

From: [Carl Pirie](#)
To: [REDACTED]; [Paul Byrne](#)
Cc: [Sam Greening](#); [Nina Pascall](#)
Subject: FW: Manor Circus - Three Tier Assessment feedback (14/08/23 & 06/09/23)
Date: 12 September 2023 22:35:34
Attachments: [image002.png](#)
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Hi [REDACTED]

Please see below feedback from last weeks three tier assessment. I have made some comments already in the last column, please review and respond accordingly.

Paul I have tagged you in a couple for further comment / thoughts.

Kind Regards,

Carl Pirie

Project Manager

Capital Delivery | Infrastructure

Transport for London, Palestra, 197 Blackfriars Road, London SE1 8NJ

Email [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk) Mobile [REDACTED]

From: Sam Greening

Sent: 07 September 2023 10:36

To: Carl Pirie [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Cc: Nina Pascall [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Subject: RE: Manor Circus - Three Tier Assessment feedback (14 August 2023)

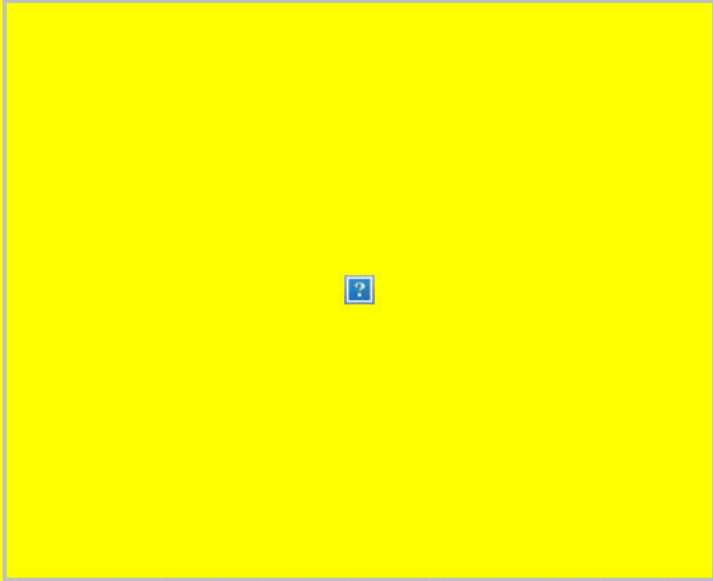
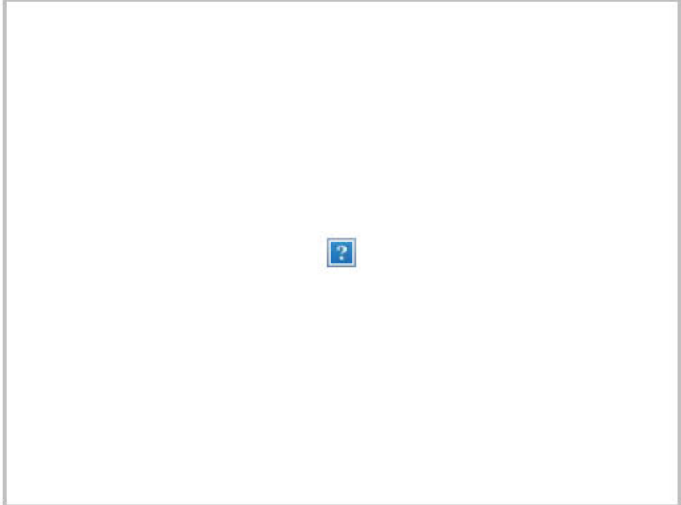
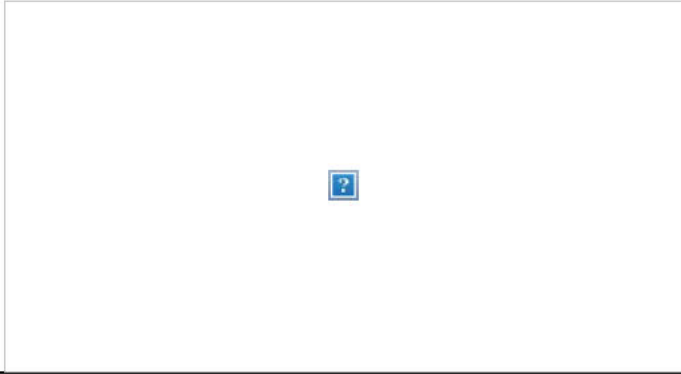
Hi Carl,

As discussed, please find some of the issues that we picked up yesterday – if Eurovia/Amber are aware of them already and due to make changes, please can the response say so.

