Safe and Healthy Streets Portfolio

Tulse Hill Gyratory Project Update

26/02/2025

Structure

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Project Outcomes

Project Outcomes and Strategic Designations (agreed March 2023)

Primary Outcomes:

Safe: Introduce road danger reduction measures in line with Vision Zero

Reduce Tulse Hill road danger. Prioritise improvements at identified pedestrian casualty hotspots. **[INTERIM SAFETY SCHEME]**

Active: Enhanced pedestrian provision and crossing facilities

Enhance footway provision and crossing facilities to better meet pedestrian desire lines within Tulse Hill Town Centre. **[LONG-TERM CHANGE]**

Quality Public Transport: More attractive and faster bus services with improved interchange

Increase bus speeds and improve interchange particularly adjacent to Tulse Hill Rail Station. **[LONG-TERM CHANGE]**

Active: Enhanced cycle connectivity

Enhance Tulse Hill cycle provision and connectivity to high strategic potential cycle corridors including A215 Norwood Road. **[LONG-TERM CHANGE]**

Additional Outcomes:

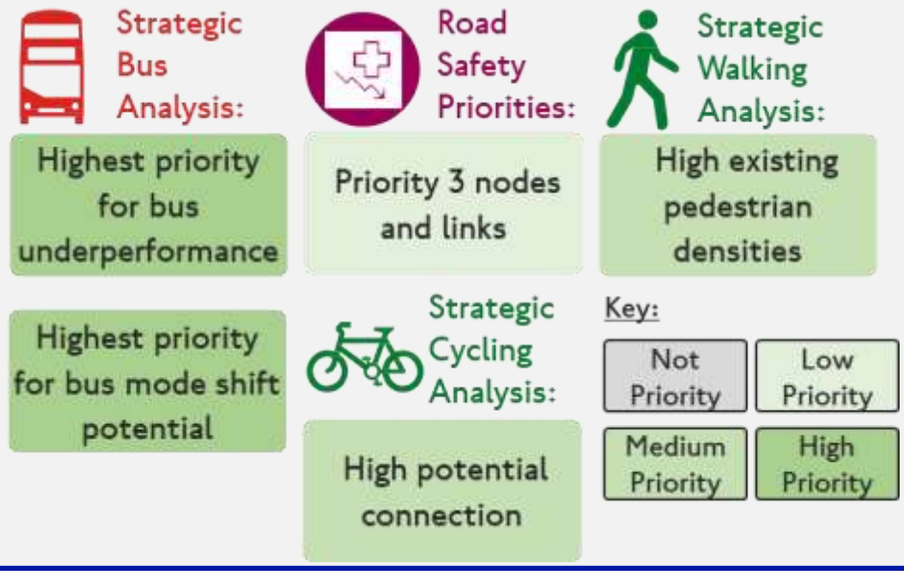
Climate Adaptation: Greening and Flooding

Identify and deliver measures to adapt to high Tulse Hill flood water risk and deliver biodiversity net gain. Opportunities include sustainable drainage and tree planting. **[LONG-TERM CHANGE]**

Air Quality and Emissions: Improved air quality and reduced CO_2

Reduce the local effects of Tulse Hill NOx & PM pollutants and ensure all options are considered to reduce direct and indirect carbon emissions. **[LONG-TERM CHANGE]**

Strategic Analysis – Tulse Hill Modal Priorities:

