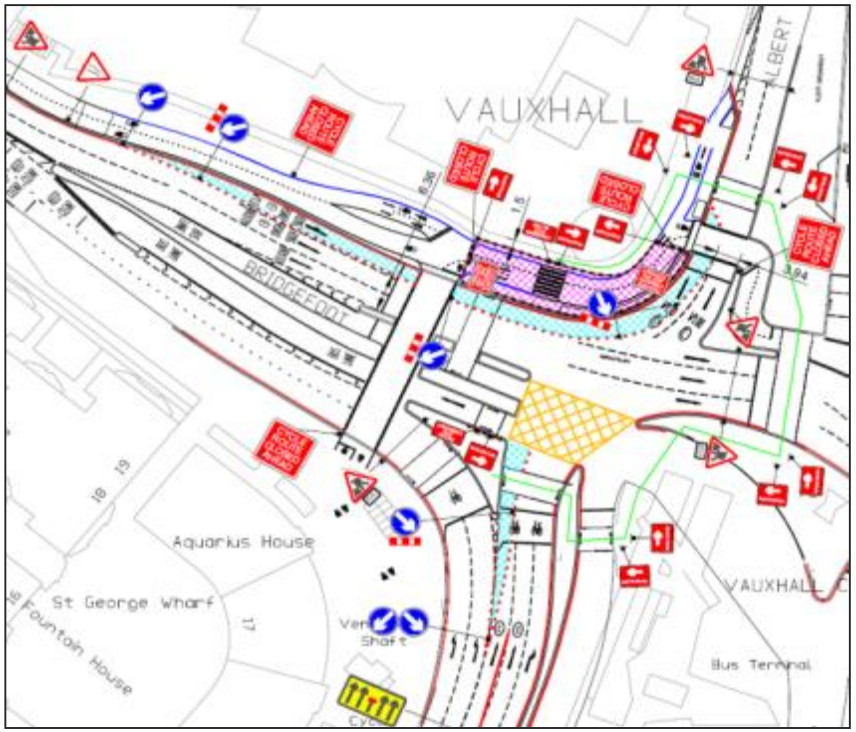
Proposals



Utilising space

Maintained:

