



Clean Air Neighbourhood

**South Fulham West
RA Session**

October 2022

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Assistant Director – Parking

Purpose of the meeting

- Recap on where we are
- Give feedback from engagement and monitoring
- Recommend trial for consultation and implementation
- Next steps

Progress to date

- **July 2019**
Council declares a climate and ecological emergency
- **December 2021**
Cabinet approved engagement with residents and businesses in the West to enable a scheme to be trialled.
- **January – February 2022**
Education sessions to get feedback from residents, businesses and stakeholders, organised by resident groups.
- **March 2022**
Cameras installed in locations requested by residents.
- **April – September 2022**
Detailed traffic monitoring undertaken
- **September – October 2022**
Finalising Clean Air Neighbourhood proposal for WBR and streets to the west.

Increasing the ambition - evolution

Success factors from the TCPR

- ✓ Reduce traffic across south Fulham
- ✓ Make roads safer for pedestrians and cyclists
- ✓ Remove through traffic from side roads, stop rat running
- ✓ Improve air quality, cut congestion
- ✓ Enhance Wandsworth Bridge Road as a place to live, work and visit
- ✓ Support local businesses
- ✓ Ensure public transport runs smoothly

Traffic scheme in key side roads

Aiming to hit the 2030 targets for air quality and net zero

Success factors for Clean Air Neighbourhoods

- ✓ Improve air quality – make the air cleaner
- ✓ Improve the health and life chances of residents
- ✓ Respond to the climate and ecological emergency
- ✓ Reduce pollution emissions from all sources
- ✓ Reprioritise and green our public spaces
 - ✓ Increase Active and green travel
 - ✓ Reduce out of borough traffic in side roads
 - ✓ SUDs, more trees and planting

Series of complimentary measures across and area

Delivering Clean Air Neighbourhoods

According to Public Health England (PHE), **poor air quality is the largest environmental risk to public health in the UK.**

Long term exposure to man-made air pollution in the UK has an estimated annual effect equivalent to 28,000-36,000 deaths (BHF).

Air pollution can lead to a variety of health problems, including cardiovascular disease, lung cancer and dementia.

The UK ranks 94 out of 118 countries in the AQI country ranking for air pollution. (IQ Air)

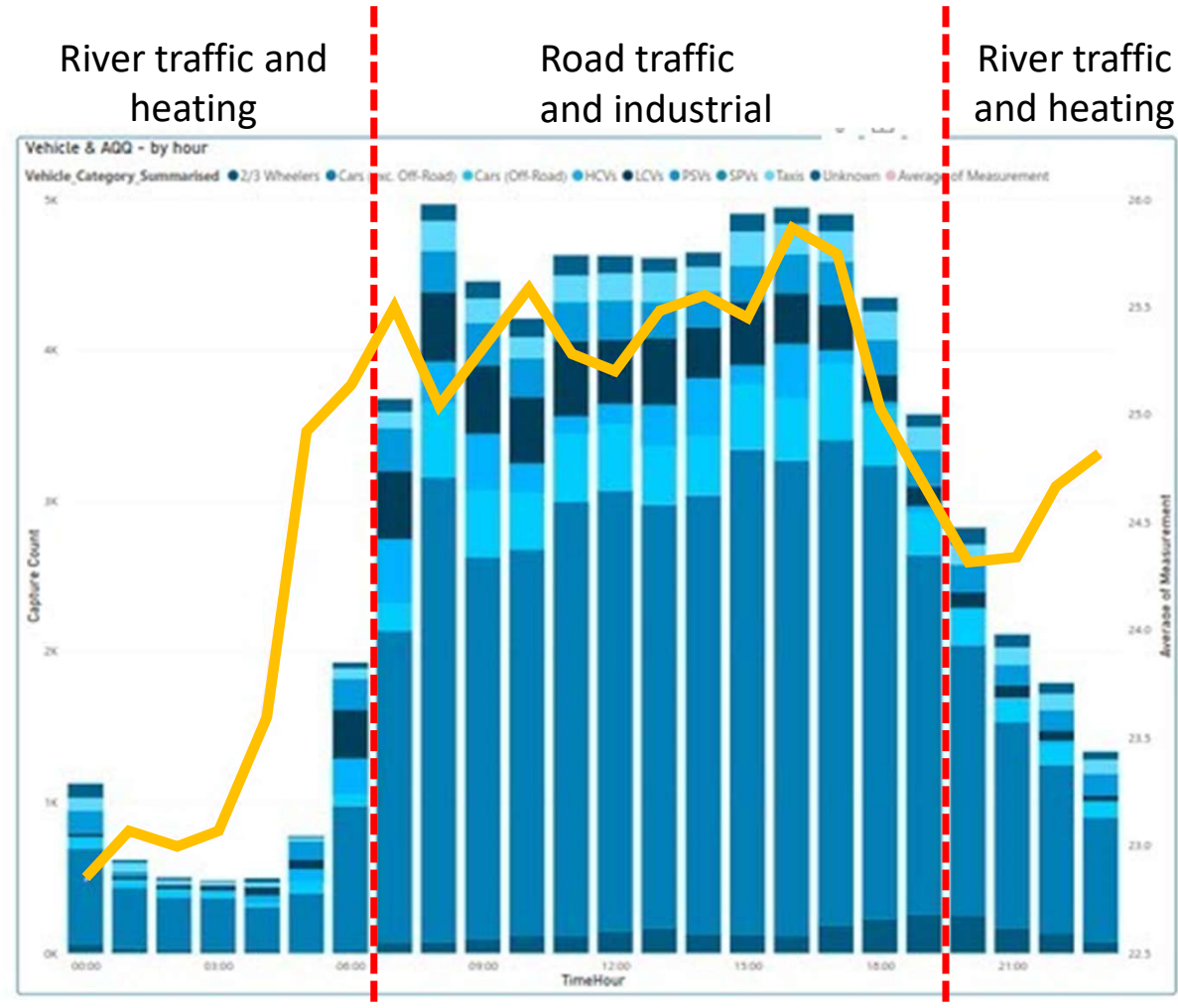
circa 100 resident deaths per annum related to poor air quality