Thanks,

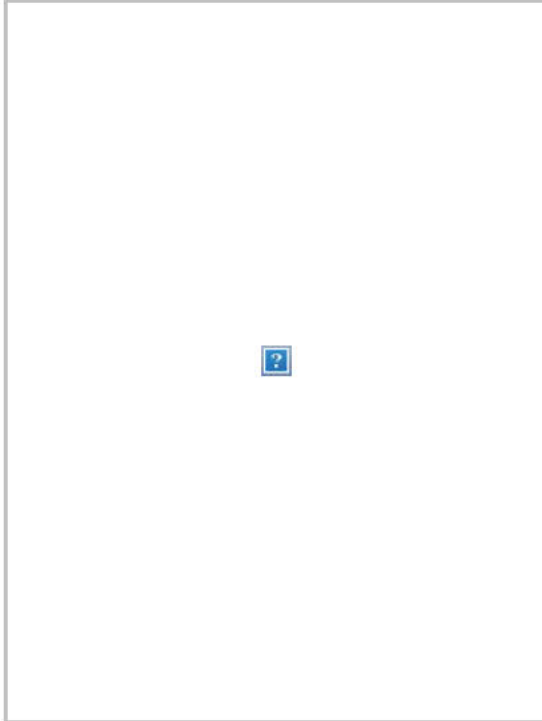
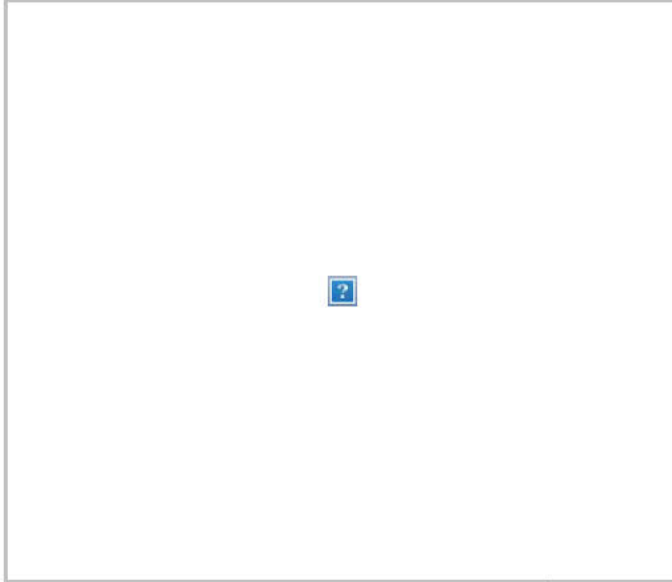
Sam

Pedestrian diversion between Sandycombe and		Discussions ongoing with Network Performance and
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<p>North Rd took 12 minutes to complete! This urgently needs to be modified.</p>	 <p>I timed the walk and it took just shy of 12 minutes (!). The waits at Sandycombe, Lower Mortlake and Manor Rd were all just under 2 minutes. Certainly for the side roads, this made no sense – Sandycombe had so little traffic, there was no need to wait 2 mins, and on Manor Road, the traffic was queuing back anyway, so squeezing in a ped phase wouldn't have made a difference to traffic flow.</p>	<p>Eurovia</p>
<p>Lower Mortlake – temporary ramp over cabling</p>	<p>Ramp needs to be in contrasting colours to reduce chance of people tripping over it</p> 	<p>@Paul Byrne for comment / advice</p>
<p>Lower Mortlake – trip hazards at crossing</p>	<p>Please check trip hazards of crossings, especially northern kerb line.</p> 	
<p>Lower Mortlake – water with</p>	<p>We observed on site contractor brushing dirty water (with cement residue) into an already full/blocked drain. Drain needs</p>	


