



PAC

Community Safety & Environment

Harwood Terrace Experiment

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Harwood Terrace Experiment



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Introduction and History

Locality

- Harwood Terrace is a short residential street approximately 90m long in Fulham in the SW6 post code area. It runs between approximately 40 terraced houses. At the east end of the street is a roundabout which is the junction for Sands End Lane, Waterford Road and Michael Road, at the west end are width restrictions leading to the Junction with Imperial Road / Harwood Terrace.
- Harwood Terrace continues south-westwards for approximately 60m then becomes Bagleys Lane.

Introduction and History

Background

- For many years residents of Harwood Terrace have raised concerns about high levels of traffic using the street as a cut through to avoid the traffic signals and yellow box junction at the Bagleys Lane / New Kings Road junction.
- Vehicles were able to drive through Harwood Terrace and join the New Kings Road via Edith Row and Waterford Road using the unsignalized junctions.
- It was observed that there were a number of collisions between cyclists using New Kings Road and vehicles using these junctions.
- Traffic surveys were carried out in the area which showed that during peak times up to 540 vehicles per hour were using this route.

Introduction and History

The map indicates the diversion route that was being taken prior to the closure

Traffic counts carried out in 2019 prior to the closure gave the following daily averages for the streets below;

Wandsworth Bridge Road

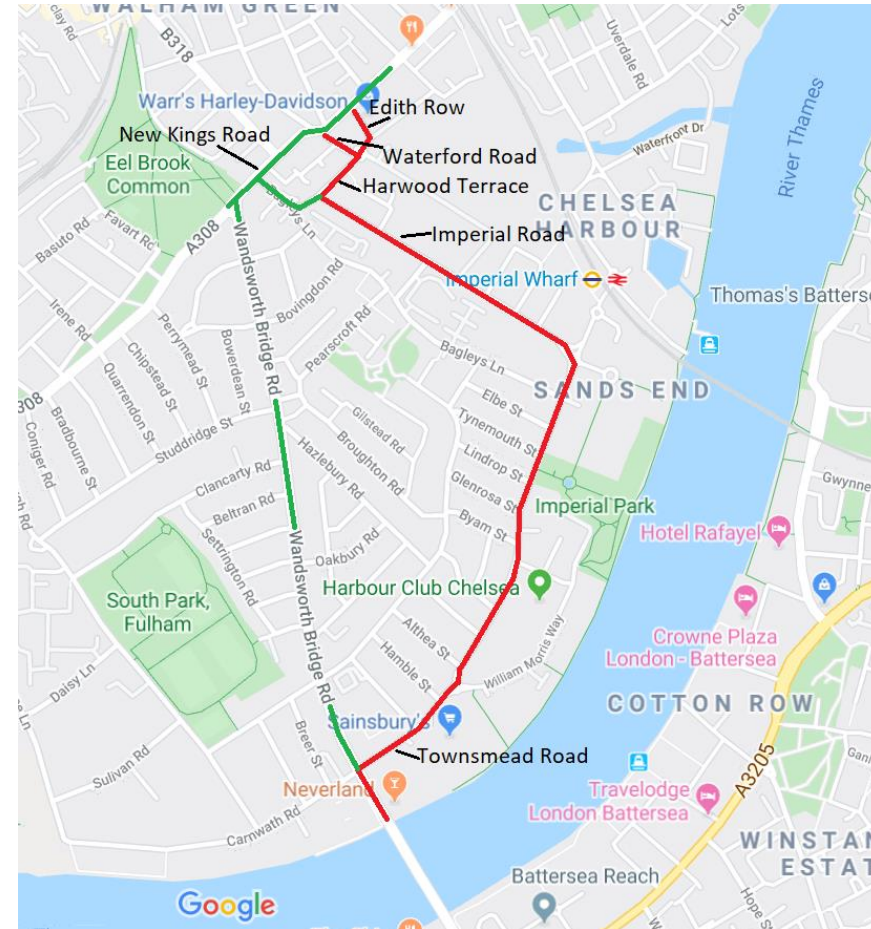
Northbound	—	11,217
Southbound	—	11,346

New Kings Road *(east of Bagleys Lane)*

Eastbound	—	12,567
Westbound	—	12,674

Imperial Road

Eastbound	-	5,111
Westbound	—	4,717



Petitions

- Following the start of the experimental traffic scheme a petition to reopen the road was started by a petition organiser. This petition has a total of 438 signatures from residents (307) and businesses (131). A rival petition to make the closure of Harwood Terrace permanent was subsequently launched, which had 195 signatures and was supplemented by a paper petition with 51 signatures.
- Multiple petitions to close and to open Harwood Terrace, thresholds reached and to be heard at Cabinet in March.
- Deputations also submitted on the decision making process and for PCNs issued. Responded to in report and supplemented by questions.

