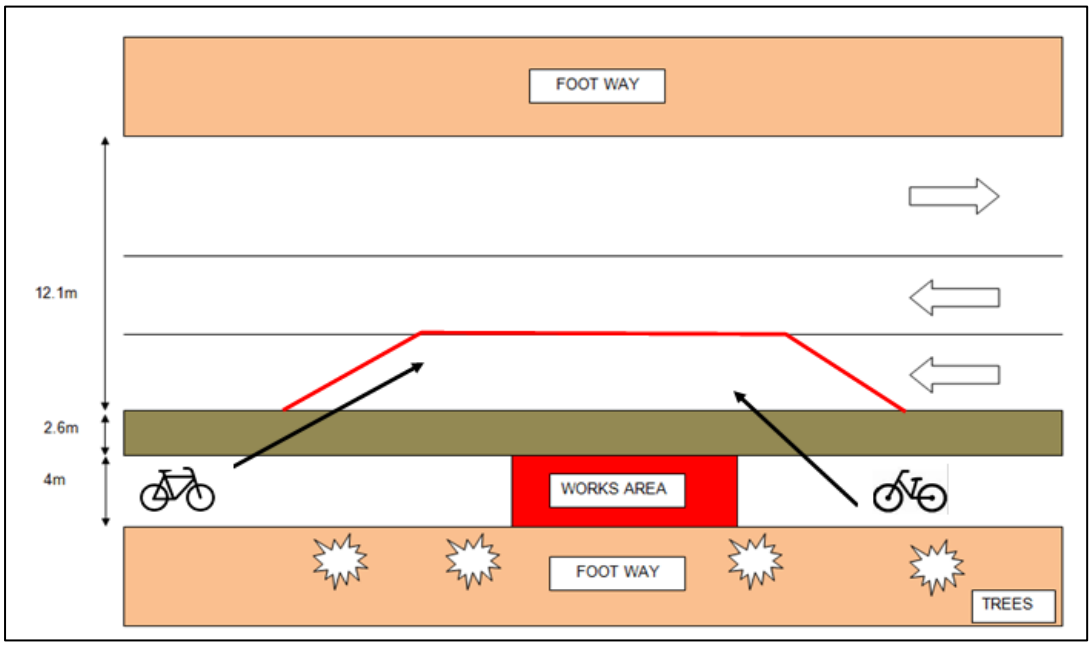
The attached case study gives an example of how a change in approach can supply big benefits to all stajkeholders.

Case Study – Victoria Embankment Gas Works

Issues

Victoria Embankment works location

- National Grid Gas required access to the East West cycle track to facilitate emergency works and 3m minimum as safety zone.
- The concerns were how to manage the 3000+ cyclists in the peak periods during the works.
- Original proposals diverted cyclists into lane one westbound thus reducing the remaining carriageway to two alternate lanes for traffic.



Proposed layout

- Using this method could lead to severe congestion and associated pollution.

Assessment

- Various meetings (on site and in office) took place to assess the works area footprint, entire carriageway dimensions and live traffic conditions.
- A survey was also undertaken for public transport requirements.
- Investigations took place to see if the footway or central island could be used for cycling.

- Offsets were taken to ascertain if widths were consistent along the main carriageway stretch adjacent to the work site (Central Island to opposite kerb).
- Assessment of speeds using existing data was included along with vehicle class.

Findings

- National Grid Gas required the entire cycle track for their works and the central island as safety zone.
- The remaining footway was not wide enough to accommodate both pedestrian and cycle use.
- Remaining carriageway width was a consistent 12.1m
- The eastbound traffic lane was 5.1m wide to accommodate a bus stop and sufficient room to maintain traffic flow during bus stop use.

Mitigation

- The central island was removed in two sections to allow access to the temporary cycle track
- Reduced cycle track widths and tweaking the remaining carriageway to accommodate three traffic lanes maintained a like for like road layout (Image 1).
- The eastbound bus stop was suspended to reduce the eastbound lane width.
- An emergency traffic order was set up to incorporate a 20mph zone
- Swept path analysis (Articulated vehicles) assisted with the white lining positioning and help avoid any conflict between large vehicles approaching the new road layout.
- Temporary tape was used to mark the lanes instead of paint which when removed is noisy, expensive and damages the surface layer.

Results

Undertaking this process proved taking a pragmatic and open minded approach to design can supply multi modal benefits.

- Traffic capacity maintained.
- Cycling & walking maintained.
- No additional congestion and associated pollution.
- No impacts on the works.
- Positive press on social media.

Image 1 Victoria Embankment