- **Works Area**
- **Cycling**
- **Walking**
- **Buses**
- **Freight**



Proposal: off peak or night time working

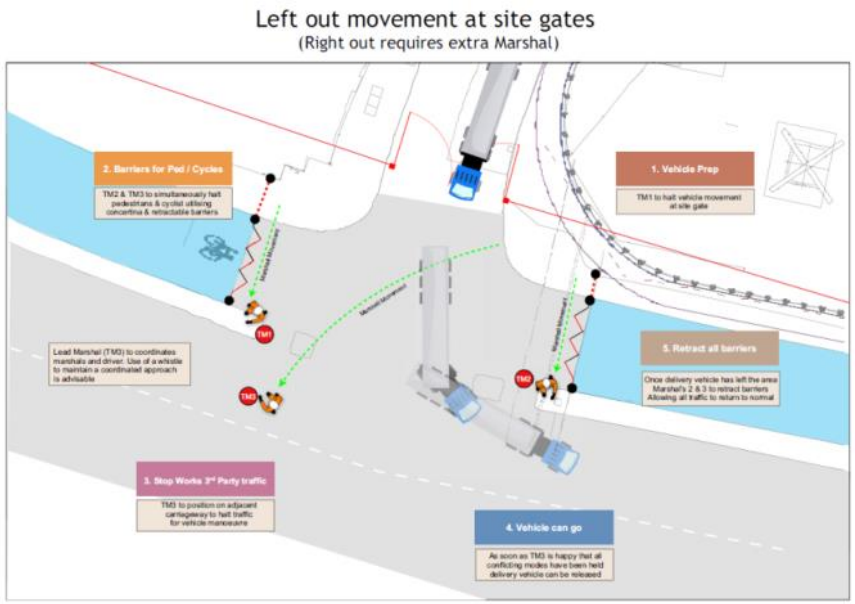
Segregation methods

Road markings

Wands

Protective funnel

HGV management

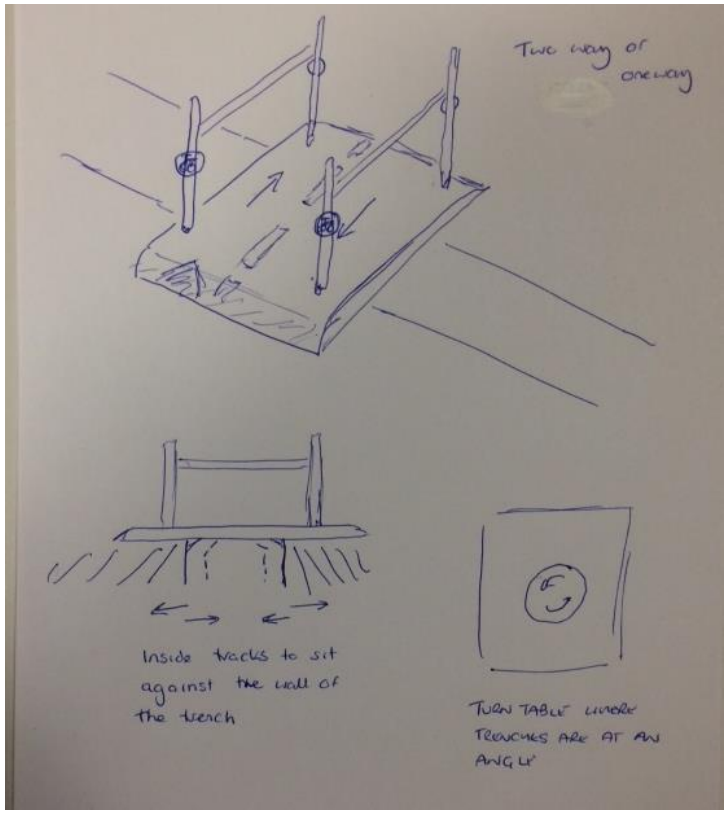


Strict marshalling methods:

