

## CS7 Sections 4 to 6 (Balham to Colliers Wood) – Road Safety Review of the implications of removing the Temporary Traffic Orders

### Background

In August 2021, TfL Engineering undertook a road safety review of the CS7 Sections 2 to 6 schemes (Oval to Colliers Wood) implemented as part of the London Streetspace Plan (LSP).

That review focused on identifying whether there were safety risks to users of the public highway if the current highway layout was not managed by a traffic order that reflected the implemented layout.

This document provides an update to the 2021 review in response to the July 2023 expiry date for the Emergency Traffic Regulation Order (ETRO) which was implemented in 2021. It is understood that there have been no material changes to the road layout in the intervening period.

The only difference in this updated document relates to the extents of CS7 affected. It now only covers CS7 Sections 4 to 6 (Balham to Colliers Wood). Sections 3 and 4 have been descoped.

This review has been completed by fully qualified Road Safety Audit professionals that meet the requirements for Road Safety Auditing on the Transport for London Road Network (TLRN).

### Road Safety Review Summary

The temporary Traffic Regulation Order (TRO) for the CS7 corridor encompassed a number of elements, including:

1. Banned movements.
2. Changes to kerbside controls.

It should be noted that the CS7 scheme also included physical changes to the highway which did not require a TRO. These include the following measures:

1. Modifications to traffic signal infrastructure.
2. Modified road markings.
3. Removed, new or revised signs, including direction signs, kerbside control signs and banned movement signs.

This road safety review considers the impact of removing the TRO restrictions on both the elements subject to the TRO, and the associated impacts on other elements of the scheme that did not require a TRO.

The road safety review has identified the following issues.

- Along the length of the scheme loading, parking and disabled bays have been removed/relocated. Where there are no physical measures such as wands or barrier to prevent kerbside stopping, the removal of the TRO may increase the likelihood of this happening. This often forces cyclists into the adjacent traffic lane where they are at increased risk of side-swipe collisions or ‘dooring’ incidents. In addition, where the carriageway cross section is narrow, parked vehicles may block through traffic or create an alignment which is difficult to negotiate by buses or other large vehicles. This may lead to head-on collisions or vehicles colliding with traffic islands/parked vehicles.

- Where loading bays have been retained but with times of operation reduced to outside peak periods, the removal of the TRO may increase the usage of the bays with a resultant increased risk of collisions between vehicles manoeuvring into/out of the bays and cyclists travelling along the cycle facilities, side-swipe collisions or ‘dooring’ incidents.
- Banned turns – many side roads have been subject to TROs restricting turning movements. The removal of the TRO may increase the risk of drivers turning against the signed restriction which presents a significant risk of left/right hook type conflicts. The severity of such incidents may be exacerbated on downhill sections where cyclists may be travelling at speed. In some cases, physical measures, most commonly wands, have been used to deter drivers from making banned turns and whilst this may limit the risk of conflict, it does not totally prevent turning movements. Drivers may simply drive the wrong side of the wands and/or ignore the signs should the physical measures be damaged/removed.
- Modifications have been made to the traffic signal infrastructure and associated traffic signal methods of control. Removal of the TRO could have significant safety impacts at affected junctions. For example, at Ritherdon Road (Tooting/Balham), revocation of the southbound left turn prohibition could lead to vehicles being in direct conflict with cyclists or buses travelling ahead from the nearside bus lane.

It should be noted that this road safety review has been undertaken on the premise that all physical infrastructure would remain in situ if the restrictions were lifted. If this were not to be the case, and individual elements of the scheme were removed piecemeal, there is potential for additional road safety concerns not identified above.

This road safety review has not considered the risks associated with on-site activities to decommission and remove any physical infrastructure.

Approval

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