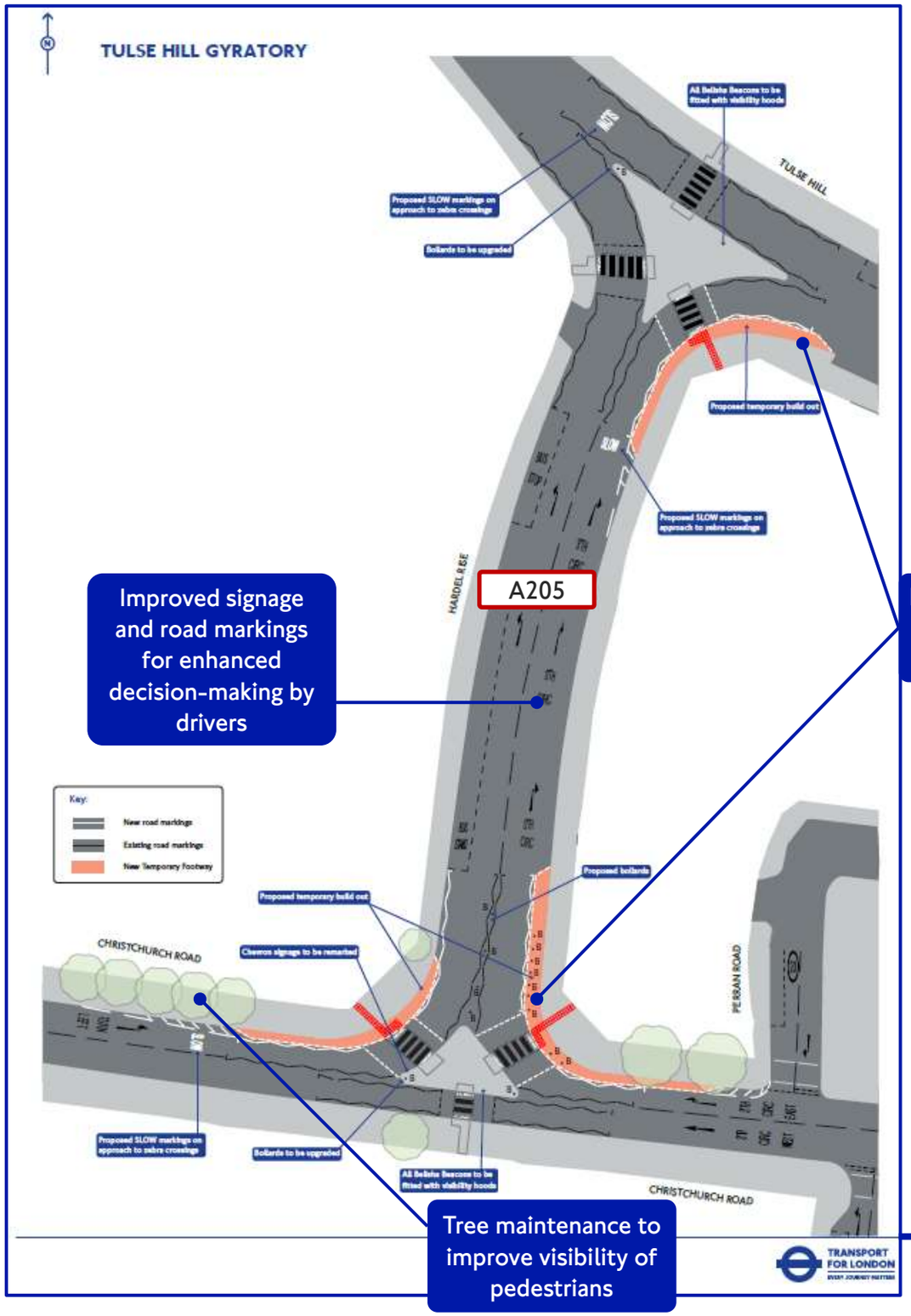


TfL Strategy themes: Customer | Safety & Security | Green

Interim Safety Scheme

EVERY JOURNEY MATTERS

Interim Safety Scheme



Interim Safety Scheme

- As a precursor to potential Long-Term Change, TfL has developed the Interim Safety Scheme. This aims to address the high number of serious pedestrian casualties occurring on the western side of the gyratory.
- This scheme was introduced at the end of 2024. It encompasses footway buildouts and other measures to reduce road danger risk at the north-west and south-west junctions by improving visibility of pedestrians using the existing zebra crossings.
- Improved road markings on A205 Hardel Rise additionally aim to improve driver decision-making and reduce late lane change incidences that may contribute to pedestrian casualties.
- We are now undertaking monitoring to assess the scheme's impact on casualty reduction and perceptions of road safety.
- Learnings from this analysis will be incorporated into the Long-Term Change project.

