



# South Fulham Traffic, Congestion and Pollution Reduction Scheme (“TCPR”)

## **Residents’ Briefing - West**

February 2021

John Galsworthy  
Assistant Director – Parking

# Traffic congestion is not a new problem

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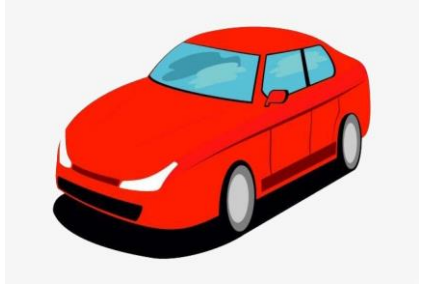
- Traffic in South Fulham is long standing and been difficult to address
- \*90% of traffic in the area is out of borough through traffic
- Traffic is a 'sentient fluid' it flows with purpose and intent through our streets.

# .... And it constantly changes....

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## $\Delta$ Population

More cars



+

More people



+

## $\Delta$ Behaviours

More deliveries



+

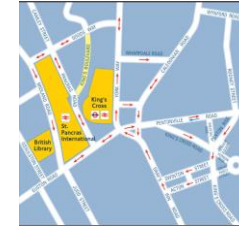
Working at home



+

## $\Delta$ Demand

Sat Nav



+

Road capacity



=

# Problem



# Doing nothing is not an option

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**But**, there is no magic bullet to solve this.....  
It takes a combination of measures to redress the balance

# Why does through traffic use side streets?

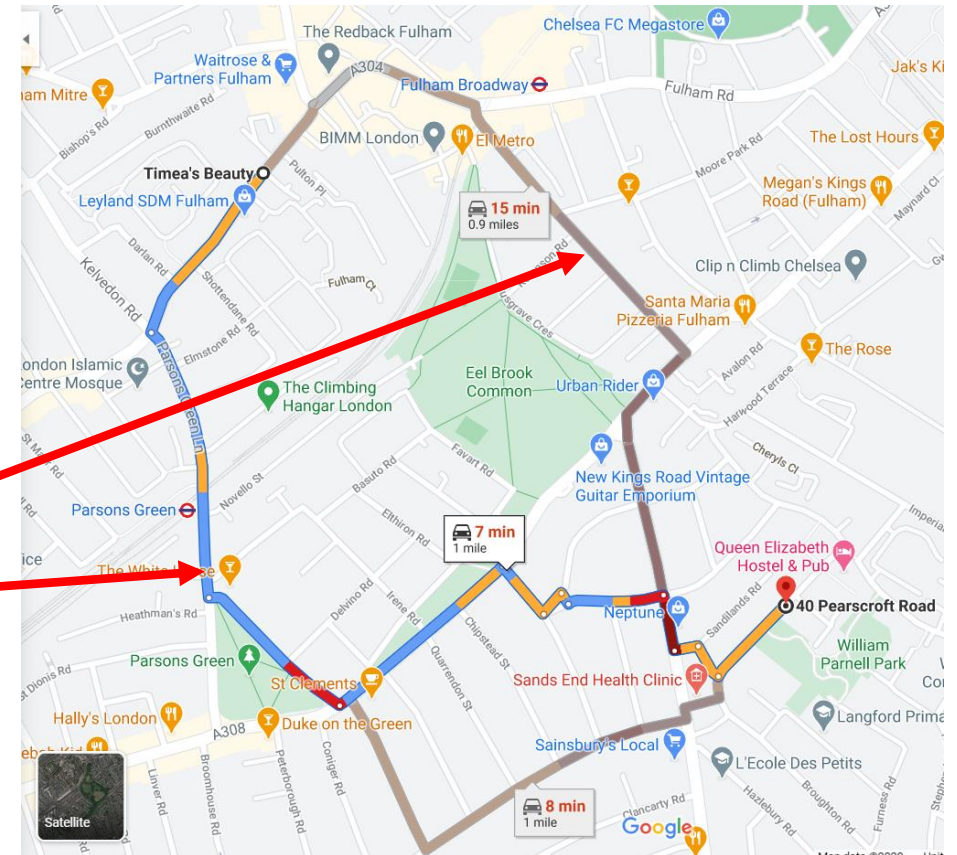


Main roads are like rivers -- when there is too much traffic, it 'bursts its banks' sending a flood of traffic into the side roads 'relieving the pressure'

