

Old Street

Three Tier Assessments

Tier 3 – 26.06.19

All Inclusive Cycling
and Walking at
Roadworks Report



EVERY JOURNEY MATTERS



Project details

TfL is transforming Old Street roundabout into a more pedestrian and cycle friendly environment.

We are constructing a new public space in a peninsula around the station that will include a new station entrance.

The scheme involves:

- Remove the existing roundabout by closing the northwest arm to all traffic
- Restore two-way operation to the road network surrounding the new peninsula
- Create a new public space with better pedestrian access to Old Street station
- Build a new main entrance to Old Street station that will be accessible from the new peninsula
- Close three of the four existing subways around Old Street, replacing them with new surface-level, signal-controlled pedestrian crossings
- Improve facilities for cyclists travelling through the junction with segregated cycle lanes and traffic signals
- Build a new station lift connecting the peninsula to the subway retail concourse

Old Street Three Tier Works Assessment Trial

Background - Objective

The objective of this assessment is to ensure that the needs of cyclists and pedestrians of all abilities are taken into account when temporary road layouts are designed around roadworks. Undertaking such an assessment in three tiers (as described below) is being trialled in a number of locations.

Background - Methodology

Tier 1: Pre-design

Cycling - The works promoter, contractor and highway authority cycle the area ahead of the planned works with local cycle groups. This may include those that are disabled cyclists, use adapted cycles and/or those that use cycles that are abnormal in size e.g. cargo bikes

Walking - The works promoter, contractor and highway authority walk the area ahead of the planned works with local community groups. This may include: older people, parents with buggies, people who use wheelchairs, people who have walking impairments, people who are blind or visually impaired and people who have learning disabilities.

Objective – The contractor actively experiences and gets a better understanding of the barriers to access people face on a daily basis.

Tier 2: Design

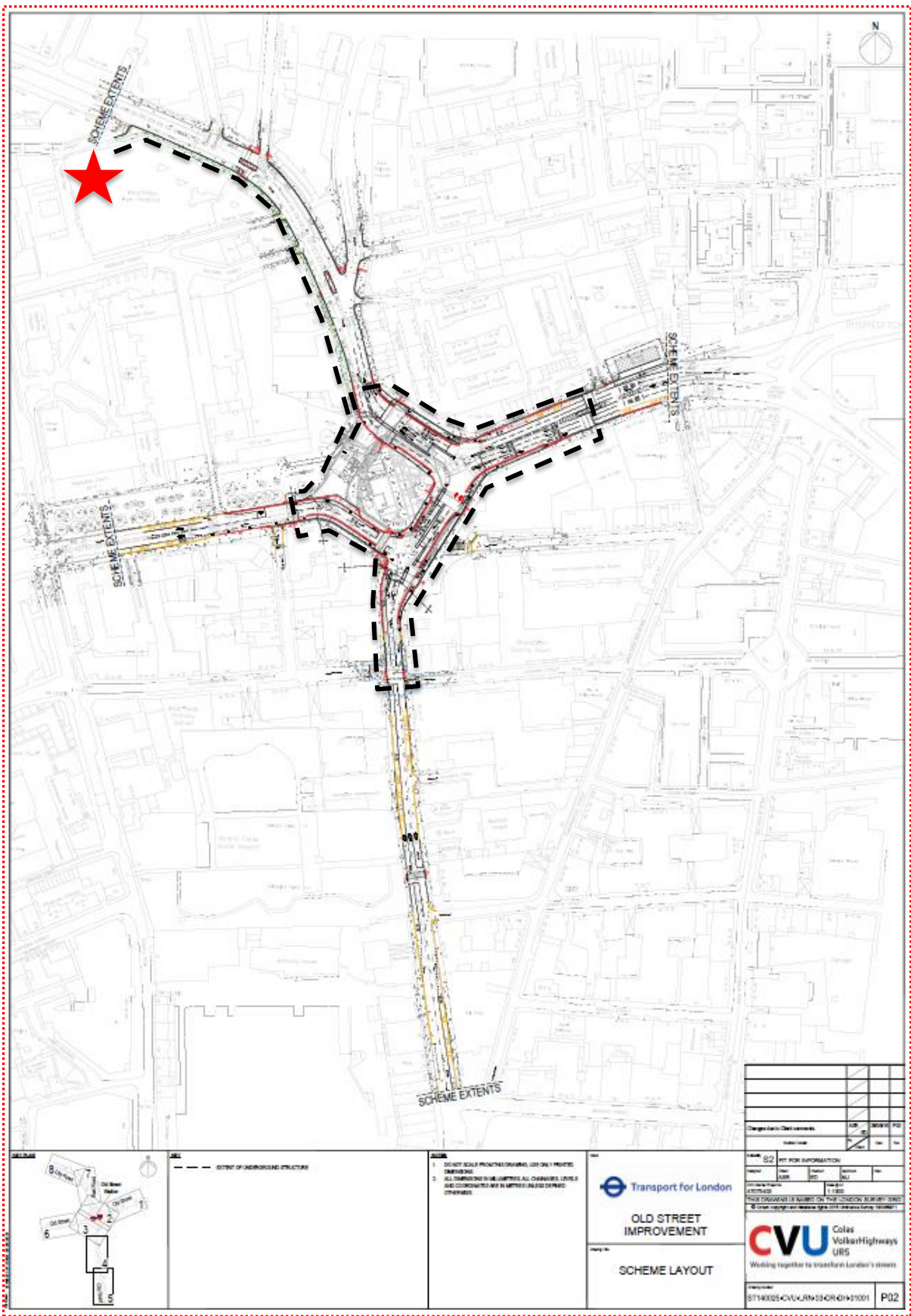
The contractor includes considerations from what has been highlighted during Tier 1 into the traffic management design and assessment process. This could include; adequate ramp gradients, smooth surfaces, turning space for people who use wheelchairs and parents with buggies, signage with sufficient contrasts for visually impaired people, clear and easy to understand signage for people with learning disabilities and protected areas for all types of cyclists.

