



LB Merton

**EXPERIMENTAL ROAD CLOSURE,
BALFOUR ROAD, LB MERTON**

**STAGE 1/2 - ROAD SAFETY AUDIT
NOVEMBER 2015**

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Appendix A - Drawings and documents supplied for audit.

Appendix B – Location plan of identified problems

1 INTRODUCTION

1.1 This report presents the findings from a combined Stage 1/2 Road Safety Audit undertaken on the proposed experimental road closure of Balfour Road and associated works on Cecil Road in the London Borough of Merton.

1.2 It is the Audit Teams understanding that the scheme is being promoted to remove the 'rat running' associated with the avoidance of the Kingston Road/ Merton Road signalised junction for the movement between Kingston Road (east) and Merton Road (north).

1.3 The audit was carried out by the following:

Tristan Brooks - Road Safety Audit Team Leader
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA

Shal Arayal - Road Safety Audit Team Member
BEng (Hons), MCIHT, EU RSA Cert.Comp

1.4 The site visit was undertaken on Wednesday 21st October 2015 and comprised a walk and a drive through of the area covered by the proposals. During the site visit it was overcast with light rain and the road surface was damp. Traffic in the vicinity of the scheme was light and free flowing.

1.5 Balfour Road and Cecil Road are both subject to a 20mph speed limit; have on street parking bays and benefit from street lighting.

1.6 The drawings and documents supplied for audit are listed in **Appendix A**. An annotated drawing showing the locations of the problems identified is provided in **Appendix B**.

1.7 The terms of reference of the audit are as that broadly described in HD19/15 and the Institution of Highways and Transportation (IHT) Guidelines on Road Safety Audits. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.8 From the plans provided for audit it is proposed that:

- Balfour Road is closed off through the introduction of collapsible central bollards restricting through movements by vehicles;

- Balfour Road and the southern section of Cecil Road from its junction with Kingston Road will revert to two way working;
- The build-out at the junction of Balfour Road (west) and Cecil Road will be removed and replaced with parking bays: and
- The scheme will be accompanied by changes to the road signs and markings to reflect the new arrangements.

- 1.9 A review of the Personal Injury Collisions (PIC) data between May 2012 to April 2015 indicates that during this period there have been no PICs on Balfour Road or Cecil Road. It is noted however that there have been 3 PICs attributed to vehicles turning right into Cecil Road from Kingston Road (east) into the path of either motorcycles or pedal cycles, of which two resulted in injuries that were slight in severity and one which was serious in severity (car/motorcycle). There have been no PICs recorded at the junction of Balfour Road/ Merton Road.
- 1.10 A review of the collision descriptions, causation and contributory factors have been reviewed as part of the RSA and if considered relevant addressed within the recommendations within this report.
- 1.11 No departures or relaxations from standard have been provided by the design team for review as part of this RSA.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1/2

PROBLEM 1

LOCATION: Balfour Road.

SUMMARY: Potential lack of sufficient turning provision.

2.1 The introduction of the bollards may result in there being insufficient turning provision adjacent to the bollards for a significant number of users including residents especially those parked within the parking bays adjacent to the bollards, potential HGVs/MGVs associated with the commercial premises or refuse vehicles either side of the bollards. This issue may result in injudicious turning and/or reversing manoeuvres over an excessive distance that may lead to a number of road safety issues at this location including:

- Vehicles having to reverse onto Merton Road into the path of on coming traffic which could include HGVs/MGVs associated with the commercial premises accessed from Balfour Road;
- Vehicles having to reverse onto Cecil Road (east) which may result in increased levels of conflict at this junction; and
- Potential multi-point turning manoeuvres where a sufficient turning head is not provided.

2.2 It is considered that all of the above issues would potentially result in increased highway safety risks that could result in collisions involving vehicles or vehicles and pedestrians.

2.3 It is also noted that the area adjacent to the bollards where vehicles would be required to turn is adjacent to a nursery which may exacerbate the problems identified above and potentially increase the risk of vehicular collisions with vulnerable road users.

RECOMMENDATION

2.4 Ensure suitable turning facilities are provided for vehicles to safely turn either side of the bollards.

2.5 It is noted that double yellow lines are provided in advance of the bollards which allows for increased width for turning vehicles, however vehicle swept path analysis should be

undertaken using the largest vehicle size anticipated to use Balfour Road to ensure the layout is satisfactory with regard to the problem raised.

PROBLEM 2

LOCATION: Balfour Road junctions with Cecil Road.

SUMMARY: Lack of give way road markings.

- 2.6 At both the Balfour Road (east) and Balfour Road (west) junctions with Cecil Road there are no details provided with regard to the give-way road markings at these locations. A lack of appropriate road markings at these locations could lead to side-swipe type collisions at these locations. It is noted that give way road markings are currently provide at both junctions, albeit that they are extremely worn at the Balfour Road (east)/ Cecil Road junction.

RECOMMENDATION

- 2.7 Ensure give-way road markings are provided at both the Balfour Road (east) and Balfour Road (west) junctions with Cecil Road.