Flood water disrupts the main flow making the flood last longer

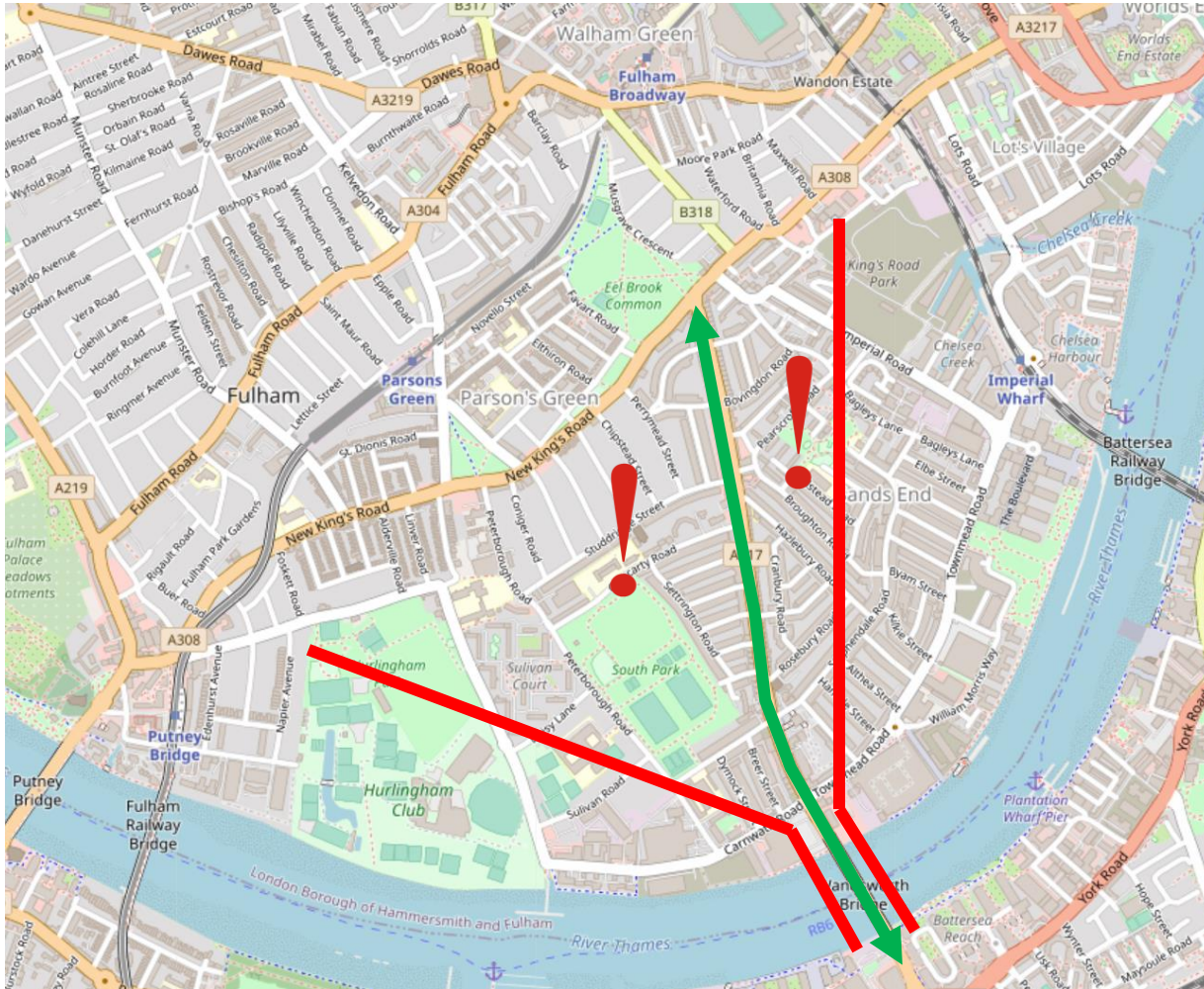
Satnavs will direct traffic to use residential side roads, even if longer, if it is faster

**To control traffic on main roads, the side roads need 'flood defences'**





# Historic South Fulham traffic problems



South Fulham traffic problems are not new but have worsened due to both structural as well as new issues:

- Constricted geography - funnel
- Major bridge access road 90% of traffic
- Road works and redevelopment
- Increased population density
- Victorian/Edwardian side roads
- **Intelligent traffic - SatNav**

**= Endemic rat-running = congestion + pollution + frustration**

# Sat Nav – Digital arms race

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Google recently bought Waze creating the biggest global source of traffic data, making every android and apple phone capable of feeding in to a central AI system.



**GARMIN**



**76% of drivers use  
sat navs**

**90% of  
commercial fleet  
has GPS tracking**

**In 2019 6.4b GPS  
devices globally  
9.5b by 2029**



**Solution has  
to be  
technological  
as well as a  
behavioural**

# Tech solution to an impossible problem

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The TCPR Scheme – The **T**raffic, **C**ongestion, **P**ollution **R**eduction scheme

The decision was taken the LBHF Council to look to solve a long standing traffic congestion problem by using the latest traffic technology.

Working together with residents, a camera based scheme is being trialled on the East of Wandsworth Bridge road with the possibility to be extended to the West

- ✓ 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



# TCPR not LTN – right tool for the job



- TCPR's are schemes designed to filter traffic by using technology to select the vehicles to remove from the roads
- It does achieve some modal shift but its not the schemes primary focus.
- Precision tool for tackling rat running but not for reducing local traffic activity
- Very low impact on emergency vehicles, public transport and local activity
- Constrains through traffic capacity

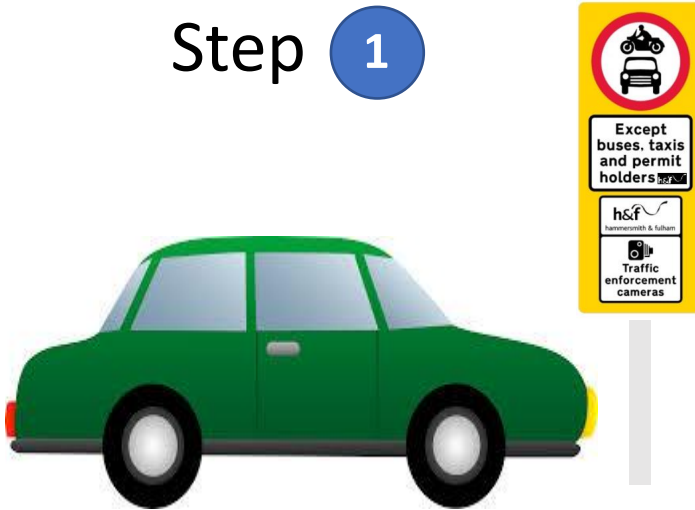


- LTN's have various forms but they focus on modal shift of transport usage by making it more difficult for all vehicles. These include road closures, cycle lanes, school streets and pedestrianisation.
- Blunt instrument for tackling rat running alone, more affective at reducing total traffic including local.
- Very High impact on emergency vehicles, public transport and local activity
- Re-distributes vehicle capacity to other transport modes