Tier 3: During construction

The same groups from Tier 1 return to site during works to walk and cycle the traffic management areas and supply feedback of their experiences. This may also include tweaks to arrangements where practicable.




Walking route

Moorfields Hospital Start point



Tier 3 - Walking

ATTENDEES			
Michael Barratt	TfL	Visually impaired persons	Moorfields
Project manager	TfL		
Community liaison	TfL	Apologies	
Person using wheelchair	Representative	Assistant Project manager	TfL
Older person	Resident	Site manager	Morgan Sindall

Group Comments	Site Pictures
<p>We all met at Moorfields Eye Hospital entrance. A safety brief and 3rd tier roadworks patrol introduction was supplied to the group. Outcomes - TfL require to better understand all the barriers the walk highlights so mitigation measures can be considered.</p> <p>Section 17 crime & disorder act – we have an obligation and duty of care to ‘Consider crime and disorder in all undertakings’</p>	
Observations and suggestions	City Rd north (both sides)
<ul style="list-style-type: none"> First noticeable barriers were the number of obstructions eg signs and advertising boards Wheelchair user tends to walk adjacent to the shopfronts as the footway is flattest and easiest to use Visually impaired person does not pick up the back of signs (yellow circle) due to lack of contrast. The cone assists but there is still an overhang which may be in conflict when walking passed. Remove sign (temp cycle lane ends) there are no temp lanes from both exits (Old St west to City Rd north is an advisory lane & Old St east - no markings from cycle filter lane before lights) Alternatively, reduce size of sign and erect on the adjacent lighting column 	 

to increase footway capacity.

- The push button should be approx. 500mm (centre of pole to the tactile). A visually impaired/blind person would need to stand closer to the button which may mean one foot off the tactile. There is a raised trief section (yellow circle) and could be a trip hazard with this scenario.
- Wheelchair user needs to make more effort & manoeuvres to access the button.
- **Remove trip hazard and relocate unit closer to the tactile.**



Observations and suggestions

Old St west (north side)

- Visually impaired persons explained this area (yellow circle) looked like a closed section of footway and they would avoid approaching.
- Wheelchair user said she would not be confident that there is an accessible method to cross due to lack of visibility
- **Supply signs with adequate contrast, pull back hoarding to improve capacity, comfort and visibility (sec 17 also comes into effect eg hiding spaces etc)**
- There is a steep incline and if other pedestrians do not give way could mean wheelchair user is forced to use that section of footway and could fall out of her wheelchair.
- There is limited space to access crossing
- **Liaise with TfL engineering and Moorfields/RNIB to be advised on adequate signage type that can assist**
- Wheelchair user explained the discomfort and difficulty she has negotiating tactile paving and does not like to wait on the lead in. She