Agreed between stakeholders

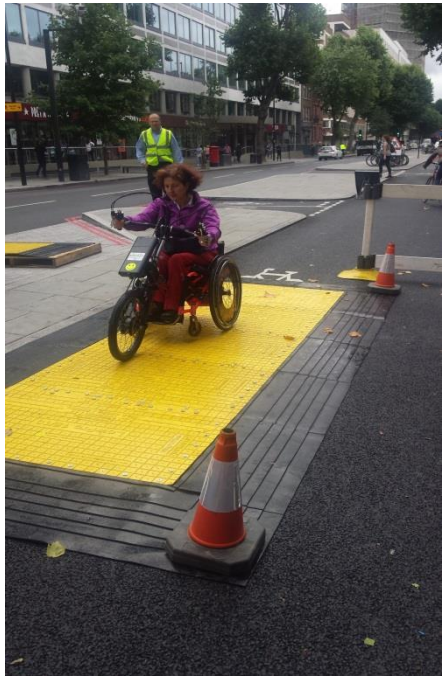
Protecting Peak Flows during roadworks

Designing a cycle path plate



Off road trials

Prototype
On road



Master Planning

Mitigating development impacts

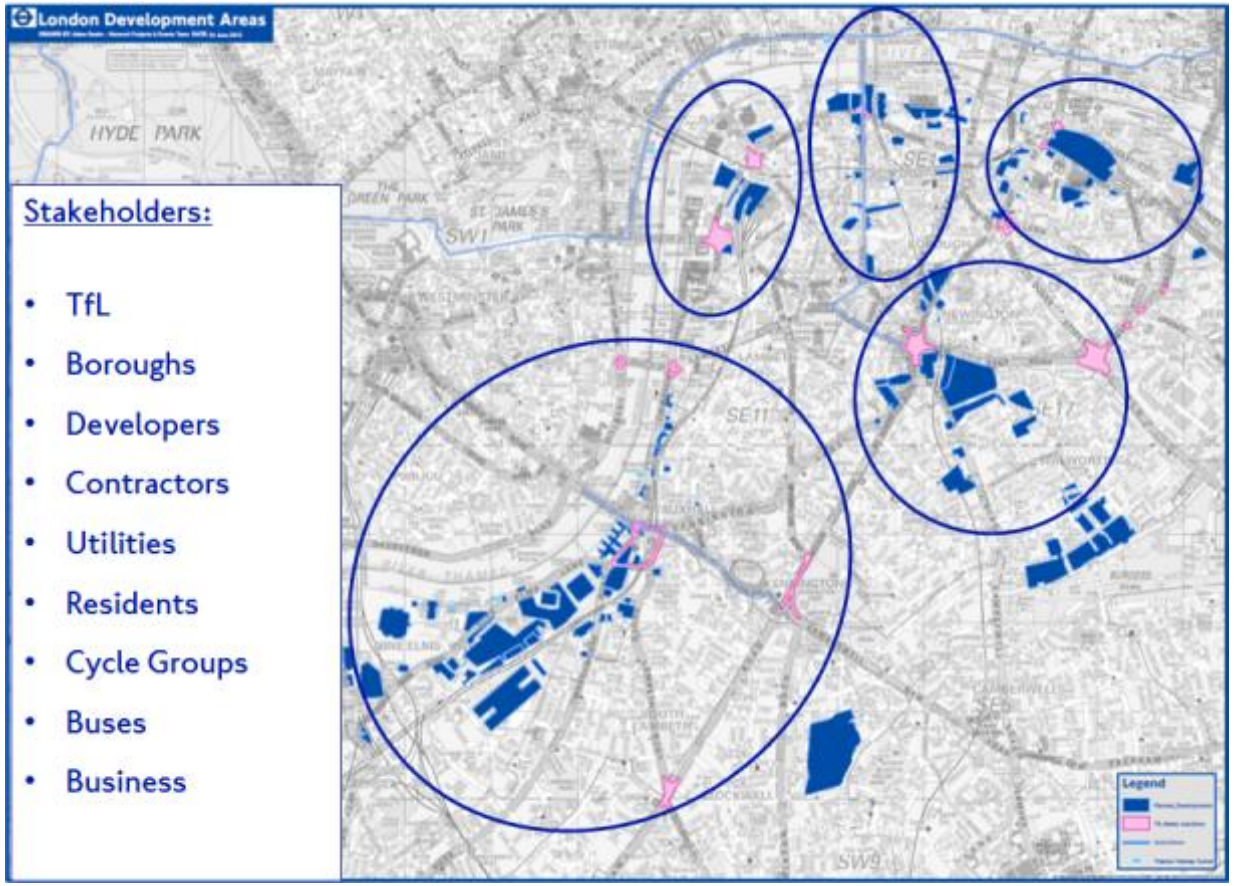
To accommodate growth - The London Plan

[redacted]

London's Population Growth

Healthy Streets

Safety
Pollution
Economy



Stakeholders:

- TfL
- Boroughs
- Developers
- Contractors
- Utilities
- Residents
- Cycle Groups
- Buses
- Business

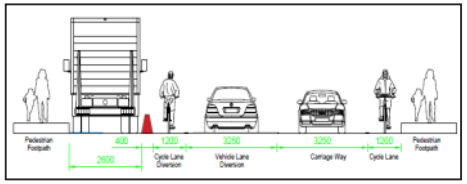
Collaboration to reduce the impacts.

