

# Collision Analysis and cycle flows



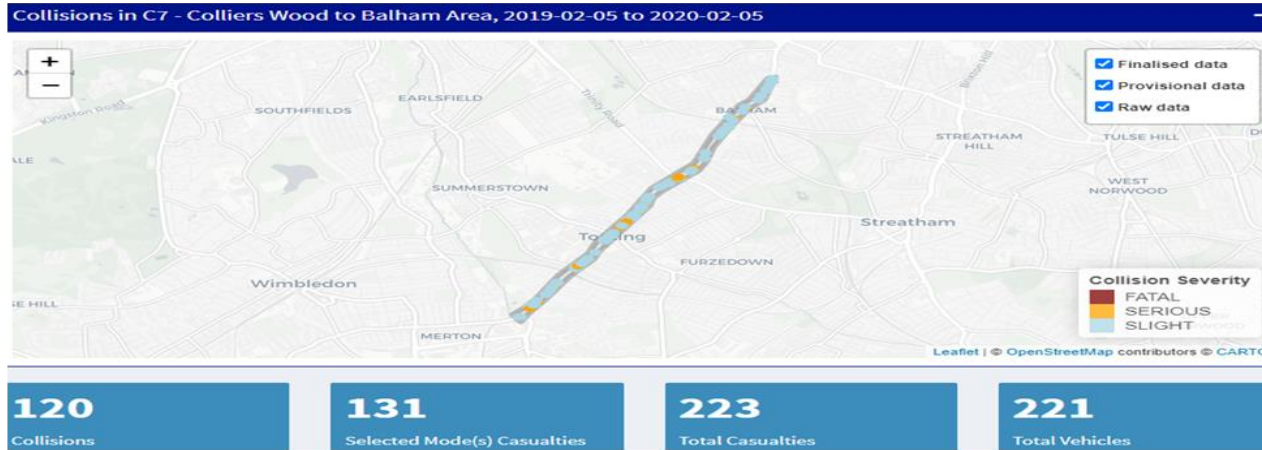
# XX. Colliers Wood to Balham – Safety

Core success criteria

Safety – the highway is safer for all road users

## All Collisions - 1 year before – 1 year to-date after

2019 – 2020  
(05/02/19  
till 05/02/20)



105 slight  
15 serious  
0 fatal

2022 – 2023  
(05/02/2022  
till 05/02/23)



89 slight  
25 serious  
0 fatal



EVERY JOURNEY MATTERS

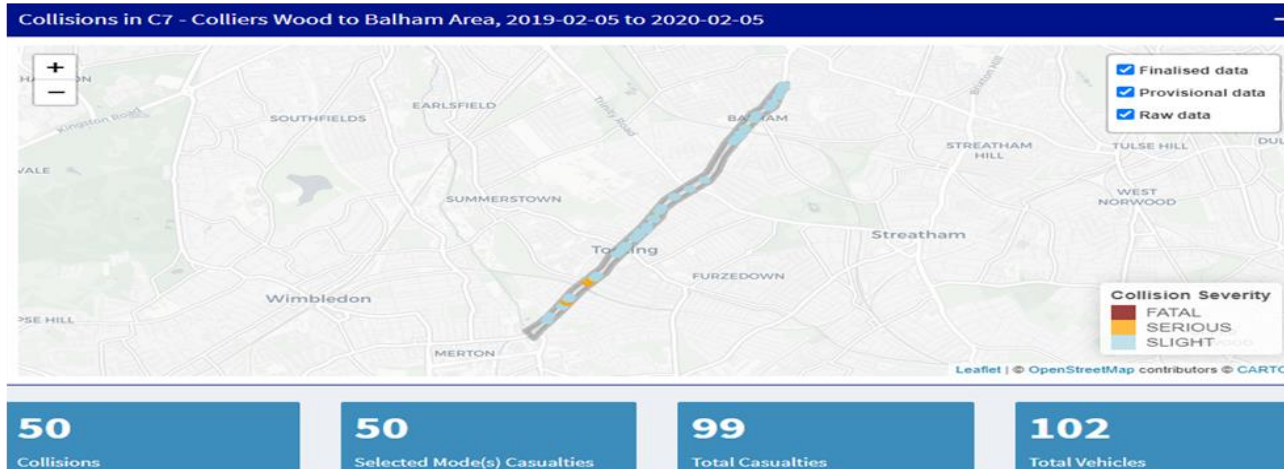
# XX. Colliers Wood to Balham – Safety

Core success criteria

Safety – the highway is safer for all road users

## Cycle Only Collisions – 1 year before – 1 year to date after

2019 – 2020  
(05/02/19  
till 05/02/20)



45 slight  
5 serious  
0 fatal

2022 – 2023  
(05/02/2022  
till 05/02/23)



