

# **A63 Castle Street, Hull - Pedestrian Management challenges**

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# A63 Pedestrian management challenges

- Pre construction assumptions
- What happened in reality
- Pedestrian Management/communication
- Further improvements
- Monitoring of works
- Lessons learnt / takeaways





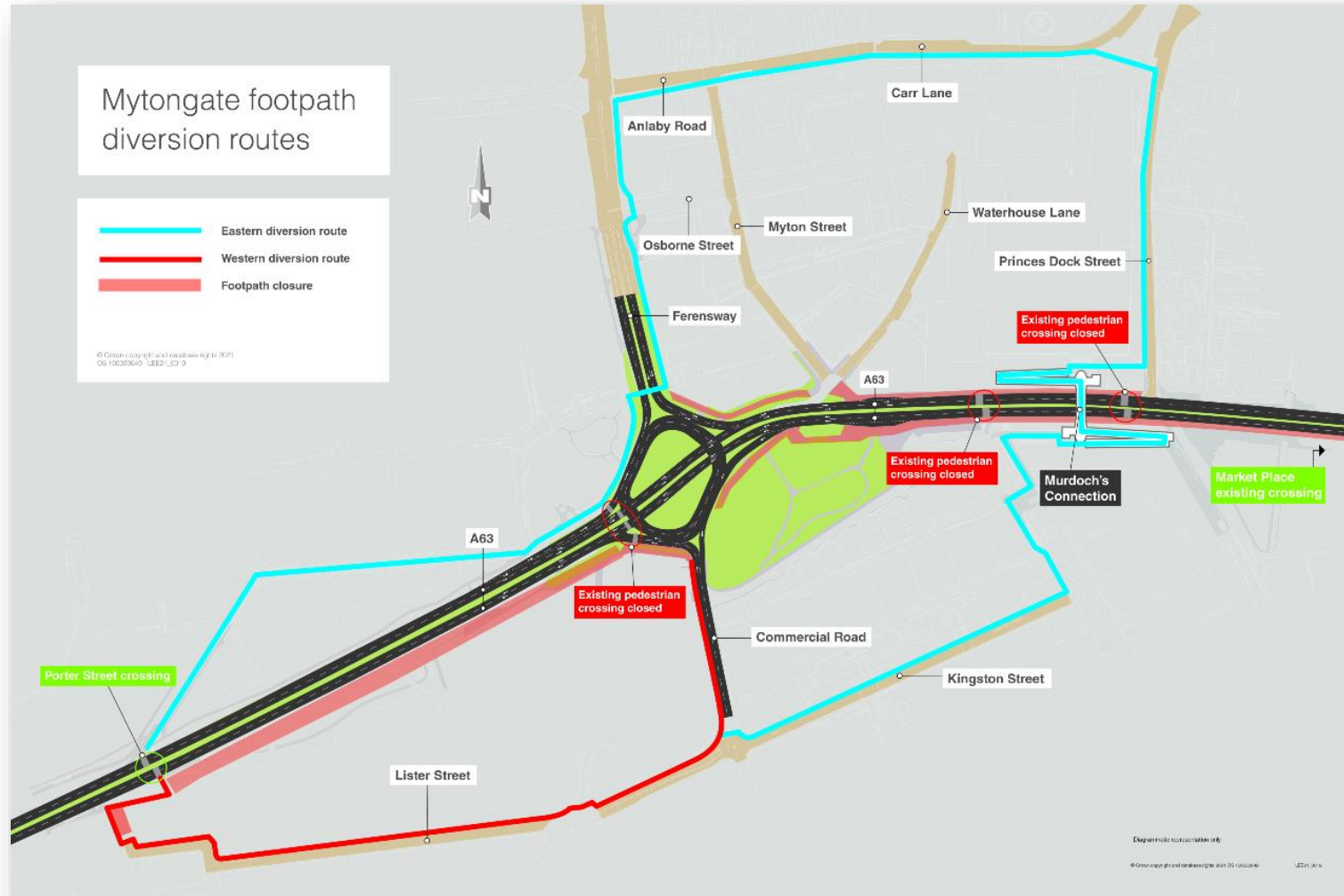
# Pre construction assumptions



To allow works to progress of the construction of a city centre underpass we were required to permanently close a number of existing pedestrian crossing points (marked in red) and establish pedestrian diversion routes. This approach was extensively consulted & agreed on during the ECI phase

This planned management of pedestrians was communicated to the General Public in advance of the works through the NH website, newsletter drops and webinars.