3 OBSERVATIONS/NOTES

- 3.1 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 3.2 The proposed scheme will allow for all vehicle movements to be permitted at the Balfour Road/ Kingston Road Junction. Although, it is considered that this in itself is unlikely to pose a road safety issue (as this is not an atypical arrangement and the vehicle flows into and out of Balfour Road are likely to be relatively low), it may introduce unnecessary vehicular conflict/ interaction at this location. It is suggested therefore that this matter is reviewed as part of a Stage 4 RSA or as part of the review process of the operation of the experimental road closure with regard to the affect on PICs, with particular attention given to the introduction of the right turn manoeuvre out of Balfour Road.
- 3.3 Although considered outside of the scope of the RSA, it was noted during the site visit that there was an absence of tactile paving provision at the junction of Merton Road/ Balfour Road and at junction of Balfour Road/ Kingston Road and that there were a range of surface materials and colourings at the uncontrolled crossing points, potentially making it difficult for visually impaired pedestrians to cross at these locations. A view confirmed through discussions with a visually impaired pedestrian whilst undertaking the site visit.
- 3.4 It should also be noted that that a number of the dropped kerbs at the extents of the scheme were loose resulting in uneven surfacing/excessive up-stands which could potentially result in trip hazards at the locations noted above. It is therefore suggested by the Audit Team that remediation work is undertaken at the uncontrolled crossing points at the extents of the proposed scheme to address these issues.

4 AUDIT STATEMENT

4.1 I certify that this audit has been carried out broadly in accordance with HD 19/15 and the Institution of Highways and Transportation (IHT) Guidelines on Road Safety Audits.

Signed:

A handwritten signature in black ink, appearing to read "T Brooks". The signature is written in a cursive, slightly slanted style.

Date: 30 November 2015

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APPENDIX A

List of Drawings and Documents Provided for Audit

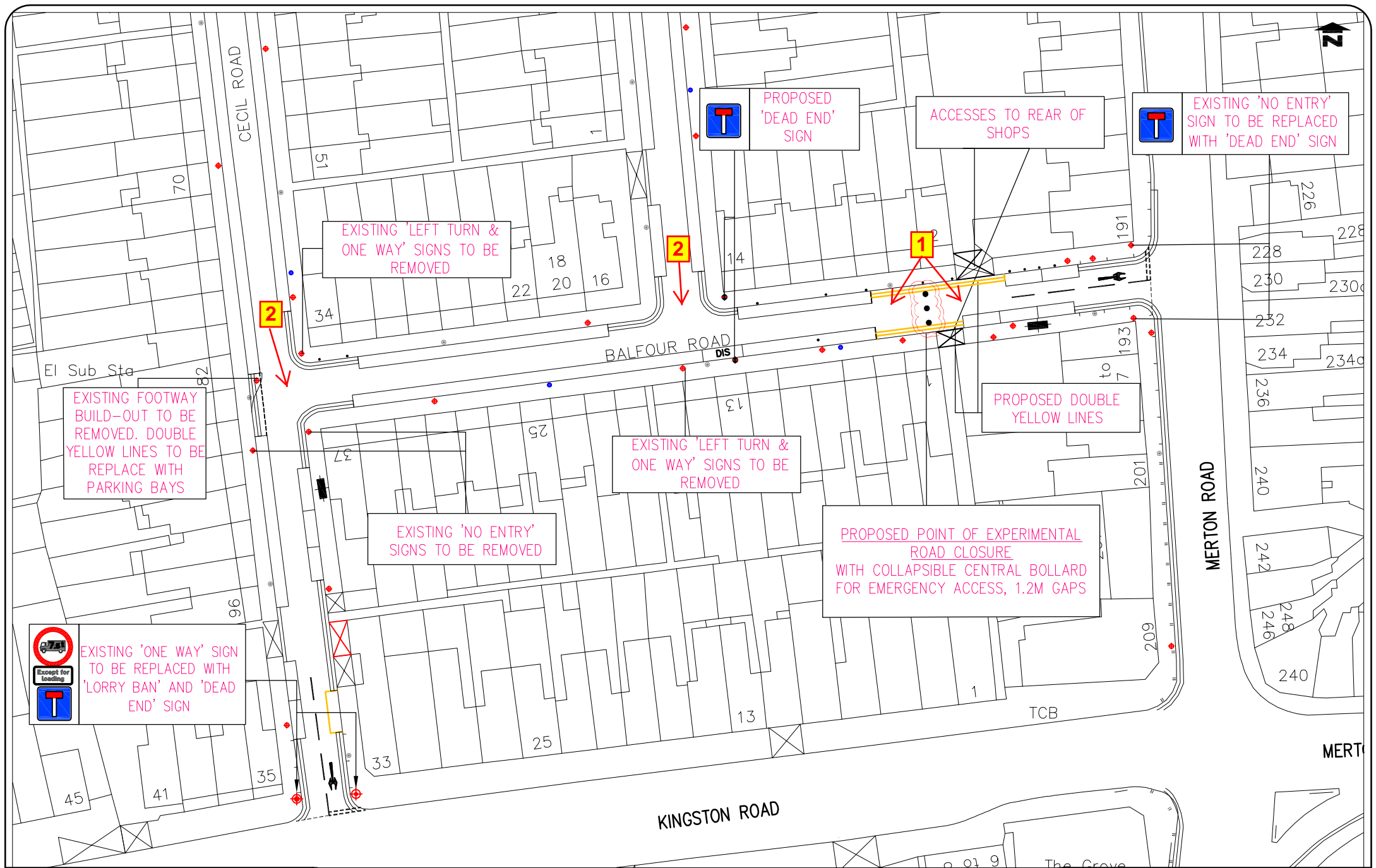
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Balfour Road – Experimental Road Closure

PIC Data

APPENDIX B

Location of Identified Problems



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BALFOUR ROAD – EXPERIMENTAL ROAD CLOSURE