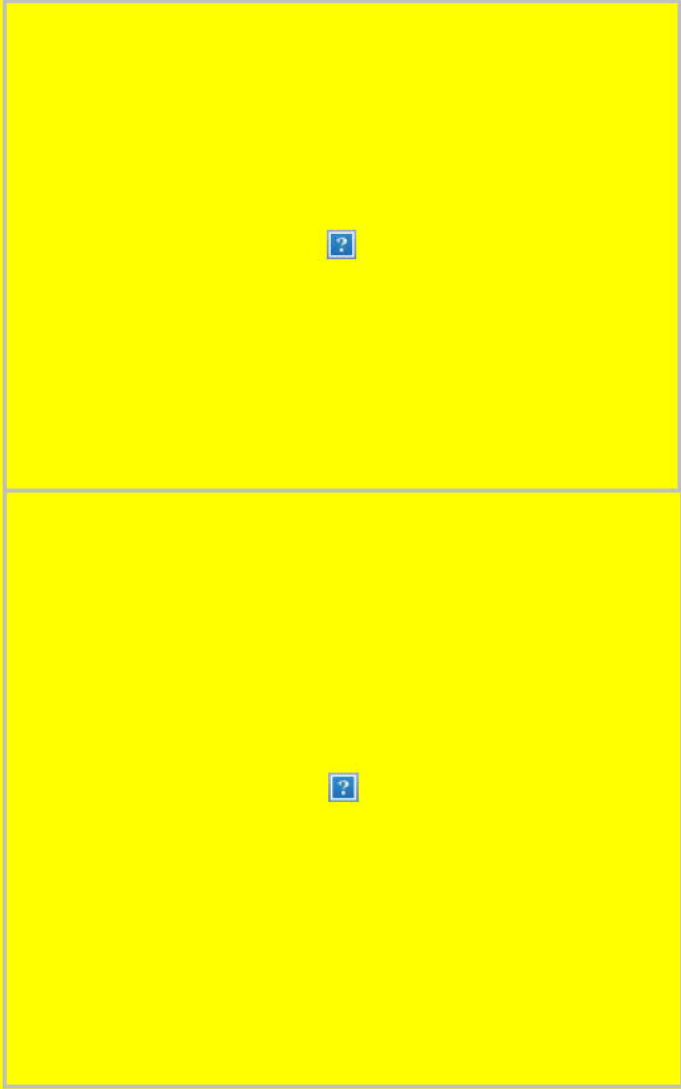
cement content
flowing into
drains

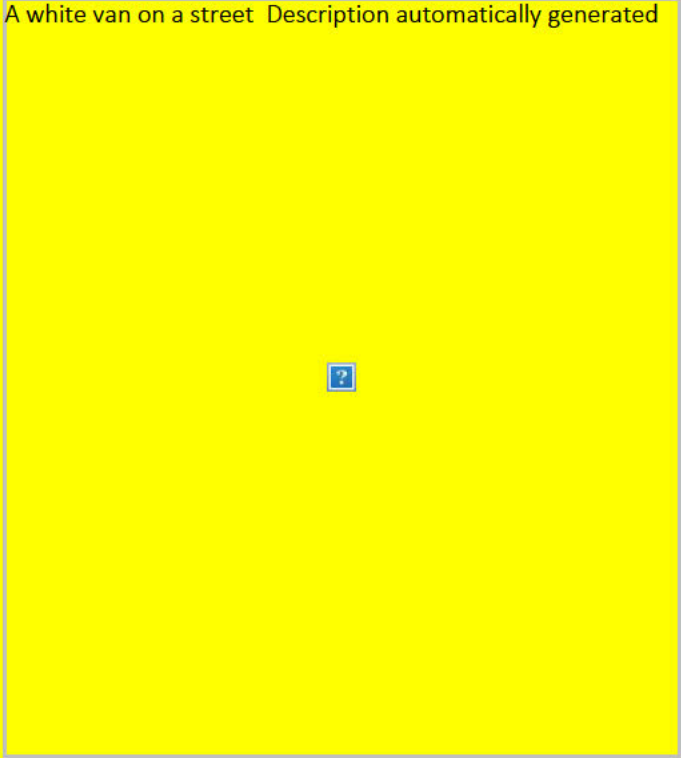
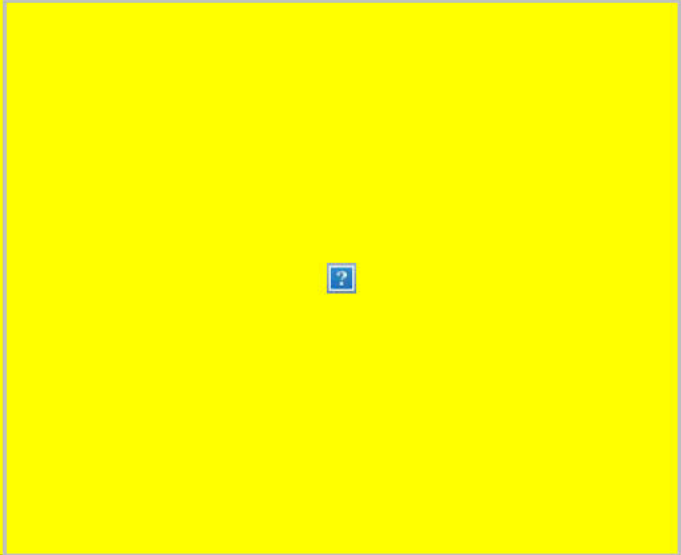
to be cleared, and this practice stopped in respect of
environmental damage