Long Term Change Project Development

EVERY JOURNEY MATTERS

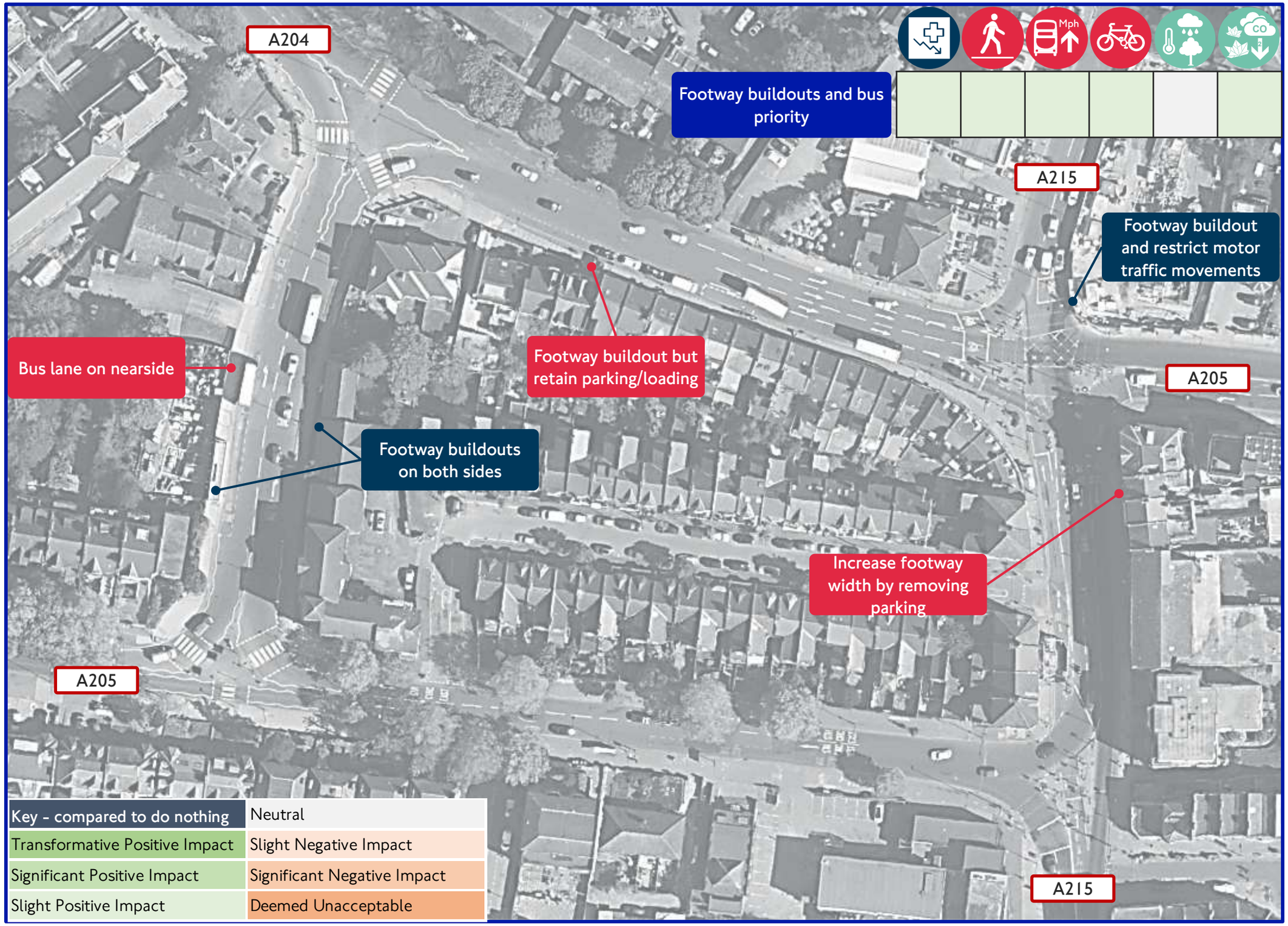
Option Development

Option Development

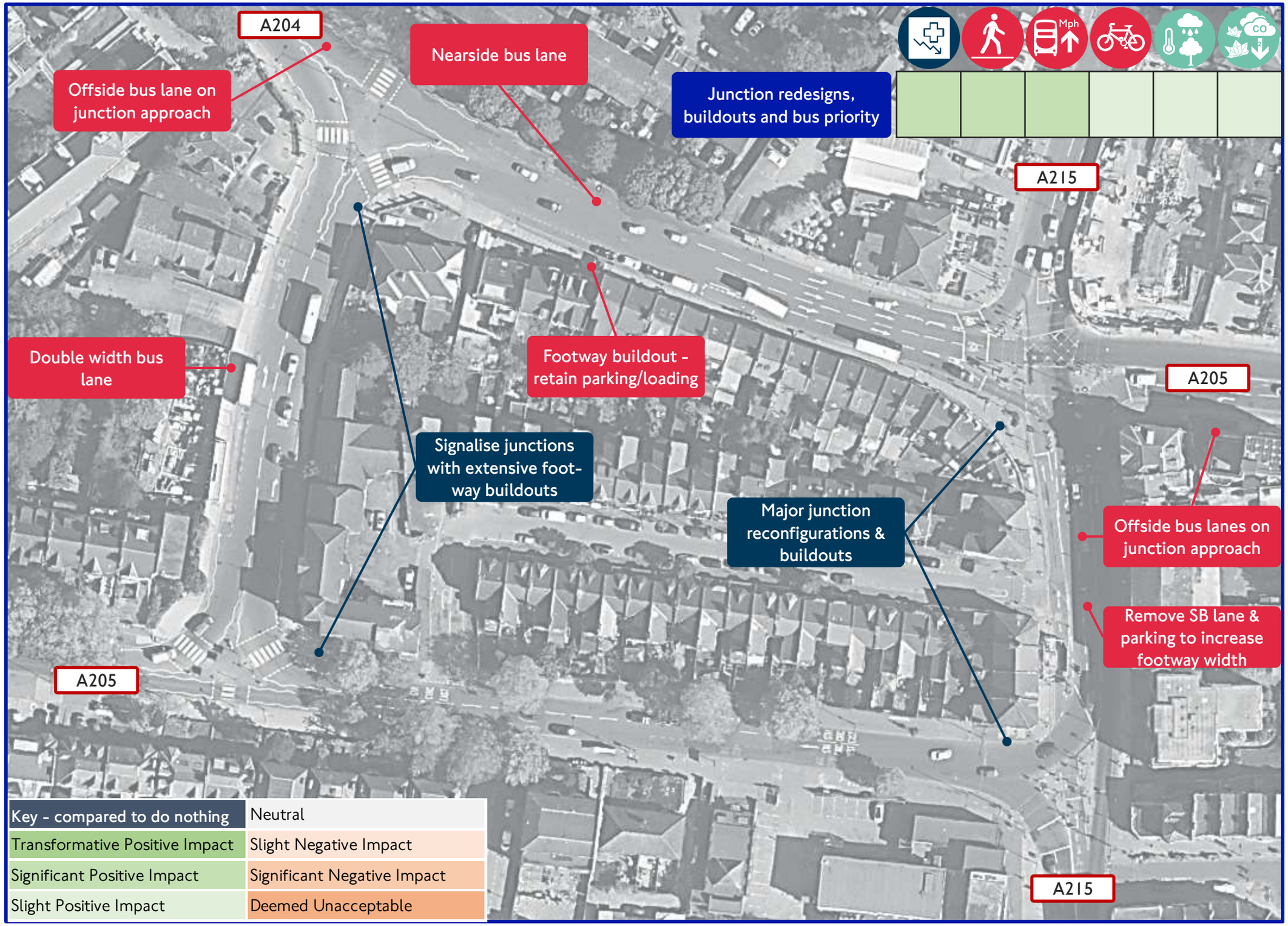
- For the Long-Term Change Project, TfL Engineering began by reviewing previous investigation options and combined these with new options to develop an initial long-list. These combined options were graded into scales of change and from this, six options have been developed further within first-design stage (highlighted by purple text). These further developed options are not fixed – the ability to adjust, mix and refine remains for later project design stages.

Do nothing and do minimum options	Light touch options	Significant change options	Transformational options		Major infrastructure options
Do nothing – Retain interim safety scheme with temporary materials	Footway buildouts and bus priority	Junction reconfigurations, signalised crossings and buildouts	Close eastern arm, buildouts and junction reconfigurations	Close eastern arm variant b	Pedestrian crossings via underpass
Do minimum – Make permanent interim safety scheme	Footway buildouts, bus priority & cycle interventions	Junction redesign, buildouts and bus priority	Close eastern arm and segregated cycling a	Close eastern arm variant c – removal of bus stop	Bus and cycle only access, divert traffic on to local roads
	Buildouts and signalised crossings	Junction redesign, buildouts, bus priority & cycle interventions	Close eastern arm and segregated cycling b	Close eastern arm to all traffic (including cyclists and buses)	Close gyratory and divert all traffic on to local roads
	Crossing improvements and buildouts		Close eastern arm variant a	Close northern arm	Direct traffic under gyratory through a tunnel
	Junction reconfigurations and buildouts				Direct traffic over gyratory with an overpass or flyover