# Pre construction assumptions



Consulted & agreed on during the ECI phase with -

- Hull City Council
- National Highways teams
- Arup
- HAIG (local access group)
- The General Public (through Public Consultation)

We assumed that pedestrians would adhere to the routes and follow the diversions signs, after all this was a construction site!

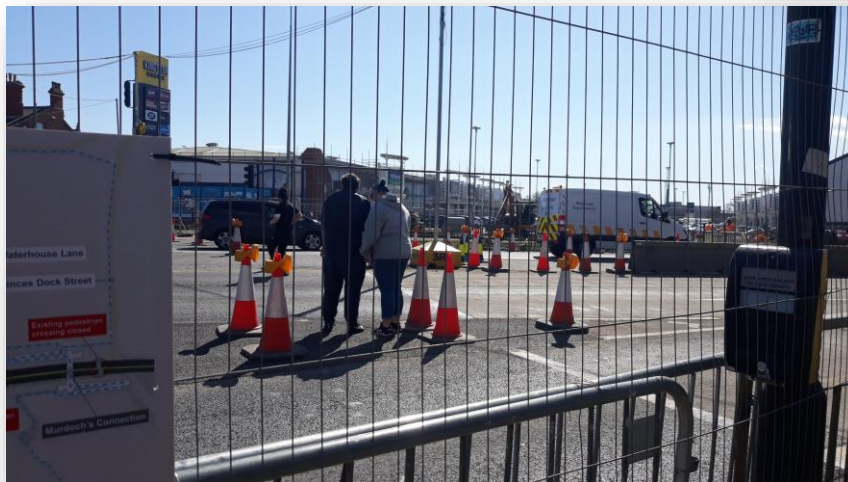
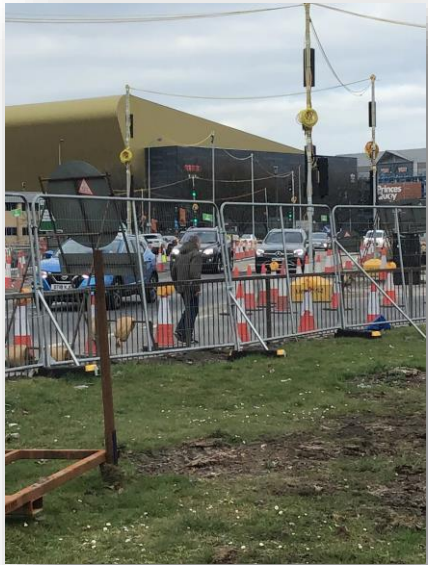
We even considered a temporary footbridge or full prohibition of pedestrians – all ruled out on practical grounds



# What happened?

Although fenced off and marked as closed, a significant number of members of the public continued to cross live traffic. This was noticed particularly around Mytongate and Humber Dock Street. We had a **fatality** around this time as well shortly after main TM went out.

Issues were exacerbated by both the locality as well as anti-social issues. It was becoming a real issue and on the radar of senior stakeholders





# What happened?



# Pedestrian Management – Actions taken

- Installation of 900 metres central reservation barrier fencing
- Installation of 50 new floor signs plus 20 specifically designed for the retail park
- Installation of approximately 90 pedestrian direction signs
- Independent Road Safety Audit of TM and pedestrian routes installed undertaken – no significant issues raised in relation to provision for pedestrian management. Enhanced signage with estimated times for diversion route recommended and installed.
- Solid hoarding installed at Humber Dock Street to remove sight light across the A63. Further hoarding installed at Porter Street, William Booth House and the Whittington and Cat public house.
- Engagement with BB Living Places and HCC – lessons learnt for urban TM.
- Site walk round completed with Humberside Police casualty reduction officer & traffic management officer
- Pedestrian diversion route walked with Hull Access Improvement Group and Access Association members
- Feedback survey (via a QR code) included on the NH webpage
- Google Maps updated with all pedestrian routes