# How it works?

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Step 1



Vehicle wants to pass through a control point

Step 2



Camera, using ANPR, checks database to see if vehicle is eligible to enter or not (has a permit)

Step 3



If vehicle is eligible to enter, it's ignored



If vehicle is **not** eligible to enter, it's sent a **fine** in the post

Strategic roads in the area have a 'virtual gate'

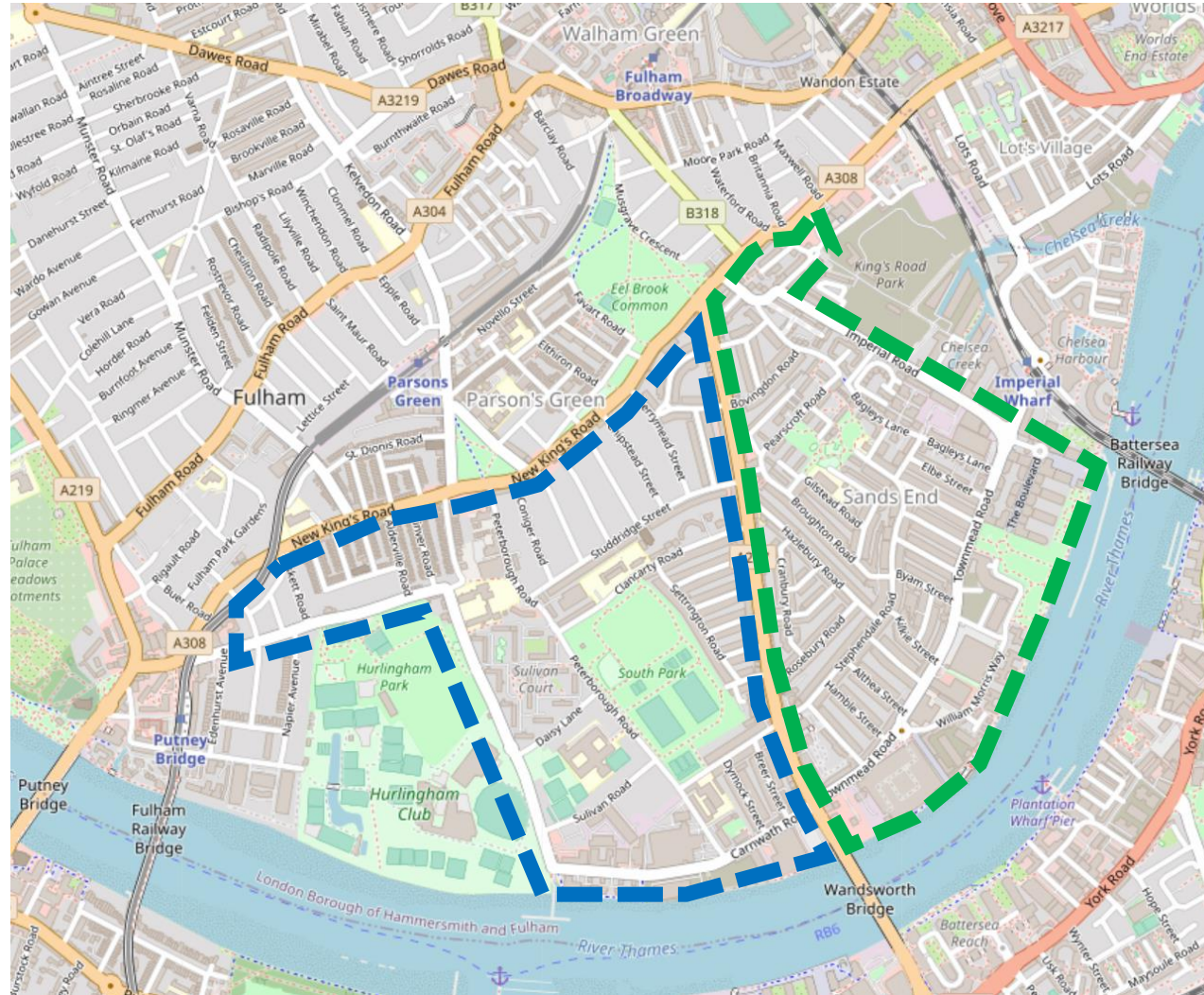


# The areas being addressed

## West

Western extension under consideration

9 control points dividing the area



## East

In place and being trailed currently

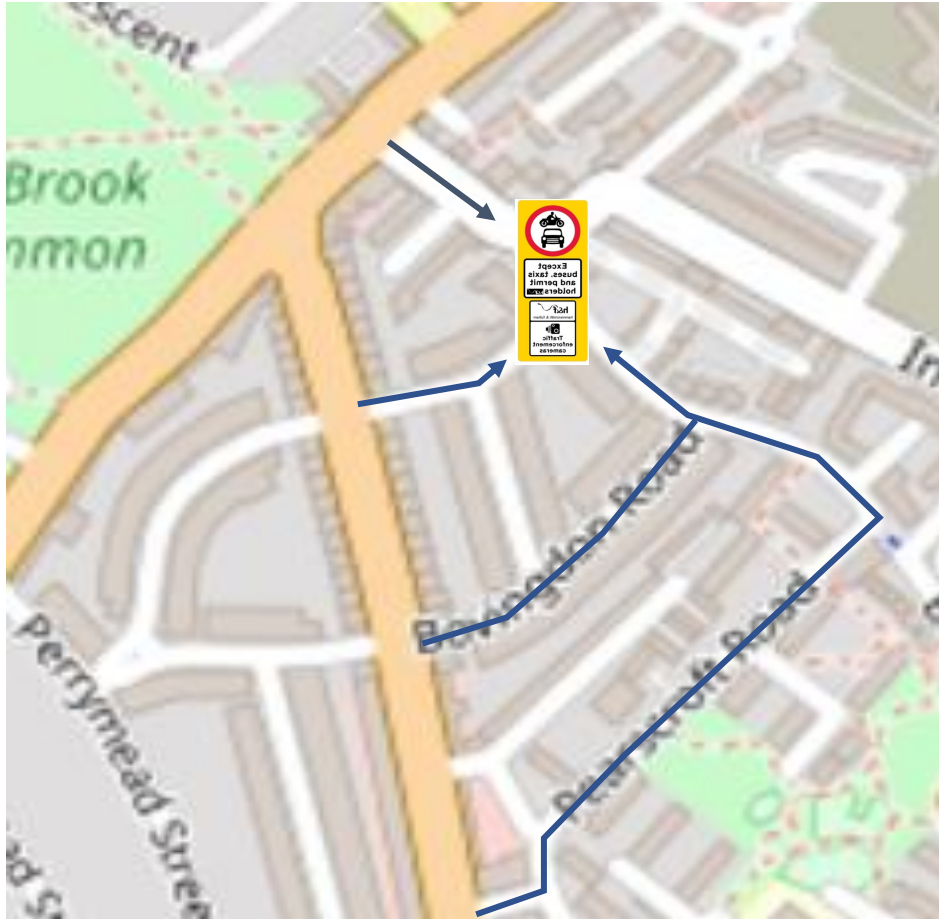
5 control points dividing the area



# Who can access the TCPR area?

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**EVERYONE!**



The whole area is accessible.

They just have to take a ***different*** route, which may or may not be longer, or necessarily slower.

# Who can pass through a control point

## Permitted vehicles

- All H&F residents and H&F permit holders
- Black taxis and Buses
- Emergency services
- Essential services (such as refuge, carer, etc)



## On demand controlled by you

- Visitors
- Who ever you want!