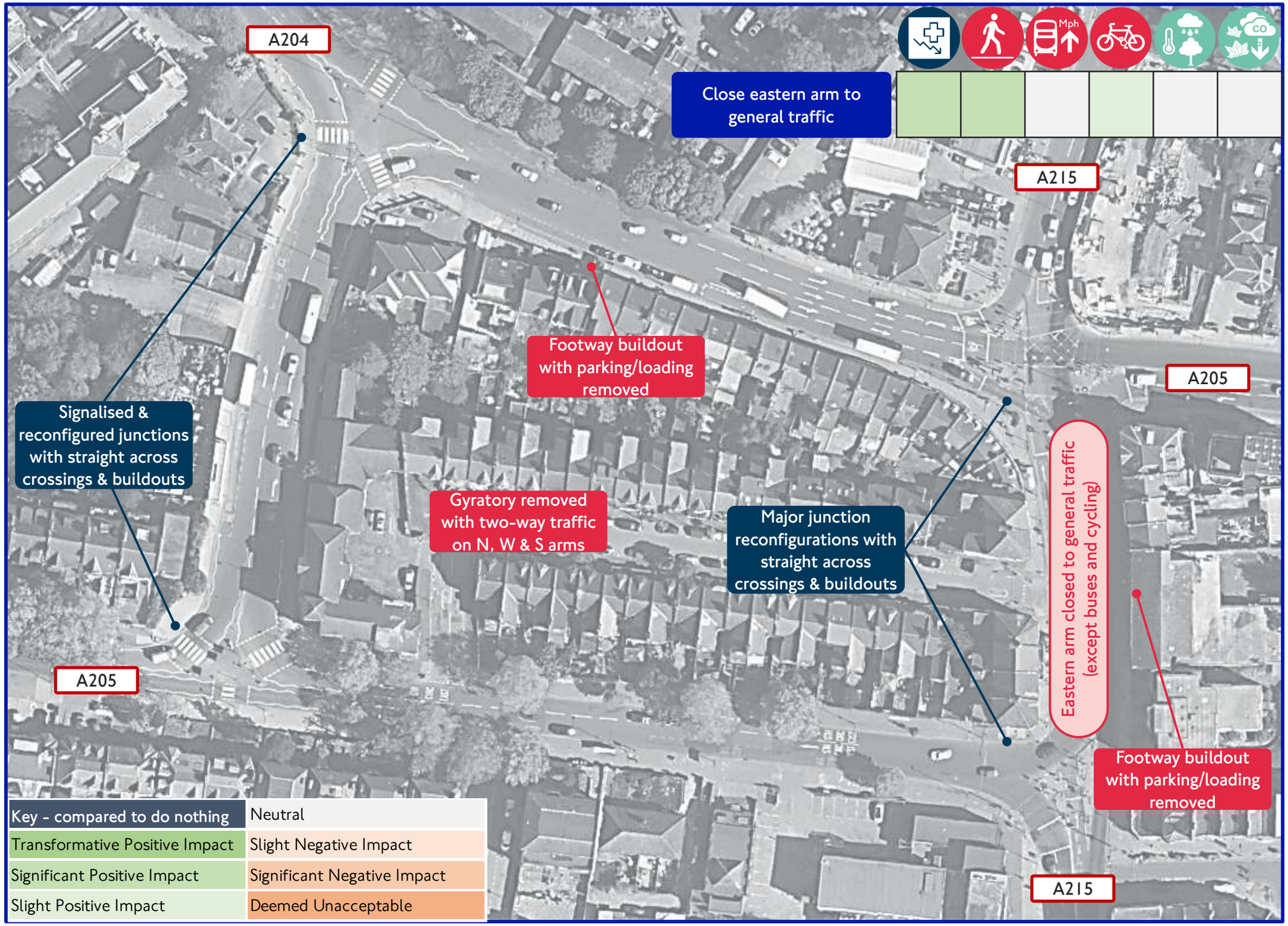
Light touch option: footway buildouts and bus priority