Air pollution costs **£20 billion** to the UK economy annually. (Royal College of Physicians) – at least **£54m in H&F**

Main causes of NOx
50% road traffic
20% heat and power

Air Quality and Traffic in the West

High levels of pollution during the day when people are out and about, going to work/school, shopping or leisure time



Pollutant	Average	Min	Max	Samples taken
NO ₂	11.35	3.52	42.97	8577
O ₃	71.74	41.42	86.43	8577
pm 10	10.03	1	90.00	8503
pm 2.5	3.59	1	35.00	7773

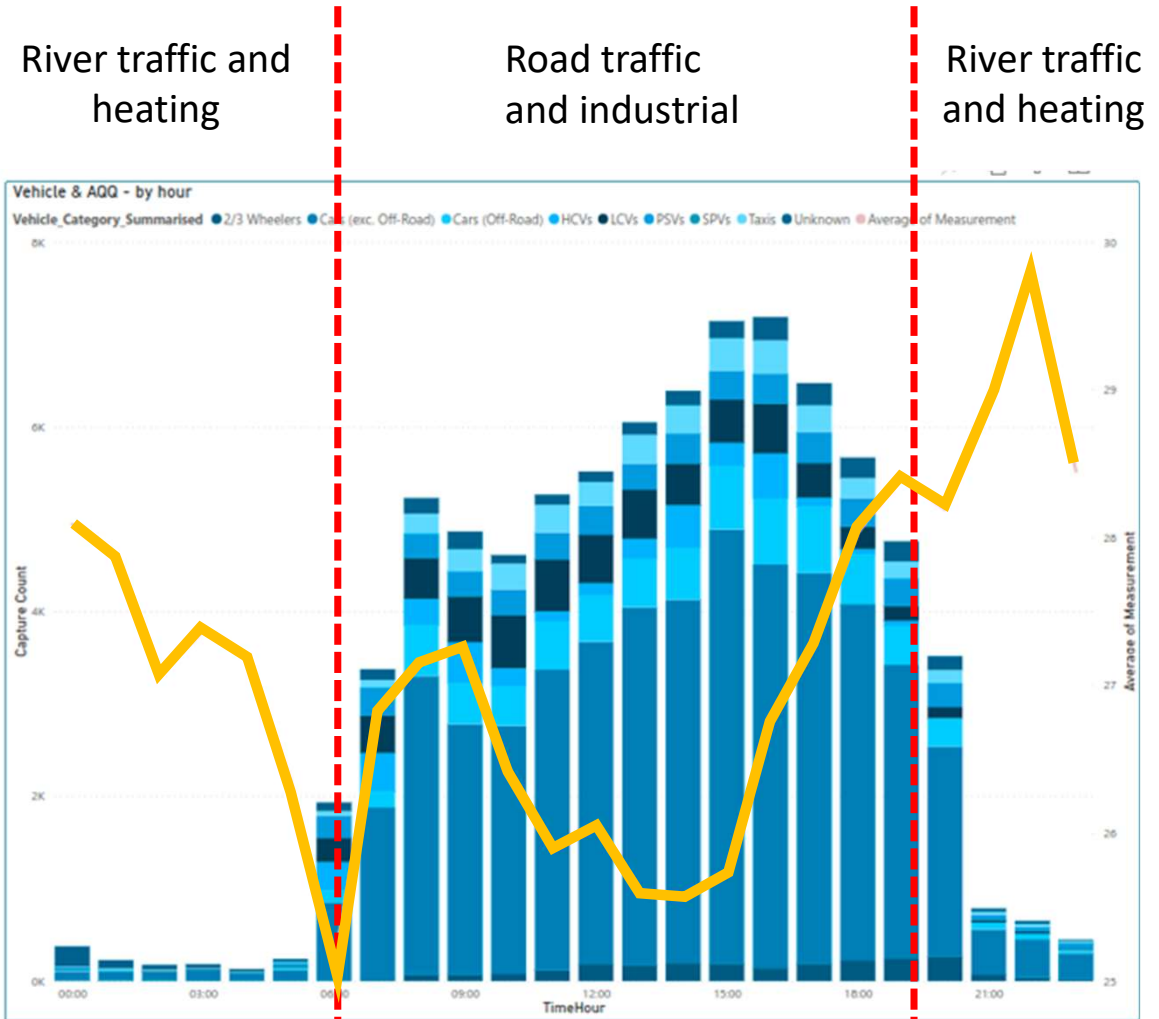
Air Quality and Traffic in the East

Traffic related pollution has significantly reduced.