## Excluded vehicles

- Out of borough through traffic using the route to cut corners



On demand permits need to be registered before midnight on the day to avoid a fine for the driver. Using ANPR technology, cameras will determine which vehicles to ignore and which to fine based on a valid permit.

# How is permission granted? – Access permit

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Vehicle registered to a LBHF address or has an existing parking permit



No action needed

Business vehicle or specialist service need



One time registration needed, renewed annually



Family or visitor vehicle



Daily registration needed



Tradesmen vehicle



Daily registration needed



Uber or minicab vehicle



Daily registration needed



Black Taxi, Bus



No action needed

The area is accessible without crossing a camera control point and most delivery companies (amazon, ocado, etc) have adjusted their delivery routes accordingly.



# How grant temporary access

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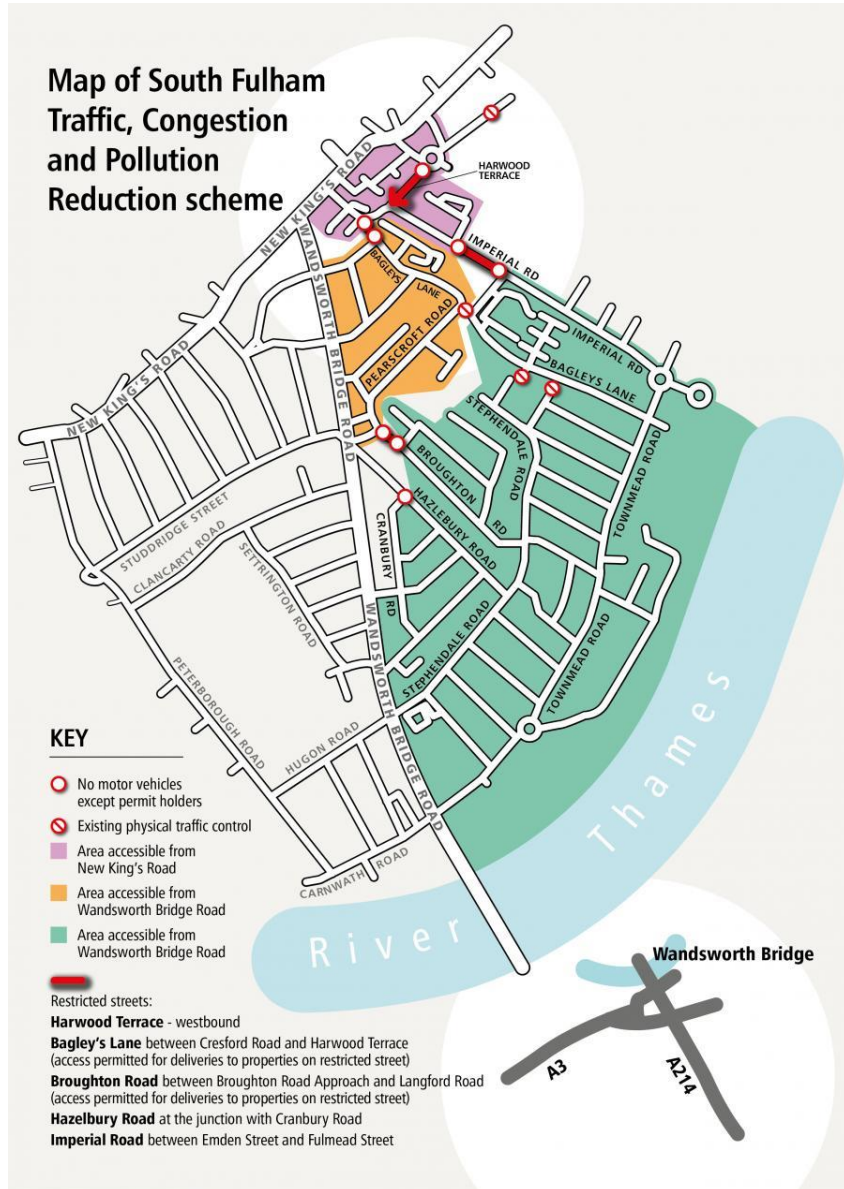
Remember, the whole area is accessible for deliveries without crossing a camera and many larger delivery companies have adjusted their routes accordingly.