43 slight  
13 serious  
0 fatal



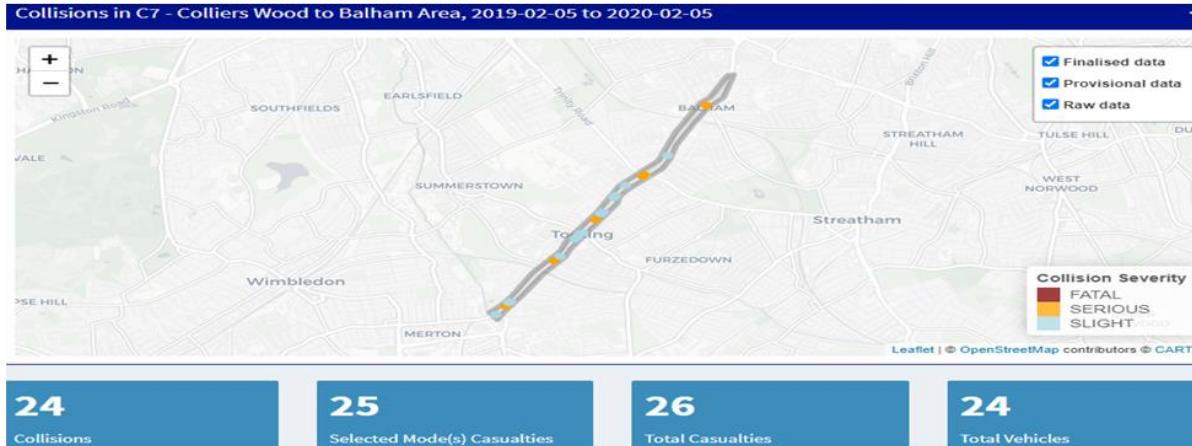
# XX. Colliers Wood to Balham – Safety

Core success criteria

Safety – the highway is safer for all road users

## Pedestrian Only Collisions – 1 year before – 1 year to date after

2019 – 2020  
(05/02/19  
till 05/02/20)



18 slight  
6 serious  
0 fatal

2022 – 2023  
(05/02/2022  
till 05/02/23)



14 slight  
3 serious  
0 fatal



EVERY JOURNEY MATTERS

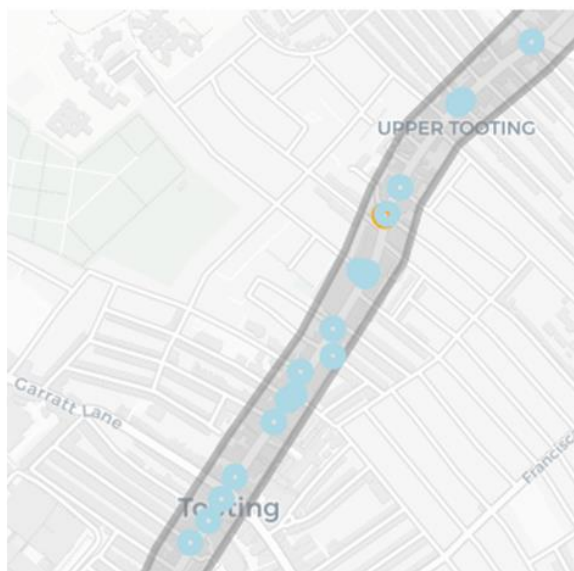


# XX. Collision Analysis – Safety

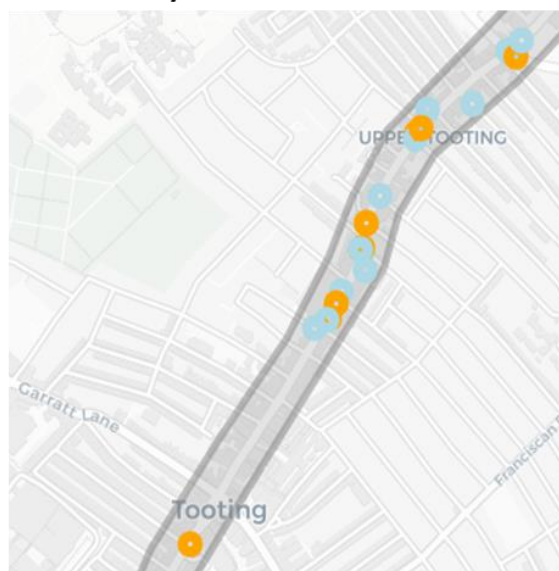
## Emerging trends

- Limited use of collision information owing to reliability of data - 68 Police attended but 46 are self reported or 40%
- All of the collisions are Provisional / RAW and therefore NOT verified
- Bedding in period, transition between lockdowns, changes in travel patterns
- Section 6 – Colliers Wood – consistent levels 21/22 – slight reduction from 2022 to latest 2023
- Section 5 – Lower Tooting – consistent levels 21/22 – slight reduction from 2022 to latest 2023
- Section 5 – Upper Tooting – Increase in cycle collisions between Letchworth St and Beechcroft Road
- Section 4 – Balham Boulevard – consistent levels – Ritherdon Rd saw 3 serious collisions however NOT involving cyclist
- Section 3 – Balham to Alderbrook Rd – reduction around un-controlled side roads to the north side