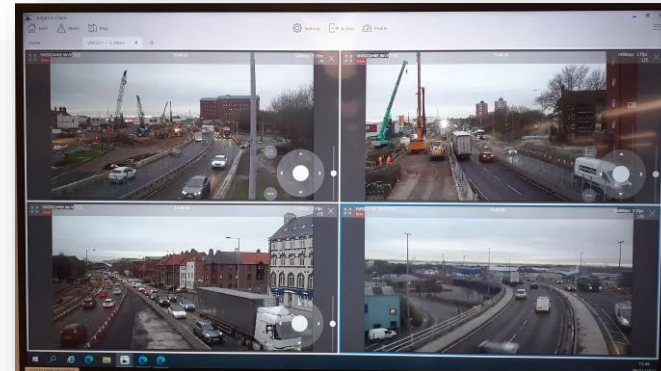




# Pedestrian Management - Further improvements

- Regular checks of all pedestrian signage installed. Additional HW Martin project manager brought into the team to increase audits and plan enhancement of pedestrian signage.
- Site review by Balfour Beatty Highways H&S Director
- Site walk undertaken with BB Project Team, HW Martins, BB Customer Lead and HE Regional Customer Lead to further develop enhanced pedestrian signage strategy
- Engagement with staff at William Booth House (short-term supported accommodation) – PHE now prescribes methadone collections from pharmacies on the north of the A63 (negates need for residents to cross the A63)
- Coverage of temporary CCTV being increased with more cameras deployed.
- Spotters in place to obtain as accurate as possible record of numbers of people attempting to cross and identify 'hot spots'

**76% drop in pedestrian incursions overnight between April 2021 and September 2021 and an 80% drop during the day.**





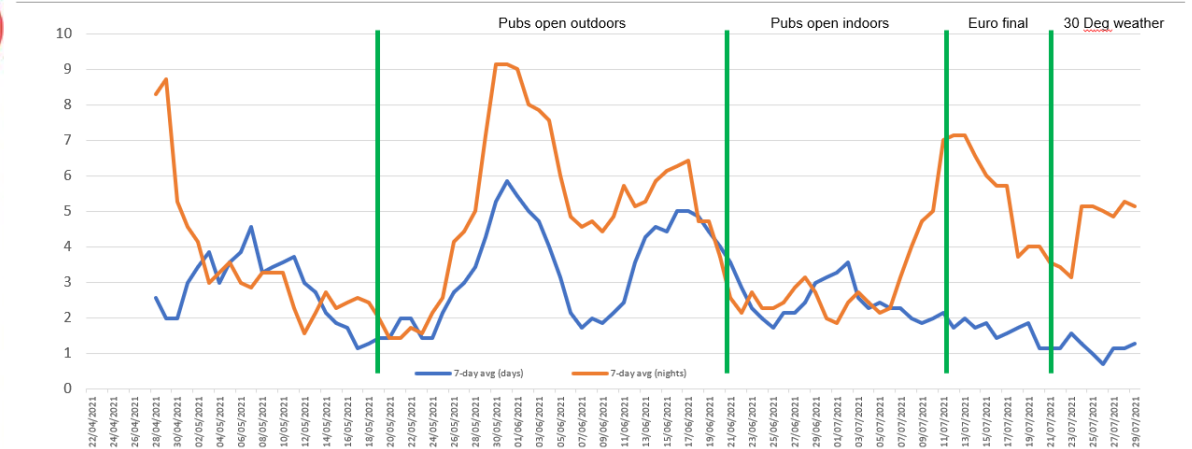
# Communication was key

- Working with National Highways communication team to develop posters and coasters that can be produced and distributed to pubs, restaurants etc.
- Meeting held with Humberside Police regarding ongoing pedestrian management. Agreed with the approach being taken to protect the central reserve rather than rely on verges. Scheme praised for its enhanced measures.
- Engagement planned with Humber Safer Roads
- Six social media posts issued
- One newsletter to 5,900 residents, one MP and three ward councillors
- Two news releases to news outlets including an incursion video
- Issued 2,500 postcards to local businesses such as hotels and hairdressers
- 2,500 drinks coasters were issued to local bars and restaurants and 200 posters were sent to local events venues
- Pedestrian diversion map included on the National Highways webpage
- Around 65 articles run by the press (online, TV, radio or print)
- Issue featured ten times on BBC Radio Humberside, either in bulletins, interviews or debate
- Five radio and TV interviews carried out project manager and Safer Roads Humber in partnership approach



# Monitoring of works

- Monitoring of pedestrian incursions completed utilising recovery CCTV cameras.
- Trends and hotspots reviewed on a daily basis
- Weekly incursions recorded on Airsweb (heat map produced to identify hotspots)
- Data analysed to identify potential causation (i.e. public events)





# Lessons Learnt

- Understand social issues related to the locality – need to consider as part of design, not just the road layout
- Don't overreact to individual incidents, gather the data / info first
- Get key communications out as far and wide as possible, also ensuring the full use of social networking platforms.
- Consider the requirement for a full physical barrier/ deterrent, especially in urban areas. The central reservation fencing provided a visual deterrent making it clear to members of the public that access was not available.
- Ensure all access groups are involved as early as possible in the process, pre DCO if applicable.
- Engage with the local authority as much as possible before, during and post project review stage

**Any Questions?**