**First ask yourself, do they actually need an access permit, as many won't?**

**However, if they do:**

- Any resident with a **RingGo account** and registered for a **Resident Visitor Permit (RVP)** can register the vehicle **for free** on the day using the RingGo app, on their website or calling the RingGo number.
- If you book and pay for visitor parking for that vehicle, they get TCPR access included at no extra charge.
- The vehicle can come and go through the control points during the day they are registered, if staying overnight they must be registered for each day.
- During parking control hours if the vehicle is parked on street it will need a valid parking payment (can be normal P&D doesn't have to be visitor parking)

# Where are the cameras on the East?



## To tackle main cut throughs

**Harwood Terrace** (westbound) by the Rose Pub

**Imperial Road** between Fulmead St and Emden St

**Bagleys Lane** between Cresford Rd and Harwood Terrace

## To tackle loop back/ new rat runs

**Broughton Road** between Broughton Rd App and Langford Rd

**Hazelbury Rd** at the junction with Cranbury Rd

Three distinct areas for access for non permitted vehicles

Pink – via New Kings Road

Orange – via Wandsworth Bridge Road (Northern end)

Green – via Wandsworth Bridge Road (Southern end)

# The story on the East so far...

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## The East in numbers

- Traffic down on average 75% on the East side of WBR
- Scheme is settling in – Camera compliance is 99% (initially was 45%)
- WBR traffic volumes crossing the bridge down 5-15% (example of evaporation)
- Traffic volumes in West also down 20% but routes have changed affecting more streets

## Update on operational issues

- Signage difficult for some drivers to understand
- Lack of understanding of how to access to the area
- Confusion with using RingGo app and how to register
- Satnavs systems took time adjusting
- Warning notice period for fines needed to be longer
- Cancellation policy was updated to cover the nuances of the scheme
- Impacts of Bridge closures, roadworks and Covid traffic patterns



# Traffic volume data - East

Survey location	September 2019	September 2020	Change
Bagleys Lane (South of New Kings Rd)	44,990	12,675	-72%
Imperial Road (East of Emden St)	77,999	17,706	-77%
New Kings Road (West of Maxwell Rd)	190,486	120,925	-37%
New Kings Road (North of Crondace Rd)	107,187	93,480	-13%
Townmead Road (East of Bagleys Lane)	65,886*	29,000**	-56%
Wandsworth Bridge Rd (South of Studdridge St)	157,137	148,701	-5%
Wandsworth Bridge Rd (South of Oakbury Rd)	155,308	132,000***	-15%

Weekly average traffic flows for roads in South Fulham (East), with figures taken from September 2019 and September 2020

\* Data from October 2019

\*\* Estimate based on counters at Wandsworth Bridge and Imperial Road.

\*\*\* Estimate based on counters at Wandsworth Bridge.

