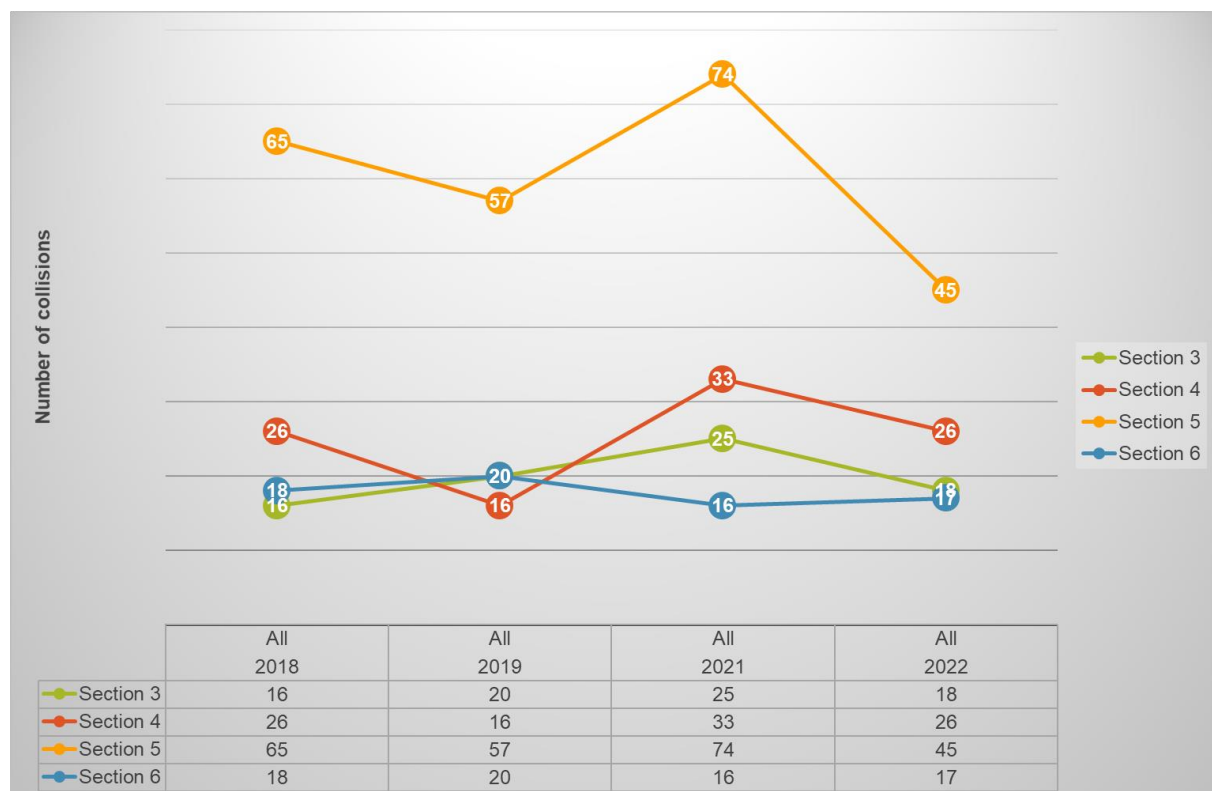


[October 2023]

## Safety assessment

Highway authorities normally consider at least three years' worth of collision data when making conclusions about road safety matters. Improvements were being made to the temporary CS7 South scheme over various time periods and at different locations. It was not possible to look at three years of data as the layout has varied. It is to be noted that road/traffic users' behaviour have changed after the pandemic.

Despite the short timescales, collision data continues to be monitored for CS7 South. Some of this data is not validated (and is provisional) so firm conclusions are difficult to reach at this early stage. Our initial assessment of the emerging safety data is set out below including a series of graphs.

