

CS7 TEMPORARY CYCLE PROVISION, SOCIAL DISTANCING MEASURES

SHORT TERM – Tooting Bec to Balham - Stage 2 Road Safety Audit

In accordance with the revised Road Safety Audit (RSA) process set out in *TLRN: Recovery and Restart TfL Engineering - Road Safety Assurance of Designs (12/05/2020)*, I have undertaken a Stage 2 RSA of the *CS7 TEMPORARY CYCLE PROVISION, SOCIAL DISTANCING MEASURES, SHORT TERM*, as shown on the following drawings.

60615241-S763-CV19-0200-0201 to 0204 Rev.A - SITE CLEARANCE (Sheets 1 to 4)

60615241-S763-CV19-1200-1201 to 1204 Rev.A - ROAD MARKINGS (Sheets 1 to 4)

60615241-S763-CV19-1210-1211 to 1204 Rev.A - SIGNS (Sheets 1 to 4)

5861/1110/108 & 5861/100/001 - C7 Cycleway Islands – Standard details

CSDCS7-RSM-FEA-ZZ-DR-TE-02-0006 to 0008 P00.1 - CS7 TEMPORARY CYCLE PROVISION, SOCIAL DISTANCING MEASURES, SHORT TERM (Layouts showing Ritherdon Road traffic signal Method of control)

It should be noted that the Preliminary Design was subject to road safety audit assurance and any issues which have not been satisfactorily addressed in the designer's responses (email dated 08/07/2020) or changes to the design are included below.

Stage 2 Road Safety Audit Problems and Recommendations:

1. Southbound approach to Trinity Road junction. There is a pinch point in the southbound traffic lane (measured at 2.7m) at the same point that cyclists would need to move out to pass a bus in the bus stop. This may result in cyclists becoming squeezed if the bus is not parked close to the kerb and a large vehicle is present in the traffic lane.
It is recommended that the centreline is adjusted to achieve a consistent lane width, ideally 3.0m
2. Trinity Road junction. It is not clear whether the northbound approach to the Trinity Road junction is changing as part of the wider proposals, however the drawings indicate two ahead lanes are available. The proposed segregation cylinders physically narrow the carriageway on exit from the junction which may increase the risk of sideswipe collisions.
Whilst it is accepted that the proposals do not worsen the existing situation significantly, measures to minimise the risk of two vehicles exiting side by side should be provided. This may include the provision of 'kicker arrows' or marking the northbound junction approach offside lane as 'right turn only'.
3. Southbound approach to Trinity Road junction. The access to Kwik Fit is being retained at the southernmost end of the segregated cycle lane. The final traffic cylinder is positioned such that vehicles turning into/out of the access may struggle to complete the manoeuvre in one movement, risking collision with the cylinder or conflict with other road users.
It is recommended that the final traffic cylinder is moved further north to allow the tracking of vehicles using the access.
4. Ritherdon Road junction. The drawings indicate that buses will be turning left into Ritherdon Road from the north arm of the junction with Balham High Road. Whilst it

is understood that the number bus movements is low (a single bus route on diversion) there is a risk of left hook conflicts with ahead cycle movements. Measures to mitigate the risk of left hook collisions should be developed. Such measures may include but should not be limited to; providing early release for cyclists or finding an alternative diversion route for buses to remove the conflict.

5. Uncontrolled crossings south of Marius Road junction and Elmfield Road junction. Lack of warning of the presence of cyclists may result in pedestrians stepping into the cycle lane when waiting to cross Balham High Road and colliding with cyclists. It is recommended that additional warning is provided on both sides of the crossing area.
6. Upper Tooting Park junction. Cyclists approaching the junction may not be immediately apparent to drivers turning out of the junction due to the give way markings being forward of the cycle lane (which follows the inset bay kerblines). Drivers may fail to see cyclists with the resultant risk of turning collisions. It is recommended that additional warning is provided at the junction to increase driver awareness of the presence of cyclists approaching from the south.
7. Uncontrolled crossing south of Elmfield Road junction. Traffic cylinder positioned in the middle of the crossing carpet presents a hazard to visually impaired / mobility impaired pedestrians and may result in trips/falls or users becoming stranded in the carriageway. It is recommended that the cycle segregation marking and traffic cylinders are adjusted to leave the crossing carpet clear.
8. Elmfield Road junction. Vehicles in the floating loading bay may reduce intervisibility to / from vehicles emerging from Elmfield Road, leading to an increased risk of turning collisions. The loading bay should be moved away from the junction. It is not clear whether the access/crossover shown below is used by vehicles but it is assumed not since the loading bay when occupied would restrict left turns out or right turns into the access. As such moving the loading bay northwards appears to be viable.

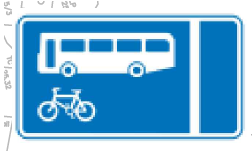


9. Du Cane court (southern) access. Whilst the response to the previous (preliminary design) safety concern is accepted due to the low flows of both buses using the stop and turning vehicles using the access, the floating bus boarder island appears to make the left turn in and right turn out difficult. This may risk vehicles clipping the island and losing control/colliding with waiting passengers.

It is recommended that vehicle tracking is undertaken for the largest vehicles reasonably expected to use the access with the northeast corner of the bus boarder island adjusted as necessary.

Additional Issues for consideration:

- A. The proposed bus lane signs do not accurately depict the layout of the bus lanes with cycle segregation. It may be worth considering a temporary alternative showing the actual arrangement albeit it is appreciated that there may not be an approved variant.



- B. Outside No.213 Balham High Road - The 'Inner London Youth Courts' sign is redundant (building has been a school for 6 years) and could be removed to facilitate easier installation of the bus lane taper sign proposed.
- C. Drawings state that no RSA 1 or 2 has been undertaken, this is inaccurate.
- D. Not clear what the red "cloud boxes" are, visible on the Road Markings Sheet 1 upper viewport at Trinity Road junction.