# Traffic volume data - West

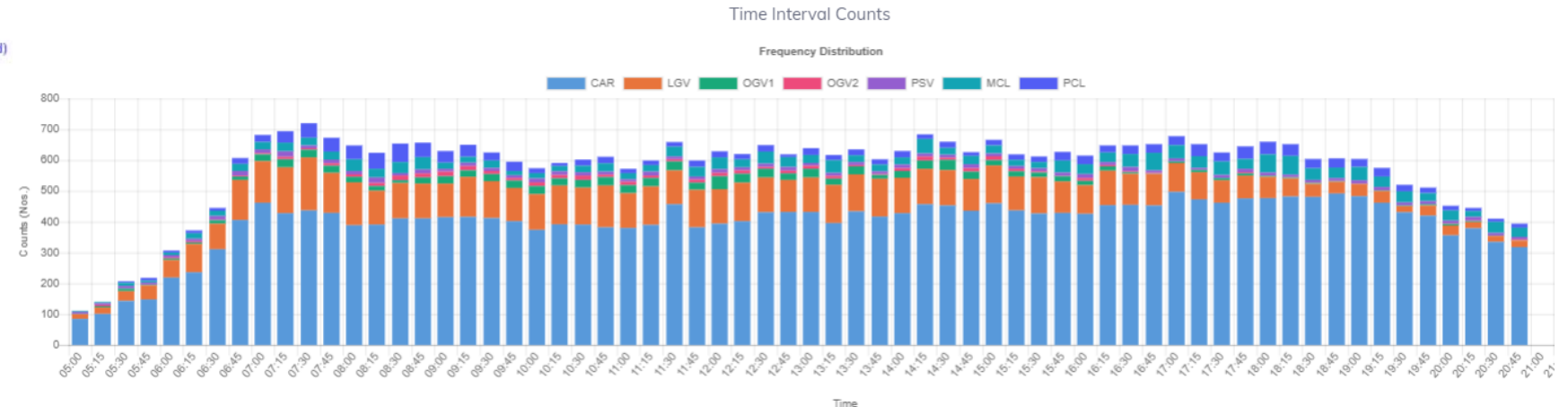
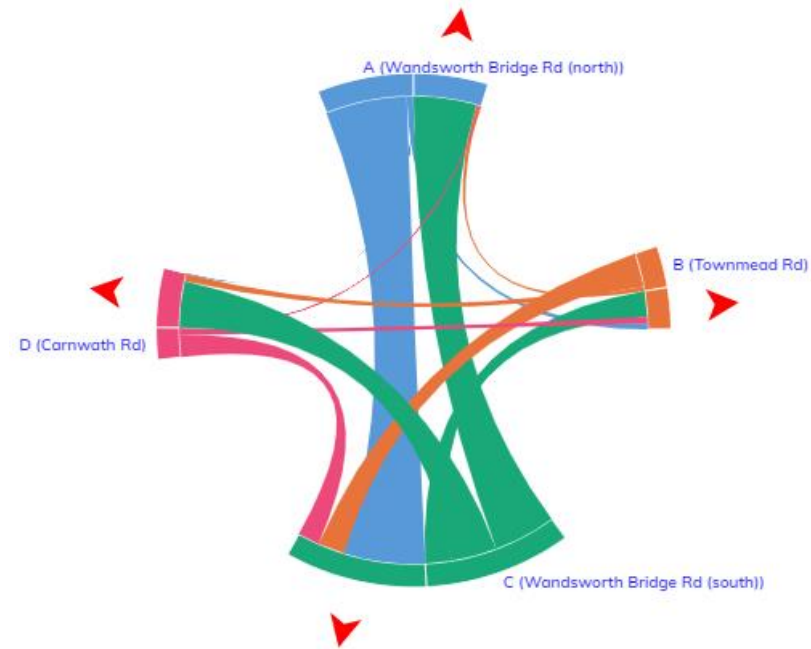
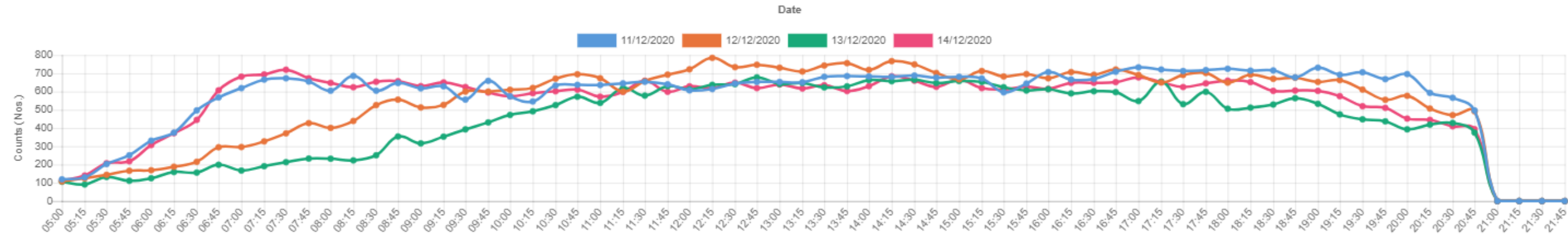
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Survey location	Pre -September 2019 (2015, 2017 and 2019)	September- November 2020	Change
Wandsworth Bridge	266,591	197,652	-26%
Broomhouse Lane	62,858	47,327	-25%
Peterborough Road	58,169	38,461	-34%
Clancarty Road	18,964	21,801	+15%
Studdridge Street	21,353	15,594	-27%
New Kings Road (junction of Wandsworth Bridge Road)	124,976	84,247	-33%
Wandsworth Bridge Rd (junction of New King's Road)	144,342	91,884	-36%
Carnwath Road	121,027	85,787	-29%

Western streets pre Sept 2019 figures are an average from 2 or more biannual weekly surveys 2015, 2017 and 2019  
Sept – Nov 2020 surveys have been done weekly and are still being collected – partial counts bridge closures and road works

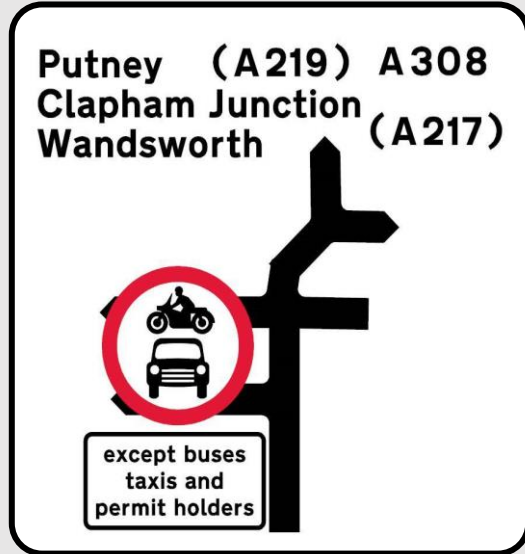
# Complex monitoring of traffic - junctions