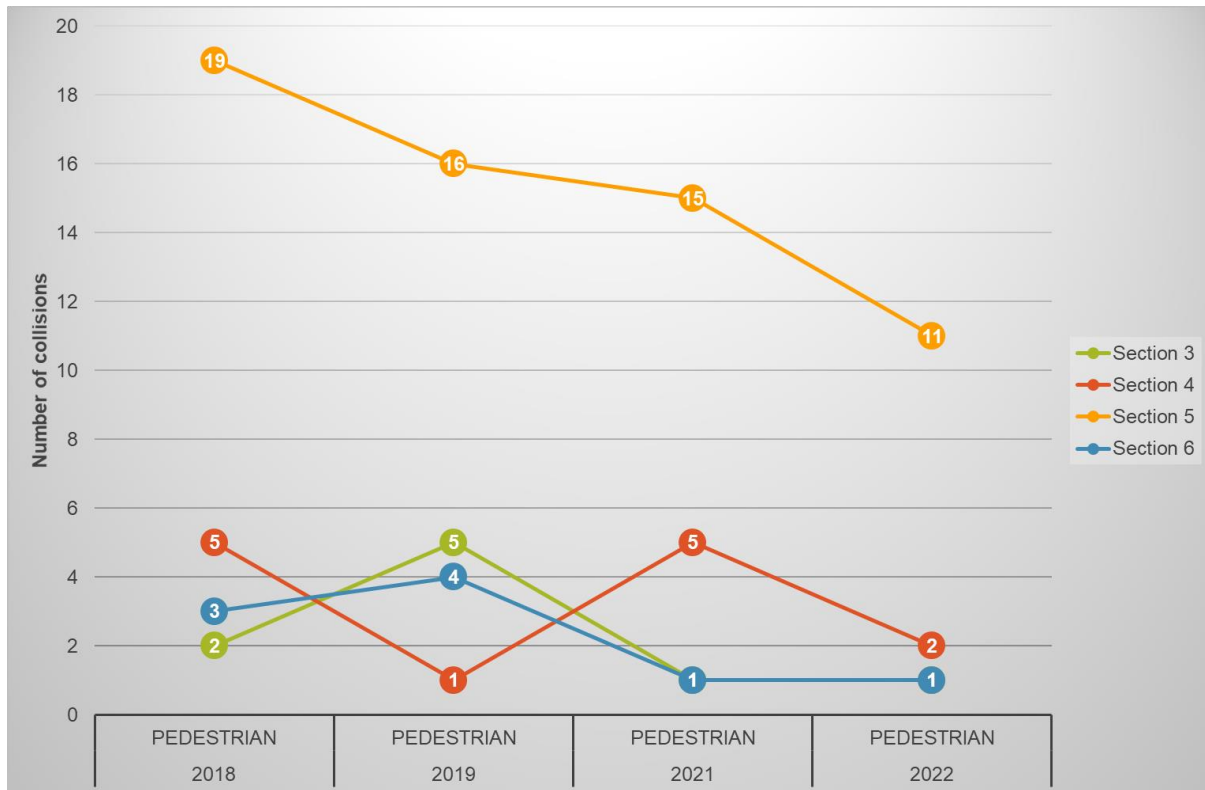


**FIGURE 1 – ALL COLLISIONS PER YEAR**

Figure 1 shows collisions involving all types of casualties before and since the changes were introduced. Data for 2020 has been removed due to abnormalities associated with the Coronavirus pandemic. The data has been collected and analysed along geographic sections of the route, which are as follows.