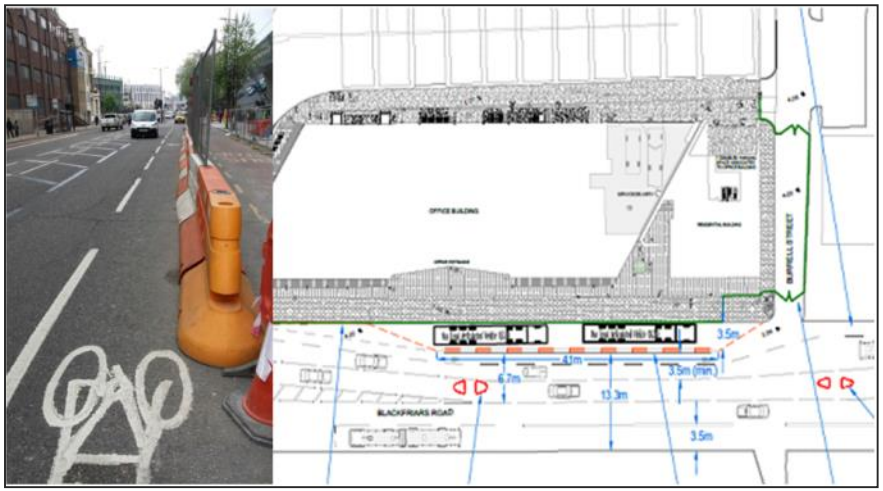
- Highway works
- Programmes
- HGV management
- Safety issues
- Environmental
- Identifies opportunities
- Realise Benefits

Working Groups

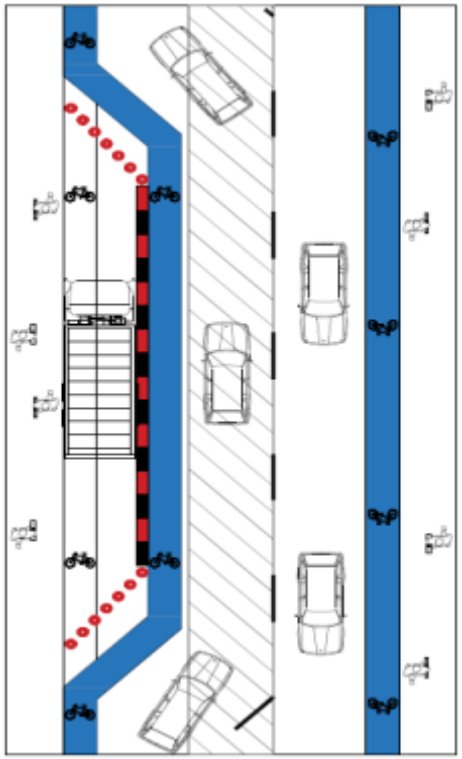
Loading & holding facilities

Off peak facility





Forming a 24hr facility



Strategic Holding, Regimented marshalling, Routing, Recycling & Early Doors

Freight Mitigation – Case Study 2yr programme

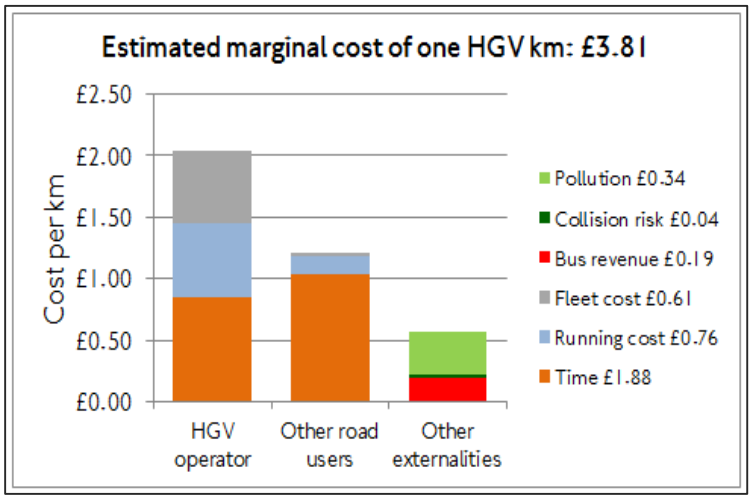
1. Crushed & Certified 6F2
876 trips saved
19,622km
24,203kg CO_2,