Non traffic related pollution is still high due to background dust, construction activity and river traffic.

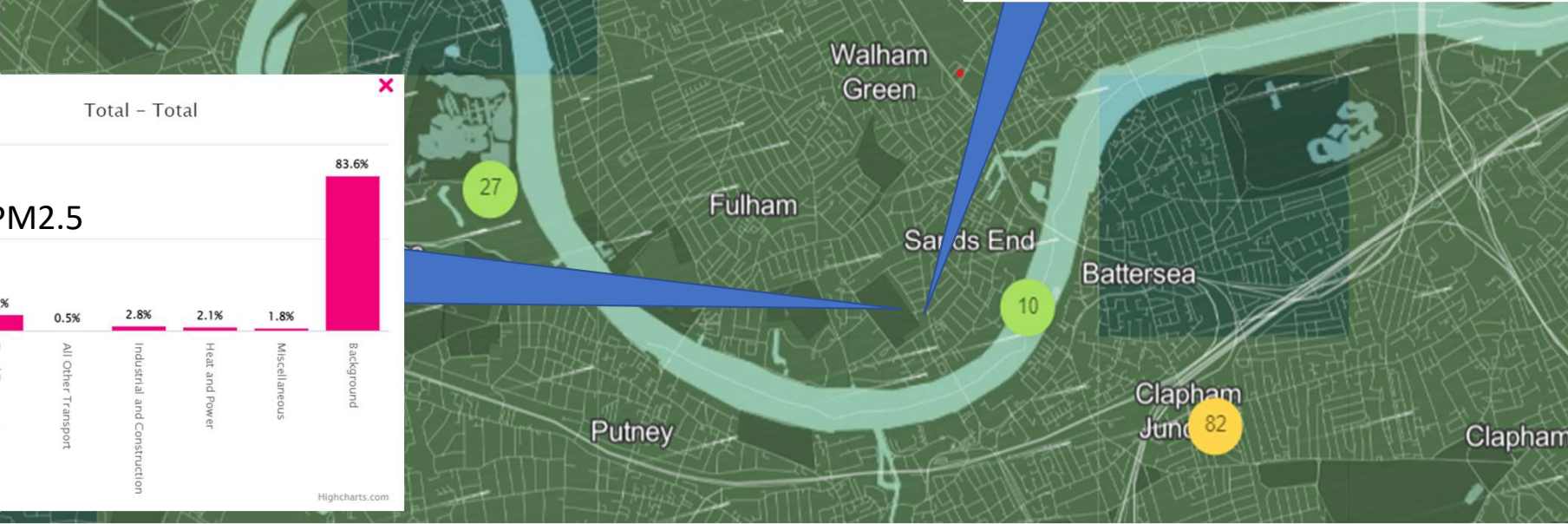
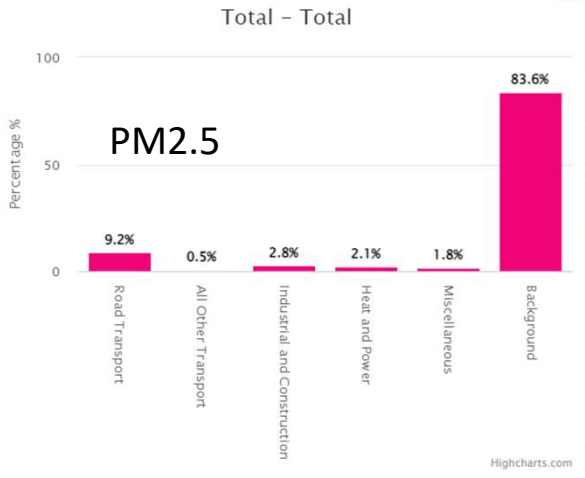
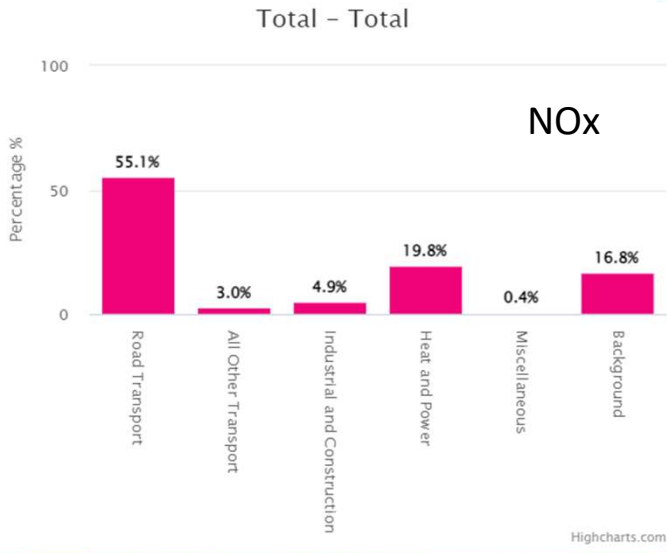
Highest levels of pollution during the night when people are mainly at home and protected.