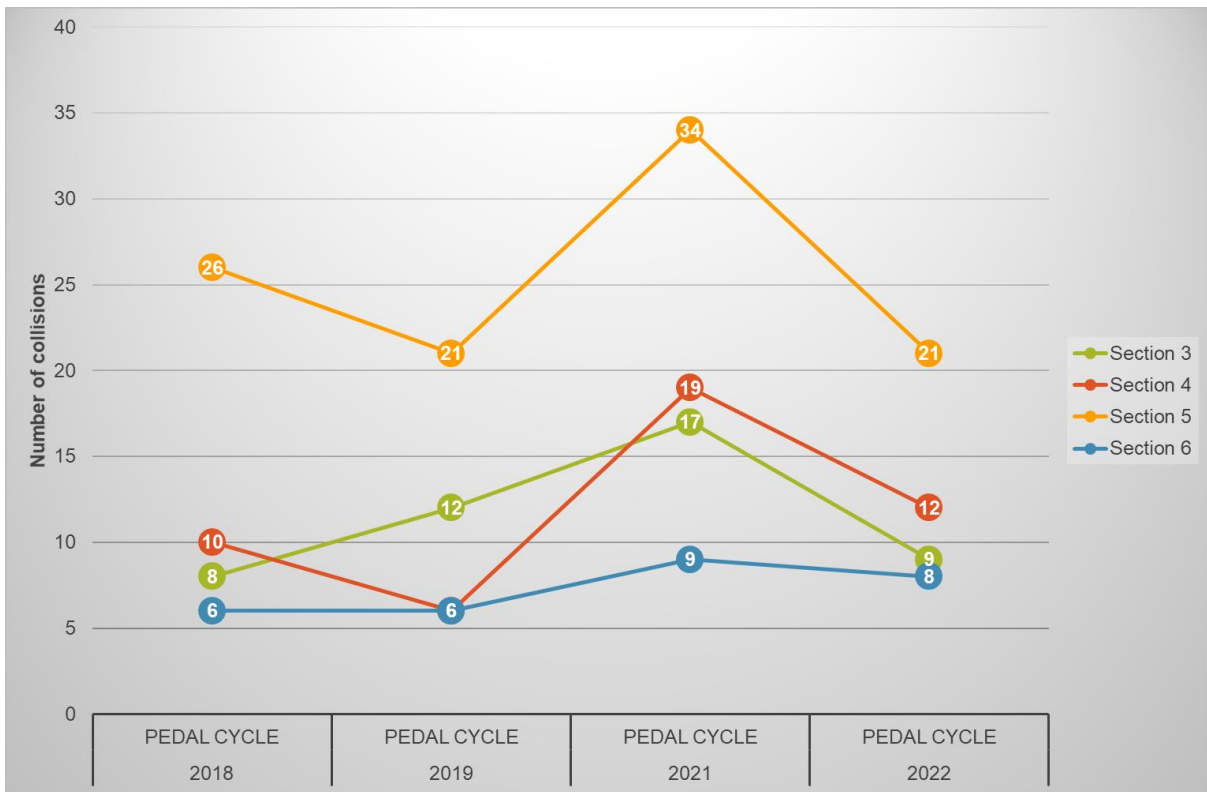
- Section 3 – Balham to Alderbrook Road
- Section 4 – Balham to Tooting Bec
- Section 5 – Tooting Bec to Tooting Broadway
- Section 6 – Tooting Broadway to Colliers Wood

Data in 2021 and 2022 provide a complete year of collisions data with CS7 South in place. The data shows that for all sections except section 6, there has been a fluctuating picture up to 2021, but a marked reduction in collisions in 2022. In section 6, the 2022 data shows an improvement since the scheme was implemented, but an increase of one compared with 2021.



**FIGURE 2 – COLLISIONS INVOLVING PEDESTRIANS**

The data displayed in Figure 2, focuses on collisions involving pedestrians. This shows that there have been fewer pedestrian collisions in 2022 compared to 2018 (before the scheme was introduced) in all sections along the corridor.



**FIGURE 3 – COLLISIONS INVOLVING CYCLISTS**

Collision data for cyclists is shown in Figure 3. The data fluctuates more, with a rise in 2021 of cycling collisions across all sections of the scheme. Some of the changes implemented in early 2022 may have had a benefit, as there was a marked reduction on collisions in 2022, but only on section 5 did the number drop to below 2018 levels.

We are proposing to make further improvements to CS7 South as part of this proposed new traffic order. These improvements have been developed to address further collision risks identified in our safety monitoring. We would therefore expect cycle safety to improve following these changes. Monitoring of cycle safety will continue as part of the ongoing CS7 South project.