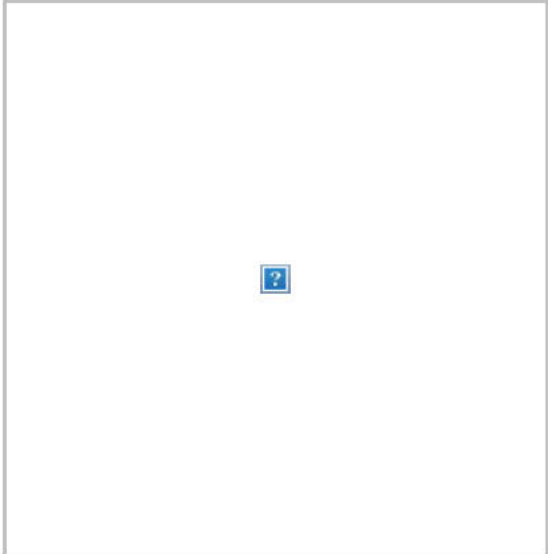
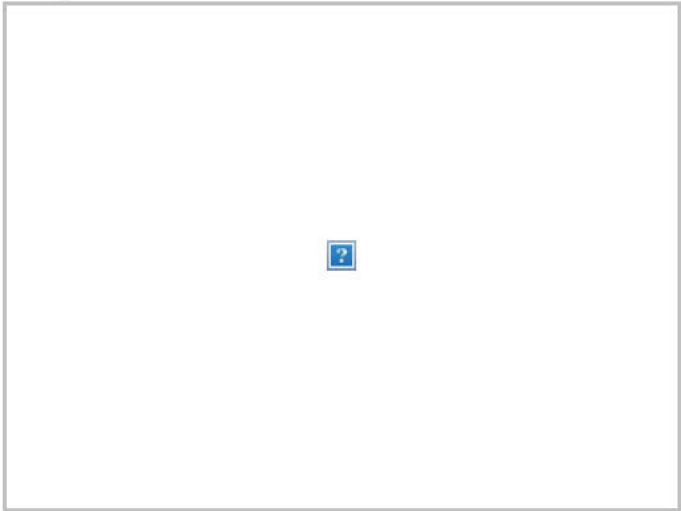
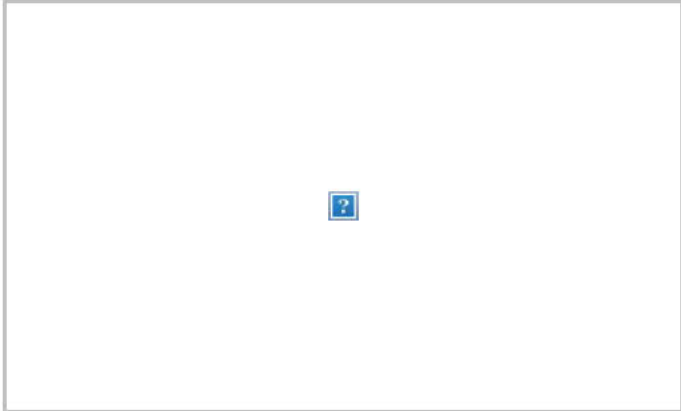