2. Strategic Holding
"0" Circulation Loops
4140 trips saved
9,168km
11,207kg CO_2,

3. Early Doors
HGVs Kept Off Network
no idling
9000kg CO_2

4. Regimented Marshalling
HGVs managed efficiently
700kg CO_2

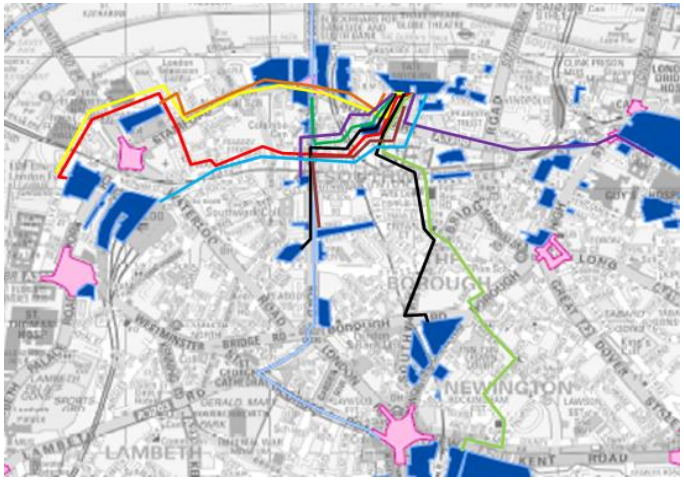
5. HGV routing
2700km
7236kg CO_2,



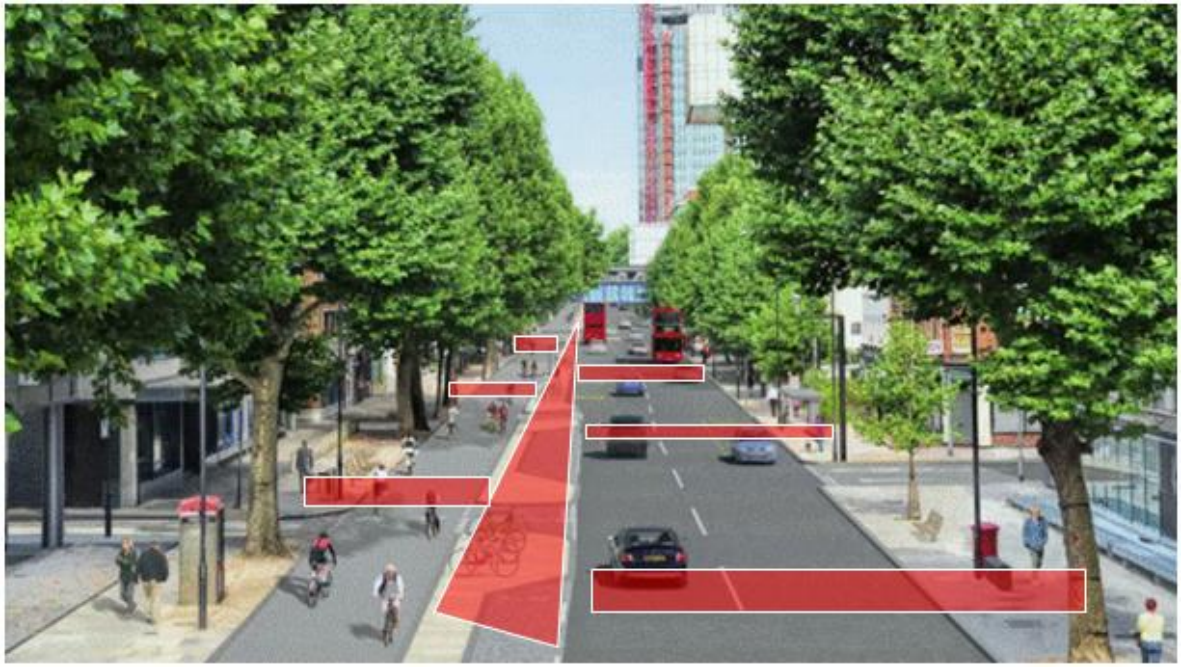
5 methods
Savings for 1 site alone

£128,679 fuel & maintenance

29 Future proofing



Laying ducts within scheme build



Conclusion

- Advanced strategies
- Careful planning
- Innovative approaches
- More Collaboration

- TfL to supply guidance

Contact

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EVERY JOURNEY MATTERS