Pollutant	Average	Min	Max	Samples taken
NO ₂	10.01	4	27.03	9326
O ₃	65.15	45.12	77.49	9326
pm 10	21.83	1	133.00	9031
pm 2.5	7.22	1	52.00	8922

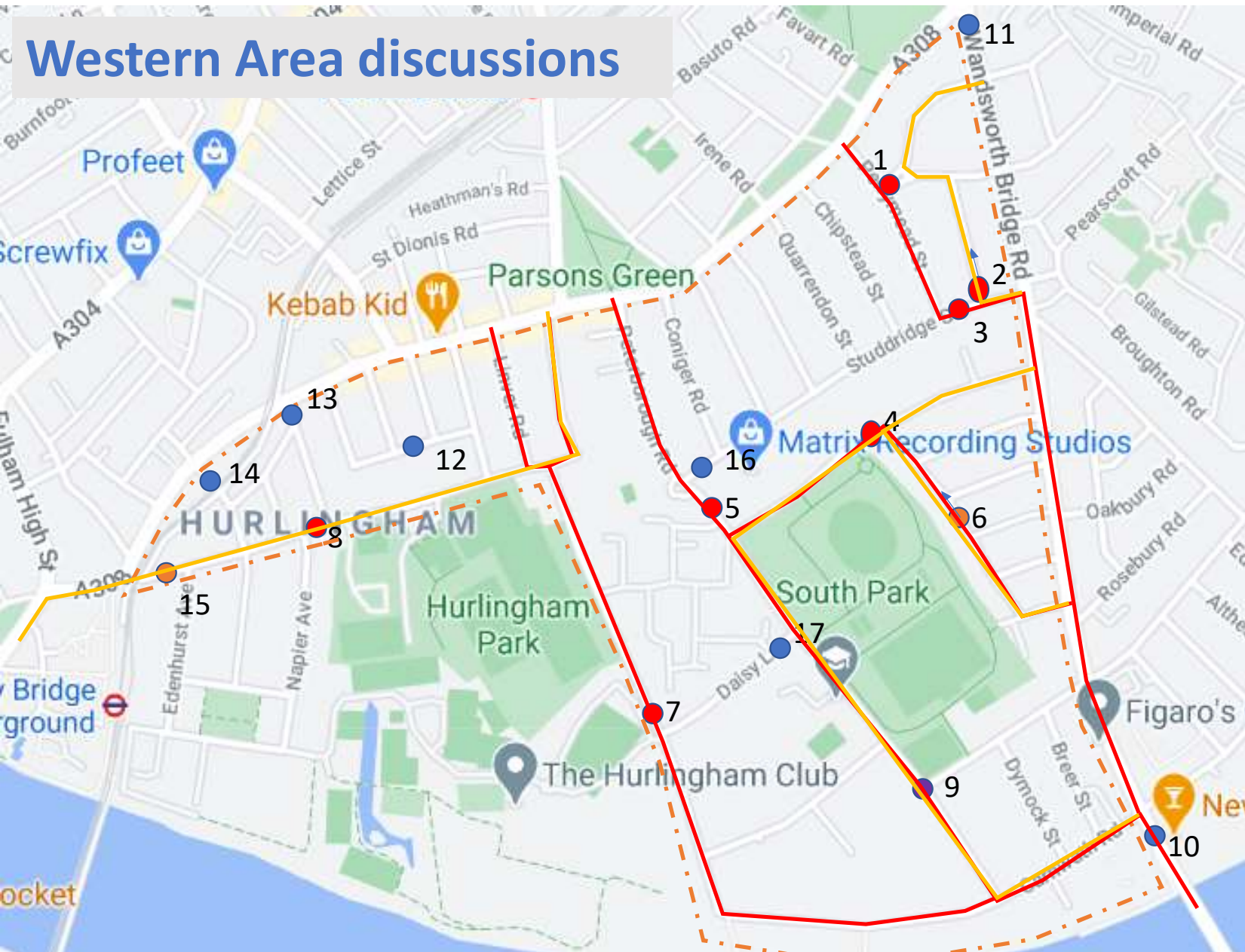


Pollution map – 6/10 @11am

The Eastern scheme area is 1/3 lower than other parts of the borough



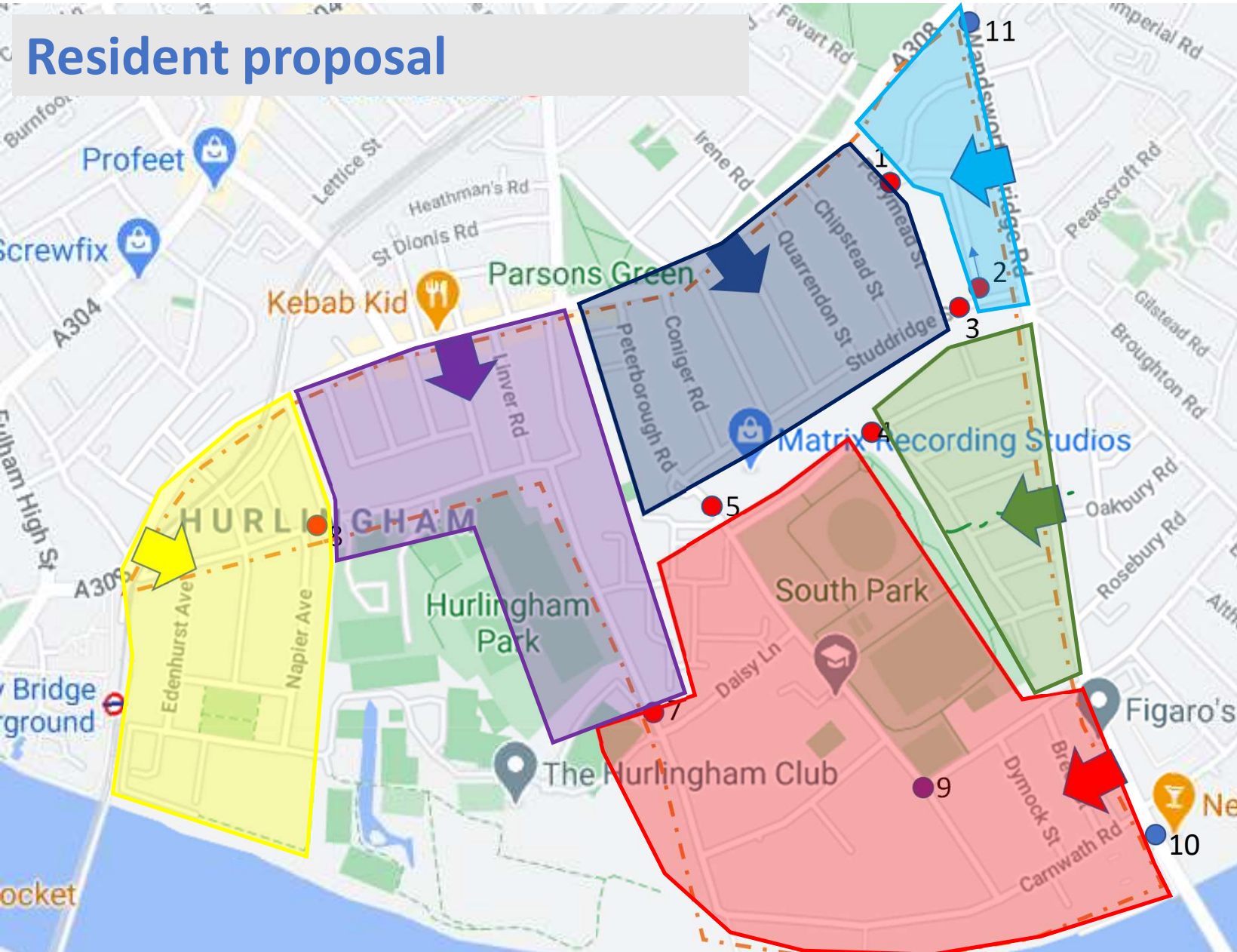
Western Area discussions



- Location key
- Camera – No motor vehicles except buses, taxis and H&F permit holders
 - Camera – No entry
 - Camera – Monitoring only
 - Camera – Optional

Developed in conjunction with resident lead working parties

Resident proposal



Location key

- Camera – No motor vehicles except buses, taxis and H&F permit holders
- Camera – No entry
- Camera – Monitoring only
- Camera – Optional

Area breaks down in to **six** access zones for non permit holders

Three accessible from WBR

Three accessible from NKR

Developed in conjunction with resident lead working parties

7 day average flow volume (excluding cycles)