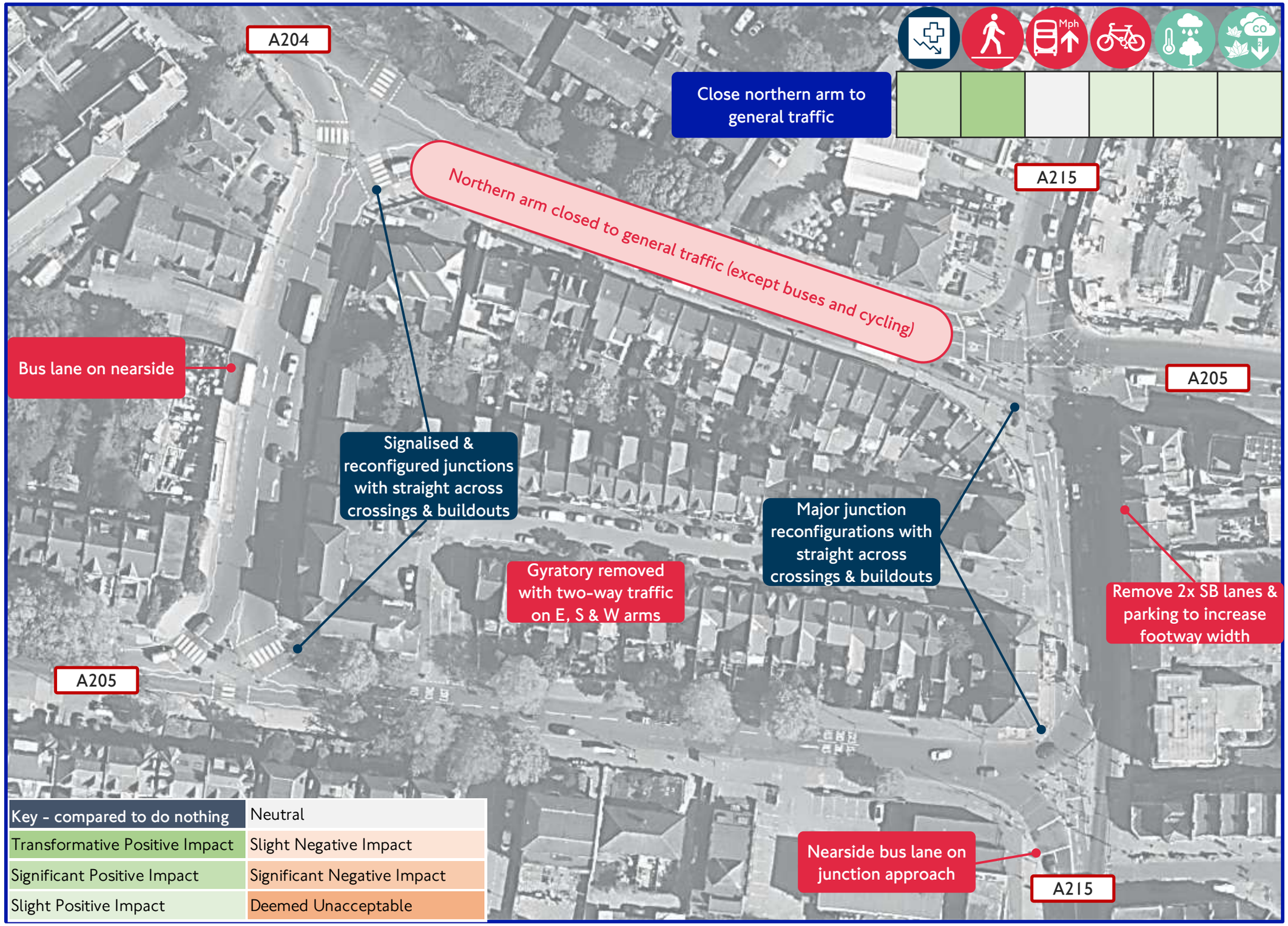
Significant change option: junction redesigns, buildouts and bus priority



Transformational option: close eastern arm variant a



Transformational option: close northern arm



Status, Next Steps and Considerations

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Status

We have completed first-stage design for the Long-Term Change Project and it has now moved into second-design stage.

Next Steps

We will continue developing and refining options to work towards a single preferred solution. This includes testing options using our traffic models.

Considerations

A single preferred solution must be:

- Capable of realising project outcomes
- Technically deliverable
- Operationally workable
- Affordable