Junction Demand Variation





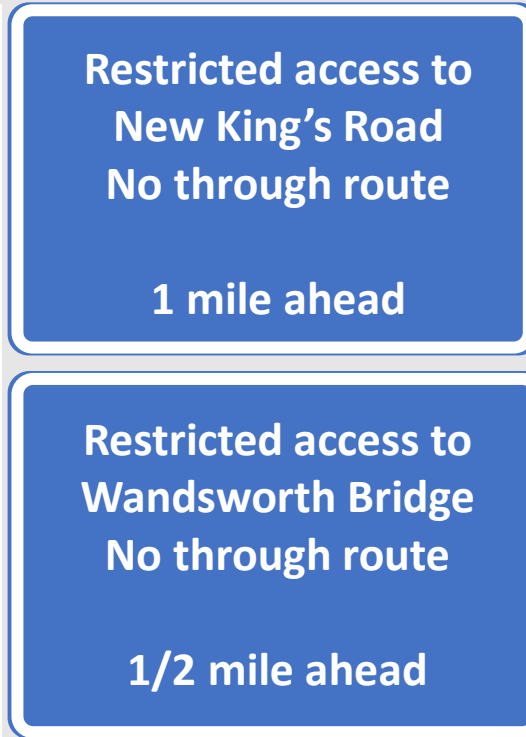
# Addressing the signage



Route signs around the area



Advanced warning signs around the area



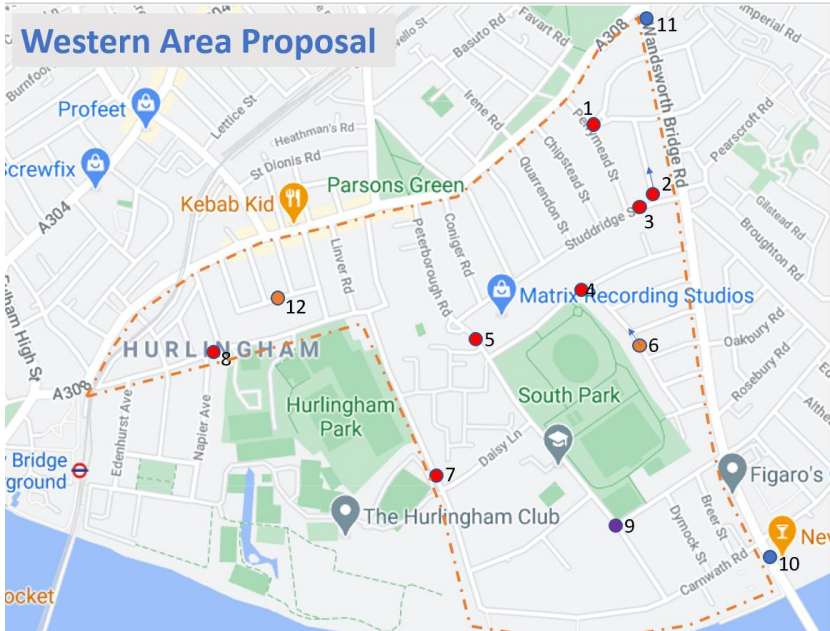
To warn and notify drivers of controls ahead



Enforcement Signs at the control points

To restrict drivers

# ... And lessons for the West



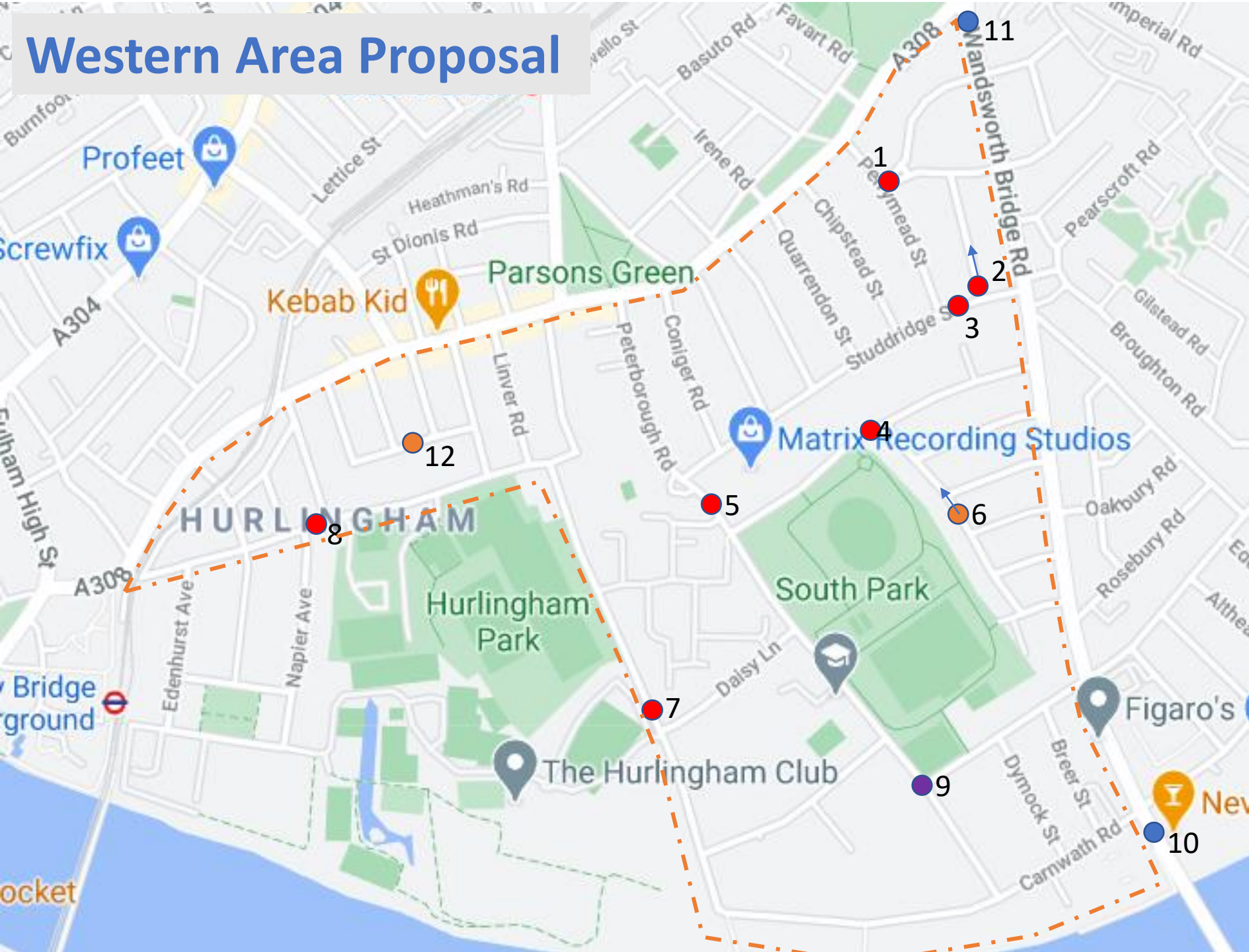
Building on the East side experience and input from local residents, rolling out a western TCPR extension will be operationally much easier as most of the hurdles have been overcome.