Southbound traffic

Mainly traffic negating the no-right-turn into WBR from the West

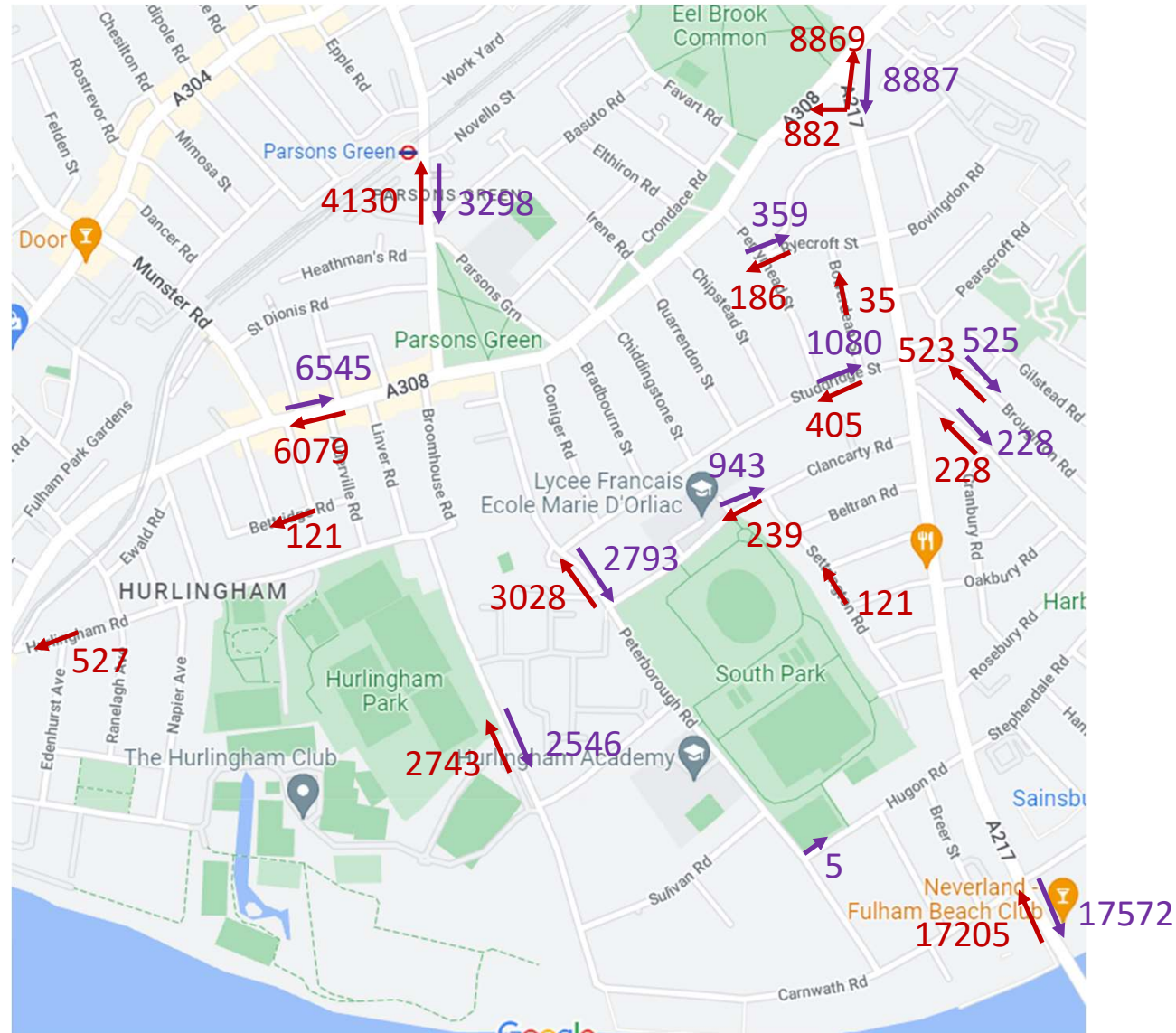
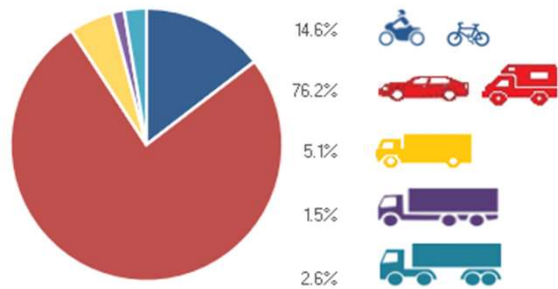
Residents (50% of the traffic) favour the Studdridge St ladder

Through-traffic on Peterborough/Broomhouse is 80%

Northbound traffic

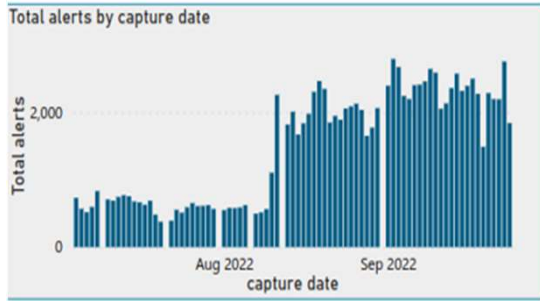
Mainly traffic avoiding Putney Bridge and favours Peterborough Rd and Broomhouse Ln routes travelling onward towards Parsons Gn or Munster Rd for A4 and West