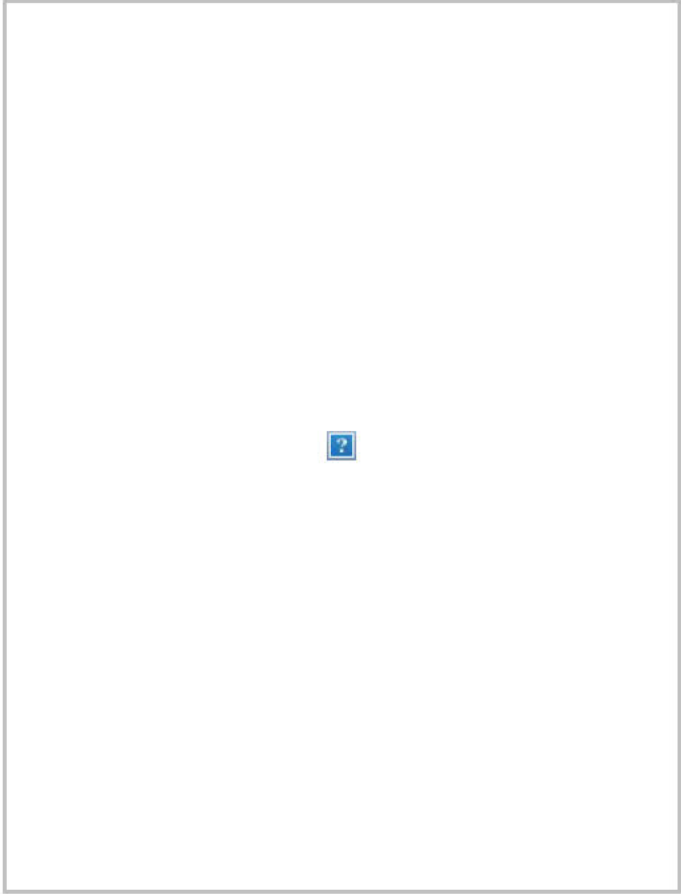
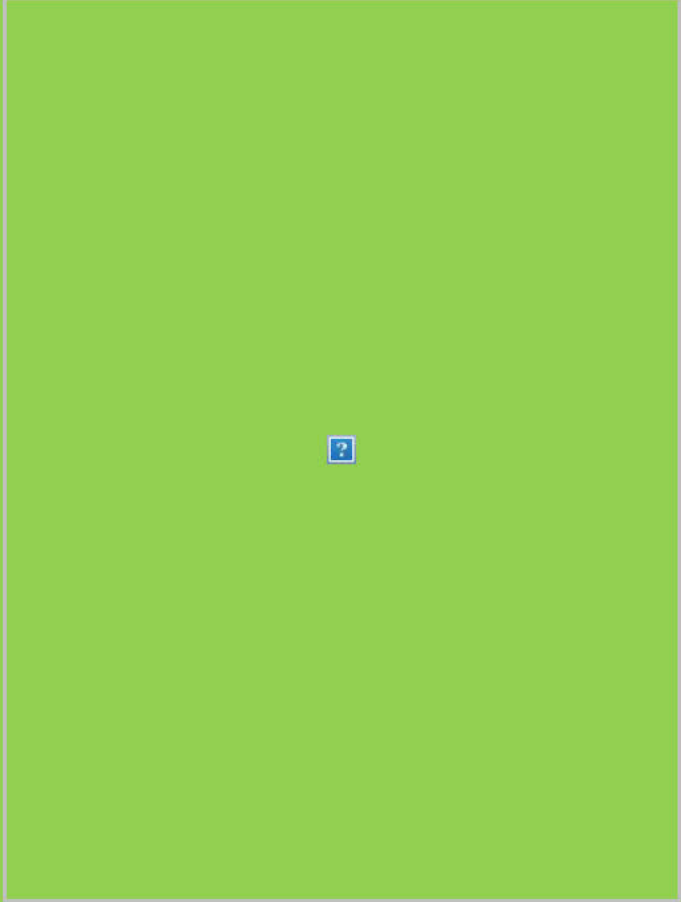
Location of
female toilets at
Lower Mortlake
site compound

In terms of safety of women and girls, the facilities have been
positioned in the 'corner' of the compound, facing away from the
compound area, and the way the door currently opens means
people entering are looking into oncoming traffic. Could the
hinges of the door be swapped around at least?
[@Nina](#) any thoughts?