<p>asked why there aren't push button units both sides</p> <ul style="list-style-type: none"> Consider push buttons on both sides. 	
Observations and suggestions	City Rd south (both sides)
<ul style="list-style-type: none"> Very narrow section of footway. Some of the barriers were not flush to the trief kerb. MB pushed them in during the walk Maintain regular checks of width obstructions Hoarding location has caused on blockage point when someone is waiting at the push button Wheelchair user has to re-manoeuve herself to keep the area clear fro passing pedestrians. A visually impaired or blind person may not be aware of the situation Discuss issue with developer to see if hoarding can be pulled back Tactile area in poor condition (loose, raised parts) which is a trip hazard for visually impaired people. Wheelchair user struggled to negotiate the surface. Visually impaired attendees struggled to understand the message the black and yellow sign was supplying and were unable to see signs that showed footway closed and diversion. 	  

- Wheelchair user was not confident to use the diversion route as it was using the road and she may not be able to get back on the footway
- Visually impaired person mentioned ramp was not clear and the red and white signs blend in with red and white background.
- Investigate signage messages and how to be clear e.g. larger with more contrast and diversion signs stating 'accessible ramps each end'
- Wheelchair user found the gradient too steep and the double red lines uncomfortable to negotiate.

Options

1. Extend ramp to cover double red which will supply gentle slope. Put water filled to the side to avoid access issues
2. Remove asphalt and replace with NAL ramp as per below.



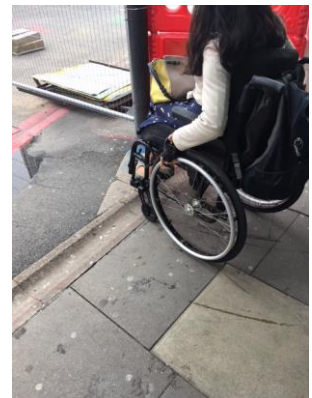
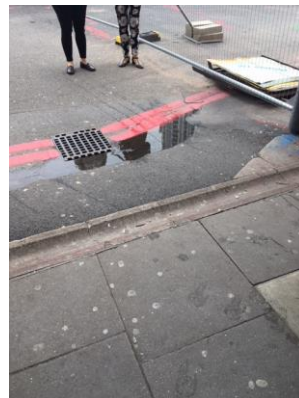
- A4 signs (yellow circle) cannot be easily seen by Angela and Sabina



- Visually impaired person suggested underground symbol is preferred and to supply more contrast

- Inadequate gradient and ponding experienced by wheelchair user. This also causes her hands to get wet.
- The drainage channel caused further manoeuvring issues for wheelchair user. This could also be problematic for those pushing buggies.

- Improve ramp gradient as per previous comments. Remove drainage channel and incorporate slot drain if deemed a requirement at this location.



Observations and suggestions	Old St east (both sides)
<ul style="list-style-type: none"> • Visually impaired person highlighted that sign blends in with carriageway and there is no cone in place. • Road works end sign is high and blocks visibility of people waiting to cross • Add contrast measures to warning 	

sign and relocate end of roadworks sign between columns after side road.

- Cycle lane ends causing obstruction and leaning very close to carriageway.
- Is this needed as cyclists are now in a bus lane? Alternatively, reduce size and erect on nearest column



- Base of column block is flat which often leads to litter being left on the top
- (sec 17 comes into effect e.g. opportunity for glass bottles to be used as a weapon or missile).
- Suggest a cap using ply type material to remove opportunity



AOB

- We observed a number of areas with broken glass on the floor.
- Regular maintenance of surface and traffic management required
- Investigate all opportunities to supply more space to walk by removing, relocating or reducing size of signage and hoarding where practicable
- More thought on where signage is

Special thanks to all attendees for supplying their time and valuable feedback, without their assistance we wouldn't be able to improve how we do our work.

located e.g. not in front of push buttons at crossing areas	
Next steps	
<ul style="list-style-type: none"> • Consider all opportunities highlighted • Once mitigation has been implemented to revisit site with the same people to supply feedback • MB and Project team to meet to discuss all observations from the cycle and walking patrols 	

Contact

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Works Master Planning
Network Management
Transport for London