Traffic Composition by Class - Total Surveyed Vehicles

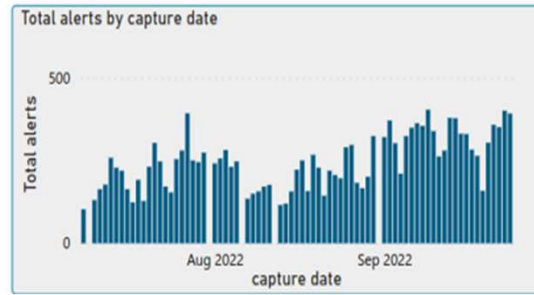


School Traffic Influence

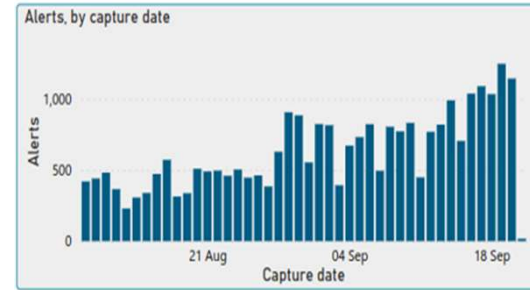
Studdridge St



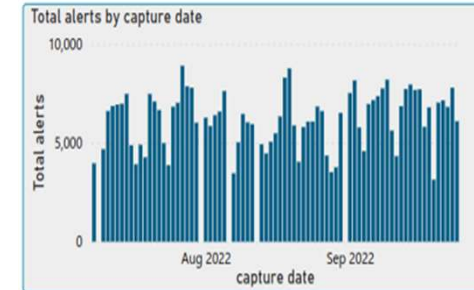
Clancarty



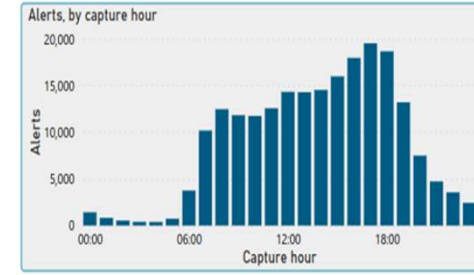
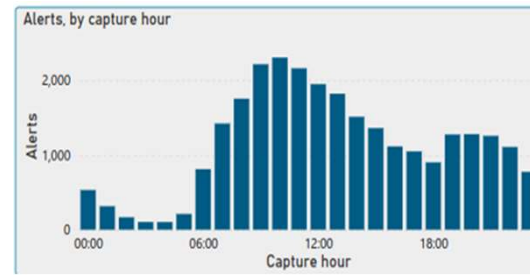
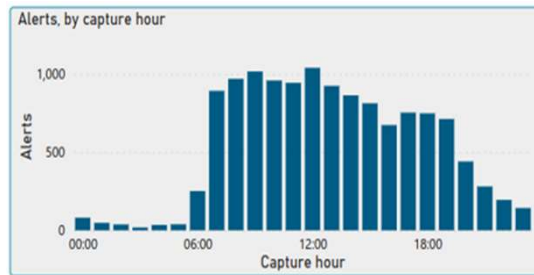
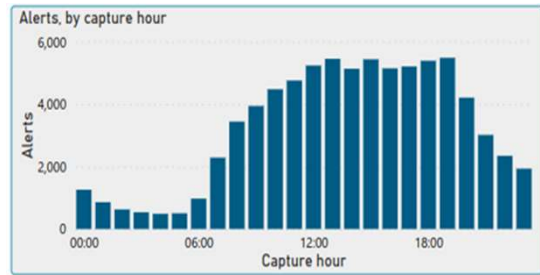
Hurlingham