		
<p>Location of push buttons are in the wrong position for most users</p> <p>*this might need a discussion to clarify</p>	<p>Push buttons should be within arm's reach, to the right of tactile paving. The height of the buttons are also out of reach for some wheelchair users. Either push buttons need to be relocated (e.g. further down the signals poles) or tactile paving needs to be adjusted to be closer to the buttons)</p> 	<p>Rectified on the southern side of Lower Mortlake Road (pic 1)</p> <p>Push button heights unlikely to change significantly</p>



	<p>A white van on a street Description automatically generated</p> 	
<p>Lower Mortlake – interaction with cycle track needs to be sorted</p>	<p>There is a conflict risk between peds and cycles on the southern kerb where the crossing meets the cycle track. Can white lines (similar to markings at bus stop bypasses on CS2) be added. The tail for the tactile paving also needs to continue south of the cycle track.</p> 	<p>Under action. Cyclepath sign and tram line pavers have been relocated further west to avoid conflict.</p> <p>Tactile tail extension pending.</p>
<p>Width of temp ped crossings throughout</p>	<p>We've received correspondence that some of the temp ped crossings aren't wide enough for people to wait, limiting the time available for people to cross. Could the crossings be widened throughout?</p>	<p>@Paul Byrne for comment / advice</p>

		
<p>Old Manor Rd tactile paving needs to be removed</p>	<p>Tactile paving for old zebra crossing needs to be removed, unless this zebra crossing is intended on being used again? Please clarify.</p> 	
<p>Manor Road – TM signage</p>	<p>Location of TM signage needs to be consistent – some is in the road, some is in the footway. Can it all be put in the road in one line of sight as the signs on the footway are reducing width for peds</p> 	

		
<p>Manor Road (on both sides of the road) – vegetation encroaching onto footway</p>	<p>Can vegetation be cut back to maximise effective footway width?</p> 	<p>These are Sainsburys owned Tree's, outreach has been attempted. No action for Eurovia here</p>

		
Tactile paving tails	Tails for tactile paving are missing throughout – I guess this will be corrected? 	Under action
Manor Rd – semi permanent ramps	White cross is confusing – please can this be removed.	

	<div data-bbox="443 141 1126 757" style="border: 1px solid black; height: 275px; width: 428px;"></div> <p data-bbox="443 757 1126 792">Consistency is preferable, e.g. white lines added on North Rd</p> <div data-bbox="443 792 1126 1697" style="border: 1px solid black; height: 404px; width: 428px; text-align: center;">  </div>	
Litter is building up	Evidence of littering – please can daily litter pick be undertaken.	
Some of the pedestrians signs are old, incorrect or confusing	<p data-bbox="443 1771 608 1805">On North Rd –</p> <ol data-bbox="443 1843 1161 2056" style="list-style-type: none"> 1. pedestrians arrow sign needs to be removed as crossing is informal. Arrow sign could make people assume they have right of way to cross. 2. TM plans show signs will read “Footway” – please can these be changed. “Footpath” is incorrect. Signs are also in poor condition – heavy rusty metal frames. 	No action needed here. In line with CMT recommendations

		
<p>Condition/camber of footway outside Hyundai garage</p>	<p>Can footpath repairs be made to improve condition for peds, reduce trip hazards, and remove camber of dropped kerbs</p> 	<p>This is an AO piece to be taken up separately</p>

TfL RESTRICTED

From: [redacted] [eurovia.co.uk](mailto:[redacted]@eurovia.co.uk)>
 Sent: 16 August 2023 08:24
 To: Carl Pirie [redacted] [tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)> [redacted] [eurovia.co.uk](mailto:[redacted]@eurovia.co.uk)> [redacted]
 [redacted] [eurovia.co.uk](mailto:[redacted]@eurovia.co.uk)>
 Cc: Sam Greening [redacted] [tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)>
 Subject: RE: Manor Circus - Three Tier Assessment feedback (14 August 2023)







Hi,

Please see comments below in blue .

