

Thameslink Programme

Health & Safety – Good Practice 027

Safe By Design – Reducing Excavations for Street Signage

Overview/Description

A change Traffic Signs Regulations in 2016 presented an opportunity for the project team at London Bridge to review their designs for street sign illumination.

The design which had been developed prior to the change in regulations meant that Street signs as part of the London Bridge station redevelopment project were required to have dedicated illumination to light them as required by the Highways 'Issued for Construction' design. This design was completed in accordance with the Traffic Signs Regulations and General Directions 2002.

As a result of this requirement each sign would require a separate UKPN Distribution Network Operator (DNO) connection to provide the power to the light which would provide the illumination. This would have involved a significant number of excavations by UKPN.

The planned works to St Thomas Street alone meant that there would have been 33 signs that would have required this. Works on Tooley Street would also have required these.

The change to the Traffic Signs Regulations and General Directions (TSRGD) 2016 (SI 2016 No 362) came into force on 22 April 2016. The Network Rail Development team identified that the change meant that this illumination could be avoided on the basis that there was sufficient illuminance in the area, the signs are reflectorized and are installed on roads that have a speed restriction of 30mph or less.

The team consulted with Transport for London (the Street Authority) and agreed it was acceptable not to illuminate the 33 signs originally identified.

Benefits

- By removing the requirement for a dedicated street light to each sign, no UKPN DNO connection is required avoiding the need to excavate
- Cost saving due to omission of UKPN DNO works (estimated value between £30k-£50k for St Thomas Street alone)
- Cost saving due to omission of separate street light to each sign
- Programme benefits as signage installation was no longer dependant on completion of UKPN works
- Less assets for Transport for London (Tfl) to maintain in the longer term as these lights are subject to failure or have limited lifespans



Example of Street signage with dedicated street light requiring UKPN DNO connection



Example of extent of existing utility services on Tooley Street where excavation for DNO connection no longer required