Section 5 – Cycle collisions Before



Section 5 - Cycle collisions After



## Collision Verifications

### Cycle Collisions

#### Section 6

4 slight 1 serious (medial epi)

#### Section 5 Lower

4 slight 1 serious

#### Section 5 Upper

**13 slight 9 serious**

#### Section 4

12 slight 2 serious

#### Section 3

10 slight 0 serious



# XX. Collision Analysis – Safety

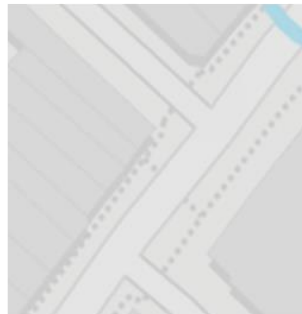
## Further Collision Analysis - Section 5 – Tooting

- Southern Tooting (Blackshaw Rd / Longley Rd to Tooting Broadway junction) collisions consistent
- Upper Tooting – (Tooting Broadway to Beechcroft Rd) collisions have increased around un-controlled side roads
- TTRO (No Entries / No Left Turns / No Right Turns) between Beechcroft Rd to Tooting Bec junction appear to have displaced traffic south resulting in higher risk of collisions
- Collision 'hot-stops' at Lessingham Avenue appear to have seen highest increases in collisions and collision severity
- Dinsmore Rd / Alderbrook Rd area has seen a big drop in cycle collisions

Lessingham Avenue - Before



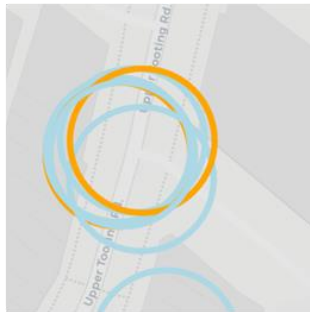
Beechcroft Rd - Before



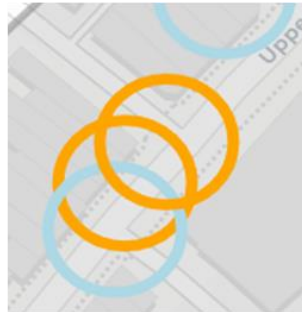
Dinsmore Rd / Alderbrook Rd - Before



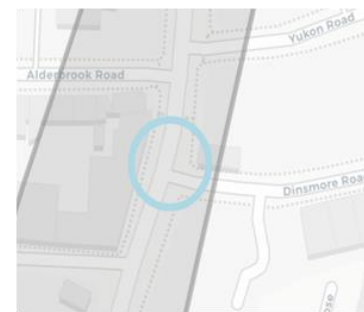
Lessingham Avenue - After



Beechcroft Rd - After



Dinsmore Rd / Alderbrook Rd - After



## XX. Collision Analysis – Safety

### Collision based recommendations

#### Section 6 – Priory Road junction to Blackshaw Rd / Longley Road

- Collisions have remained consistent and in some locations improved in 2023.
- Layout retained with minor changes to aid local businesses loading provision.

#### Section 5 (south)– Blackshaw Rd / Longley Road junction to Tooting Broadway junction

- Collisions have remained consistent and in some locations improved.
- Layout retained

#### Section 5 (Upper Tooting)–Tooting Broadway junction to Tooting Bec junction

- Collisions have increased to the south-east side roads between Letchworth St and south of Beechcroft Rd junction
- Traffic routing investigations showed high permeability to the south-east side roads of Upper Tooting Road but far less permeability to the north-west side roads. TTRO restrictions installed to the north between Beechcroft Rd junction to Trinity Road junction are thought to have displaced traffic south resulting in higher collision risks.
- Totterdown St – Totterdown St has previous dog-leg entry collisions however in the latest data there are no collisions shown. Proposals are retained to eliminate previous issues whilst boosting pedestrian comfort and encourage use of Tooting Market - close off to all traffic (except cycles) and create a pedestrian friendly area outside Tooting market.
- Lessingham Avenue - replace No Left Turn on entry with No Entry.
- Remove two No Left and two No Right turns movements to improve permeability in Upper Tooting / reduce south side vehicle movements.

#### Section 4 –Tooting Bec to Balham Station junction

- Collisions have remained relatively consistent.
- Layouts generally retained with increased signage at side roads to improve visibility of cyclists.
- Re-open Ritherdon Road left turn to reduce increase of turning vehicles at side roads to the south.