Peterborough



Daily volumes



Hourly volumes

Non resident 52%

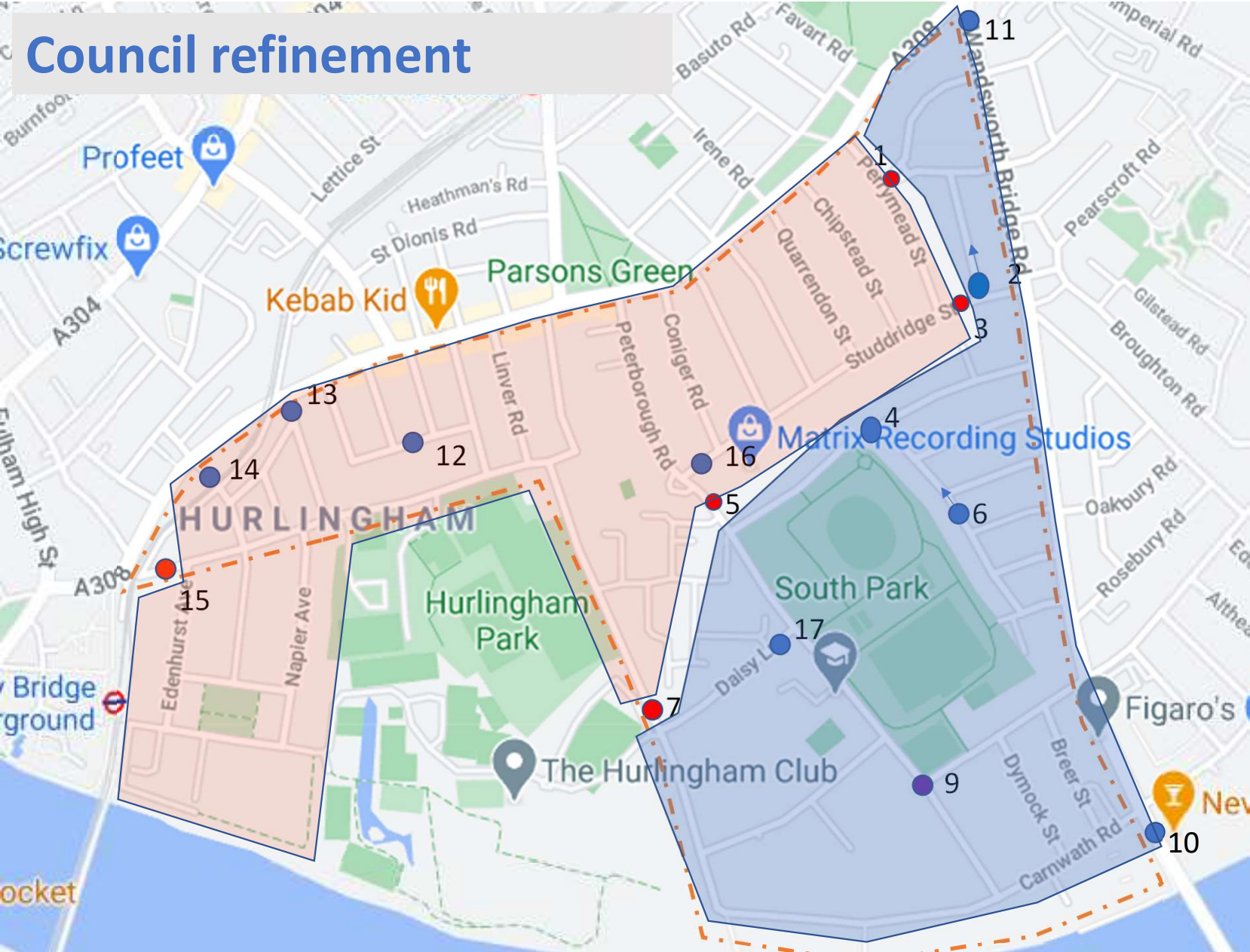
Non resident 18%

Non resident 21%

Non resident 85%

Broomhouse similar to Peterborough

Council refinement



Location key

- Camera – No motor vehicles except buses, taxis and H&F permit holders
- Camera – No entry
- Camera – Monitoring only

Developed after reviewing data

Measures for WBR

Initial measures to be installed with West scheme

Townmead Junction

- Extend cycle lane barriers to junction, reduce capacity to one lane, moving traffic queues to the bridge from WBR
- Improve cycle marking and emphasise key cycle locations with green surfacing
- Textured surfacing rumble strips to reduce speed and define 20mph limit

Along the route

- Use green surfacing at junctions to highlight cycle route and reduce accidents
- Highlight pedestrian and cycle priority with green surfacing at central refuges
- Upgrade zebra crossings with lighting and antiskid surfacing to make them stand out and reduce accidents
- Additional Speed Indicator Signs along the route to highlight to drivers they are too fast
- WBR identity banners promoting the area and safety messaging

Completed

- Introduced 20mph limit to deprioritise the road for Sat Navs
- Majority of road markings already repainted

Measures for WBR and whole area

Long-term measures

Commissioned WSP to work with residents and businesses on developing the vision for public realm improvements which include:

- Redefining the space
- Improving spaces for businesses – markets, café seating, dwell spaces, pocket parks
- Improving ecology, more trees, pollution absorbing planting and soft landscaping
- Architectural feature lighting

Reasons for refinement

Using cameras and technology over physical closures

- No change to road network for residents and exempt vehicles
- Disruption minimised for visitors and business
- Improves response times for emergencies
- Enables residents to control who can get access on demand
- Improves bus journey times for routes in residential streets
- Improves safety for cycling and walking
- Discourages out-of-borough drivers from using local streets

**Will remove circa
8000 cars per day
reducing pollution
across H&F**

Whole area approach

- Reduces risk of displacement to other local streets
- Encourages walking and cycling for short-medium range journeys
- Enables us to tackle/reduce traffic on main roads

Measures for main roads

- Reduce capacity on main roads as traffic reduces
- Reduces conflict at junctions which improves traffic flow
- Maintains public transport reliability

Enhancements following consultation

For digitally excluded residents

- Introducing call centre to book access for vehicles over the phone
- Can register a proxy for booking sessions (family member, carer, neighbour)

Businesses

- Introduced free permits for electric business vehicles
- Four Local minicab firms have registered their vehicles for free access
- Bespoke permits and specific camera exemptions on a case by case basis to aid businesses

Accessibility

- Working with Bolt on technical solution for cabs and car clubs to allow exemption when journey starts or stops in the area.

Introduction

- Increase the time of warning notices from 4 weeks to 8 weeks

Phases for Clean Air Neighbourhoods (CLEAN)

Reduce out of borough traffic

School Streets +

Encourage more walking and cycling

Initial measures on main roads

Public realm improvements on main roads, improving active travel, safety, ecology and usefulness

Reduce pollution from construction, industrial activity and energy consumption in homes

Work with residents and businesses throughout - Engagement, consultation, information and education

Next steps

- Experimental traffic order will be used so that the trial can be tested and refined as it runs for a minimum of 6 months to a max of 18 months. After which, requires a decision to make permanent, altered or removed.
- Residents to be notified of the intended trial beforehand, following a high level of pre-engagement to shape the trial design and objectives.
- Formal consultation with statutory bodies before the start via a traffic order
- Public consultation for the trial starts at the same time as the scheme and runs for the duration as defined by the Secretary of State
- Consultation informs the decision at the end of the trial.

