3589.02.02 CS7 Tooting Bec to Balham – Post Construction

In accordance with *TLRN: Recovery and Restart - TfL Engineering - Road Safety Assurance of Designs (12 May 2020)* a post-construction safety review (equivalent to Stage 3 Road Safety Audit) was requested and has been undertaken on the CS7 measures (Section 7) installed between Tooting Bec and Balham.

A single person site visit was undertaken by bicycle between the hours of 8.30 and 10.00 on Wednesday 23 September 2020. A further visit was made on 05 October 2020.

The following safety issues were observed;

1. Northbound floating bus stop by Du Cane court (Balham High Road). There was significant ponding noted at the raised crossing to the bus stop island at the time of the site visit. Whilst the raised table has been installed with a drainage pipe, this had become blocked with leaves. Cyclists were observed to brake suddenly or swerve onto the footway to avoid the large puddle. There is also a risk of loss of control / skidding if surface water does not drain away, especially under freezing conditions.

   It is recommended that measures are provided to prevent drainage channels becoming blocked by leaves, especially since there are a large number of mature trees nearby. This may also require regular maintenance during autumn leaf fall.

2. Northbound floating bus stop by Balham Station. There was ponding noted on the south side of the raised crossing to the bus stop island. This may create a skid risk with cyclists braking for the crossing on the approach.

   It is recommended that measures are provided to ensure surface water does not collect at the foot of ramps. This may require regular maintenance during autumn leaf fall.

3. Pedestrian refuge island by Elmfield Road – The absence of centerline markings on the northbound approach to the island results in a risk of the corner of the island being struck albeit an illuminated bollard is present.

It is recommended that centerline markings are provided, offset from the corner of the island, to guide road users past it.

4. Southbound floating bus stop south by Ravenstone Road – The layout of the floating bus stop by-pass creates excessive deflection for cyclists and increases the risk of pedal cyclists colliding with the raised kerbs and being unseated. This is exacerbated by the road marking alignment tying into the end of the island.

It is recommended that the deflection angle is reduced by amending the kerbs on the corner of the island and offsetting the markings to guide cyclists past it. It also appears that painting the corner kerb white may make it more distinct.

5. GENERAL – Many of the physical features including traffic islands buildouts have necessitated the realignment of road markings along the corridor. Many of these markings have been installed with little or no offset from the kerb edges which increases the risk of road users clipping the features and losing control. In addition, should kerbs be struck regularly, they may break out and become a secondary hazard.

   It is recommended that the markings are adjusted to guide road users past the features (markings should be offset by 150mm as per the Traffic Signs Manual).

6. The water filled barrier has been moved and results in a very narrow cycle lane. This results in cyclists having to swerve to avoid it and enter the traffic lane, at risk of side-swipes.

   It is recommended that the barriers are realigned and checked regularly to ensure they do not encroach into the adjacent cycle lane.

Additional issues:

7. Whilst beyond the section extents, it was noted that the northernmost of the three cylinders on the southbound approach to the Balham Station crossroads had been knocked over. It is recommended that bus movements are tracked to check that buses pulling away from the stop are able to do so without overrunning the cylinder to determine whether to replace or remove it.

8. Ritherdon Road junction. A near miss between a van turning left into Ritherdon Road and a P2W continuing ahead was observed during the site visit. This may indicate that the reliance on the No Left Turn signs on the traffic signals may not be sufficient or that enforcement is required (note that this was observed before the commissioning of the bus gate was completed).

9. General – There is significant ‘ghosting’ associated with the masked road markings. Whilst not forming a significant safety concern on this section of the route, consideration should be given to an alternative method of removing redundant markings so that the old alignments are not so clearly visible.

10. The southernmost cylinder north of the Ritherdon Road northbound floating bus stop had been knocked over. It is not clear how it occurred but may require the crossover turning movements to be tracked to check that manoeuvres can be completed without overrunning the cylinder to determine whether to replace or remove it.

11. GENERAL – The carriageway behind the waterfilled barriers and also cycle track behind the cyclinders appears to be susceptible to the buildup of fallen leaves. Continued build up of leaves and other detruitus may become a slip/skid hazard to cyclists in the track or pedestrians stepping into the widened “footway” areas. Whilst it is recognised that this is largely a maintenance issue, it may require remedial measures to enable regular street sweeping activities to remove the leaves.