

There are two sharp bends causing blind spots on Wattendon Road. If another bus, or other large vehicle, were to meet a 434 in-service while traversing this bend, neither vehicle may be able to proceed without reversing. Furthermore, there are no overtaking opportunities on even the straight sections of this road.

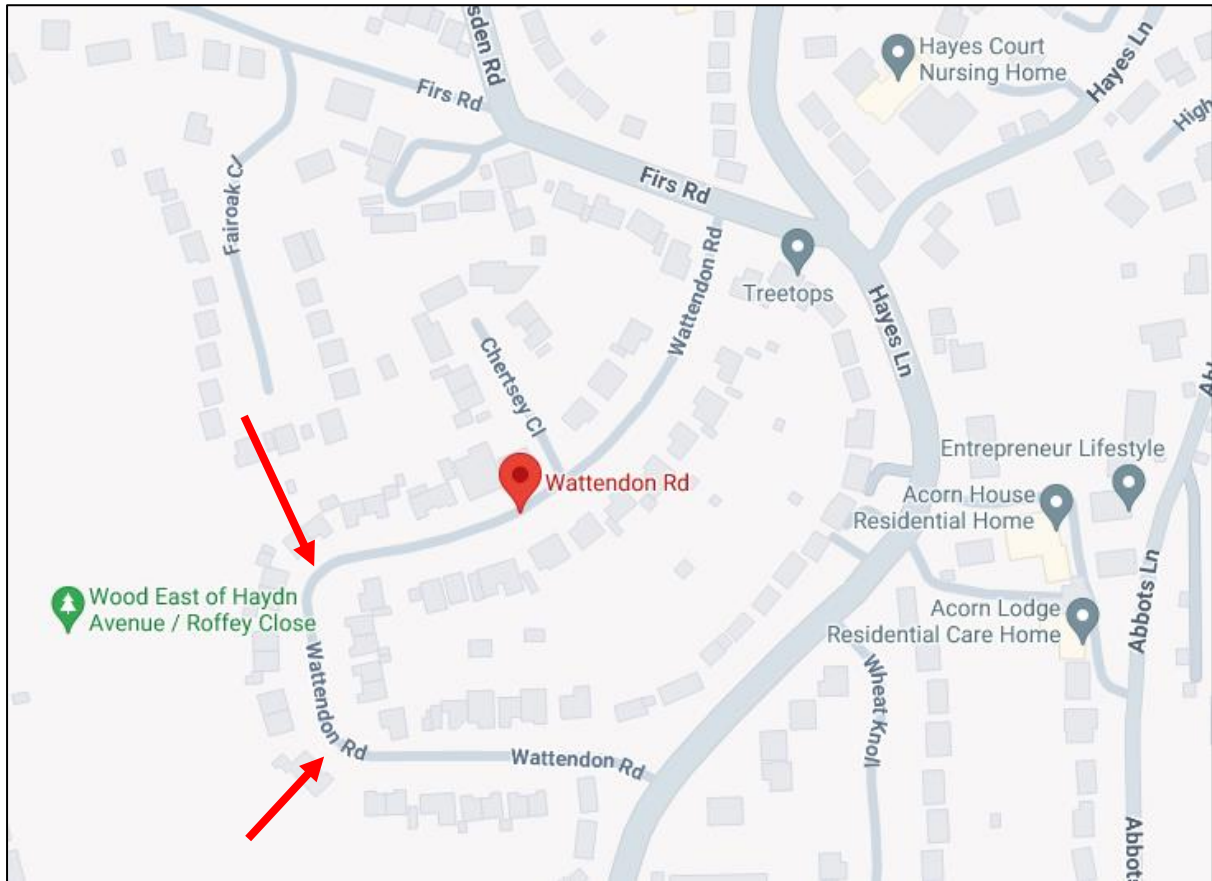


Figure 5: Google Maps image of Wattendon Road. Blind spot locations are shown by red arrows.

**Hayes Lane / Park Road junction (near Kenley Station):**

The junction between Park Road and Hayes Lane (on the side closest to Kenley Station) raised concerns. Two vehicles cannot safely pass each other if they meet at this junction; one either has to wait before the junction, or, if they are already traversing the junction, one vehicle must likely reverse to give way. This is an issue especially since, when heading towards Coulsdon, if a 434 bus commits to turning onto Hayes Lane from Kenley Lane (as seen below in Figure 6), it has no choice but to proceed. Drivers cannot see whether there is a bus coming from Park Road until they have proceeded beyond the junction.



*Figure 6: Images of the junction between Hayes Lane and Park Road. The top image is facing Park Road (curving to the right). The bottom image is showing Hayes Lane. The 434 used on the test can be seen turning from Kenley Lane. The driver of this bus cannot see any vehicle that might be approaching from Park Road to the left.*



*Figure 7: Image of the bus used on the test, having just made the turn from Hayes Lane onto Park Road (towards Coulsdon). There is more clearance to make this turn without infringing on the opposite lane, in this direction only.*



Figure 8: Image of the bus used on the test, having just made the turn from Park Road onto Hayes Lane (towards Whyteleafe). The driver has remained as close to the kerb as possible, but still cannot leave enough room for a vehicle to proceed in the opposite direction.

Also worth note is that on Kenley Lane, at its junction with Hayes Lane, the give-way markings on the road are faded. These should be repainted to prevent drivers from entering the junction to find a large vehicle passing in the opposite direction from Park Road.

**Lack of accessibility due to green verges:**

Along various stretches of the proposed new routing, there are fewer dropped kerbs, which raised questions among attendees regarding accessibility. Since a significant portion of the route is Hail & Ride, this is something that may need to be addressed.



*Figure 9: Bus parked on Hayes Lane, which has several green verges, and few dropped kerbs for less able passengers to alight safely.*

**Conclusion:**

While the issue on Higher Drive / Cullesden Road can be mitigated by drivers exercising care and caution, the current risks presented on Wattendon Road and the junction between Hayes Lane & Park Road mean that this routeing cannot be safely traversed.

Wattendon Road will need to be reviewed in regard to potential parking restrictions being implemented. This will prevent multiple vehicles from obstructing the 434's potential new line of route. This issue will only be exacerbated by the time of day; for example, after the PM peak on a weekday, most residents will have their cars parked on Wattendon Road, at which point it will be even harder for buses to proceed.

The Hayes Lane / Park Road junction is currently traversed as part of route 434's normal line of route, so a risk assessment may be necessary, as based on the findings of this test, this junction is not suitable for bus use.

**Test result: FAIL**