Kind Regards,


Project Manager
Eurovia Infrastructure Limited
M: 

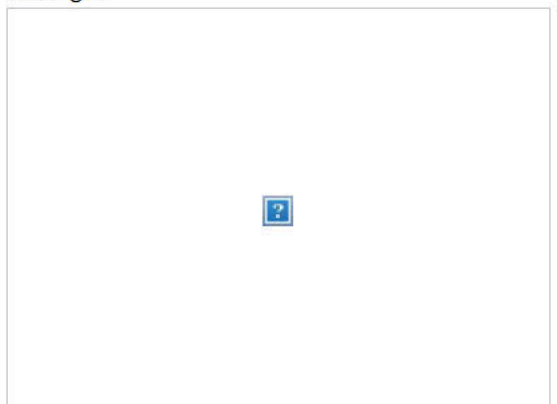




From: Carl Pirie  [tfl.gov.uk](mailto:carl.pirie@tfl.gov.uk)>
Sent: 15 August 2023 16:12
To:  [eurovia.co.uk](mailto:carl.pirie@eurovia.co.uk)>;  [eurovia.co.uk](mailto:carl.pirie@eurovia.co.uk)>; 
 [eurovia.co.uk](mailto:carl.pirie@eurovia.co.uk)>
Cc: Sam Greening  [tfl.gov.uk](mailto:sam.greening@tfl.gov.uk)>
Subject: FW: Manor Circus - Three Tier Assessment feedback (14 August 2023)
Importance: High

Afternoon All,

Please see below outcome of the Tier 3 assessment on site yesterday and the associated recommendations provided to me by Sam.

I believe some of these were discussed on site. Please can responses be provided, so we can monitor this. As ever, any learnings should ideally be carried on to future phases.

Lower Mortlake compound area (fencing)	As discussed with Paul, please slide upper reflective banding to the middle of the fencing. The current banding is my eye height, which is far too high. 	(Response) Agreed, this is being adjusted around site.
Lower Mortlake compound area (western boundary)	As discussed with Paul, the gradient and camber of the remaining footway space isn't appropriate for wheelchair users. Please could the fencing be cut short by a couple of metres, or at least allow people to use the gap illustrated	Unfortunately due to the configuration/size of the fence panels we will not be able to keep that area clear. In addition when we take delivery of the static cabins in a couple of weeks that area will be occupied.

		
Lower Mortlake compound area (tree roots)	As discussed with Paul, please can the tarmac over the tree roots be smoother over to remove cracks. No camber please. 	Please issue PMI/NCE and we will arrange for this to be rectified.
North Road one-way	A fair number of vehicles were observed going the wrong way down here. Not sure what can be done, but could a marshal be positioned there occasionally to monitor / raise awareness?	Lee and the TM operatives have been speaking to drivers doing this when they have witnessed it. We have found it's often been Hyundai staff accessing the showroom/garage..
Ped crossings (audible signals)	Question was raised about having audible signal on crossings – I know we avoid this when crossings are in close proximity and people could assume it for another crossing, but could this be considered for each crossing individually? E.g. Sandycombe's signalised crossing right now is a fair distance from Lower Richmond crossing, around a corner.	TGS should provide guidance on distances from nearby crossings. I will ask TGS for a written response.
Ped crossings (wait time)	The wait time is excruciatingly long – please can this be adjusted. Peds were observed on site crossing on red because they'd already waited 30+ seconds. What can be done to reduce these down. Reduce and monitor? For example, we observed very low / periods of no traffic flow on Sandycombe for a 15-20 minute period however crossing waiting times were around 60 seconds.	Lower Richmond Road eastbound has been adjusted and the crossings are being monitored.

Kind Regards,

Carl Pirie
Project Manager
Capital Delivery | Infrastructure
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