Traffic on Wandsworth Bridge will also improve as there will be less competing traffic coming off the side roads and lengthening the queues.





# Western Area Proposal



- Location key
- Camera – No Motor Vehicles Except buses, taxis and Permit holders
  - Camera – No Entry
  - Camera – Monitoring only
  - Camera – Optional NVM

There will be no right turn provision from New Kings Road to Wandsworth Bridge Road

Developed in conjunction with resident lead working party



# The benefits of TCPR in the West

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- ✓ Significant traffic reduction in the side streets from out of borough traffic
- ✓ Safer, quieter and cleaner
- ✓ Will improve the flow on Wandsworth Bridge Road as less traffic turns out of side streets and competes for space
- ✓ Residents in control of access for visitors through the scheme
- ✓ Will make the area more attractive and bring local people to use the high street
- ✓ Enables investment improving the streetscape

# Benefits to the Wandsworth Bridge Road

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- The scheme on the East has already reduced traffic in the overall South Fulham area by 75 % with associated benefits to diminution in pollution and improvements in quality of life
- There has also been a diminution of traffic on the Wandsworth Bridge on average of 12% - 5000 vehicles per day
- It is expected that if the scheme is extended to the West, additional benefits to the Wandsworth Bridge road would be:
  - **More free flowing traffic as rat running down the side roads will cease**
  - **Traffic evaporation as Satnav systems recalibrate to reduction of system capacity**
  - **Less pollution given more freely moving traffic and reduction of vehicles on the road**
  - **Enables the traffic signals to properly control the flow of vehicles**
  - **Enables additional traffic measures and public realm enhancements to work**

# More improvements planned for the WBR

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- Additional street improvements are planned for the Wandsworth Bridge Road including:
  - Bus priority measures to reduce space for queuing vehicles and reduce the roads maximum capacity
  - Planting and greening the public spaces to help absorb pollutants
  - Improving pedestrian safety with new controlled crossings
  - New public realm improvements to deprioritise space for cars
- There will be direct benefits to the residents of the Wandsworth Bridge road after the implementation of the schemes to the East and the West before the introduction of the street improvements



# Common myths of TCPR versus reality

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## Myth

1. Scheme blocks roads, no one can get access
2. Ubers cant pick me up or drop me off
3. Reduces access for disabled people/carers
4. Can't access taxis
5. Emergency vehicles forced onto main roads

## Reality

Scheme designed so that whole area can be accessed without going through a camera. Focus is removing through traffic, not local residents/deliveries

They can, they just have to go a longer way round, however with RingGo you can grant temporary access.

Less traffic in residential roads improves access for disabled people. Residents can grant temporary access to vehicle, essential services can apply for a full permit

Black taxis are exempt from the scheme, many vulnerable users rely on this service - Taxicard

Emergency services are consulted and have priority access through the residential streets, improving response times over the traditional main roads.

# Myths versus reality

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## Myth

6. Scheme displaces traffic elsewhere
7. Scheme is just a money making exercise

## Reality

Independent studies have shown that reducing the capacity in the area drives traffic out of the system. Traffic evaporation is a real thing, so is modal shift

Through traffic and congestions costs the economy £7 billion a year, reduces life expectancy, reduces quality of life and is incredibly difficult and costly to solve. Road closures cause too much disruption to residents, so only a technological solution will work. We actually want compliance not fine revenue, enforcement is just necessary to deliver compliance, once you take the cost of implementation and annual running costs, the scheme will pay for itself. Just like parking, any surplus has to by law be reinvested into the transport network and public realm.

# The objectives of the TCPR will benefit all

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The TCPR Scheme – The **T**raffic, **C**ongestion, **P**ollution **R**eduction scheme

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