PCNs

Total PCNs issued at junction:

2012 (Jan to Dec) – 35,129

2017 (Jan to Dec) - 16,348

2018 (Jan to Dec) - 14,919

2019 (Jan to Dec) - 16,199

Pre-closure data and traffic studies

3 year period from April 2016 to March 2019



	Slight	Serious	Motorcycles	Cyc	Ped	Incidents
Harwood Terrace / Imperial Road	5	0	3	0	2	4
Waterford Road / New Kings Road	8	2	3	5	1	9
Edith Row / New Kings Road	16	1	7	4	3	15
Totals	29	3	13	9	6	28

Pre-closure data and traffic studies

- A study conducted in January 2019 for the closure of Harwood Terrace recommended that an on-street trial closure would give the most accurate portrayal of traffic re-assignment in the area.
- Although, there was a little indicative spare capacity at the Bagleys Lane / New Kings Road junction, a traffic modelling ‘worst-case’ scenario indicated there would be an impact on the New King’s Road corridor based on the current signal cycle time, highway layout and predicted traffic re-distribution.

Pre-closure data and traffic studies

- Traffic surveys were carried out in the following streets; Imperial Road, Bagleys Lane, Acfold Road, Bovington Road, New Kings Road, Wandsworth Bridge Road and Bagleys Lane, as well as in Harwood Terrace.
- Traffic counts carried out in Harwood Terrace between Friday 31st May and Thursday 6th June 2019 showed the following west and eastbound peak times and volumes.
- Typical am peak counts 400 one way. With two way typically around 540 vehicles during the peak period.

Post-closure data and traffic studies



- Correspondence and feedback about traffic queues in Imperial Road up to Bagleys Lane / New Kings Road Junction and correspondence from cyclist lobby that the closure is good for safer cycling.
- Queue length surveys commissioned to see the time taken for vehicles to reach and clear junction after joining the end of the traffic queue.
 - Carried out in November, December and January
 - It was observed that the queues were around 20 minutes during some peak periods. The length of these periods has since reduced, although there are still lengthy times taken to clear the traffic signals.
- Traffic signal timings
 - One phase of the traffic signal is 2 minutes 15 seconds, the green light phase for vehicles exiting Bagleys Lane into New Kings Road is 15 seconds.
 - In many cases it was observed that only 2 vehicles could exit during this phase due to traffic on New Kings Road queuing at the Harwood Road traffic signals. These are in the red phase when the Bagleys Lane signals are green.

Post-closure bus data



- Bus running times for the 391/306 services were obtained on 7/10 prior to the closure and several dates post closure between the bus stop on Imperial Road to the Trelawny Avenue stop.
- This showed that bus running times prior to the closure was 7 mins during the am peak and went up to 17 mins (4/11). This reduced down to 8 mins on 06/01, however went up 22 mins at its worst on 20/01.
- The most recent figures obtained on 3/02 showed the worst trip was still at 22 mins however the average time during the peak window had reduced.
- However average bus running times still remain of concern.

Post-closure data and traffic studies



3rd February 2020 to 9th February 2020.

List of streets for surveys

- Bagleys Lane after Peterborough Villas
- Imperial Road after Fulmead Road
- Townmead Road prior to roundabout
- New Kings Road prior to Wandsworth Bridge Road (WBR) junction
- New Kings Road post Edith Row
- WBR prior to Broughton Road Approach
- WBR prior to Oakbury Road
- Right Turns off WBR – Cresford Rd, Bovingdon Rd, Sandilands Rd, Broughton Rd, Rosebury Rd, Stephendale Rd and Townmead Rd

Post-closure data and traffic studies



Surveys	Survey Camera set up/loop duration	Data required days	Data required - hours
ATCs (7 locations)	1 week (7 day)	1 week (7 day)	24hr
Right turn counts (7 locations)	1 week (7 day)	1 week (7 day)	24hr
Queue length survey (1 location)	1 week (7 day)	1 week (7 day)	24hr

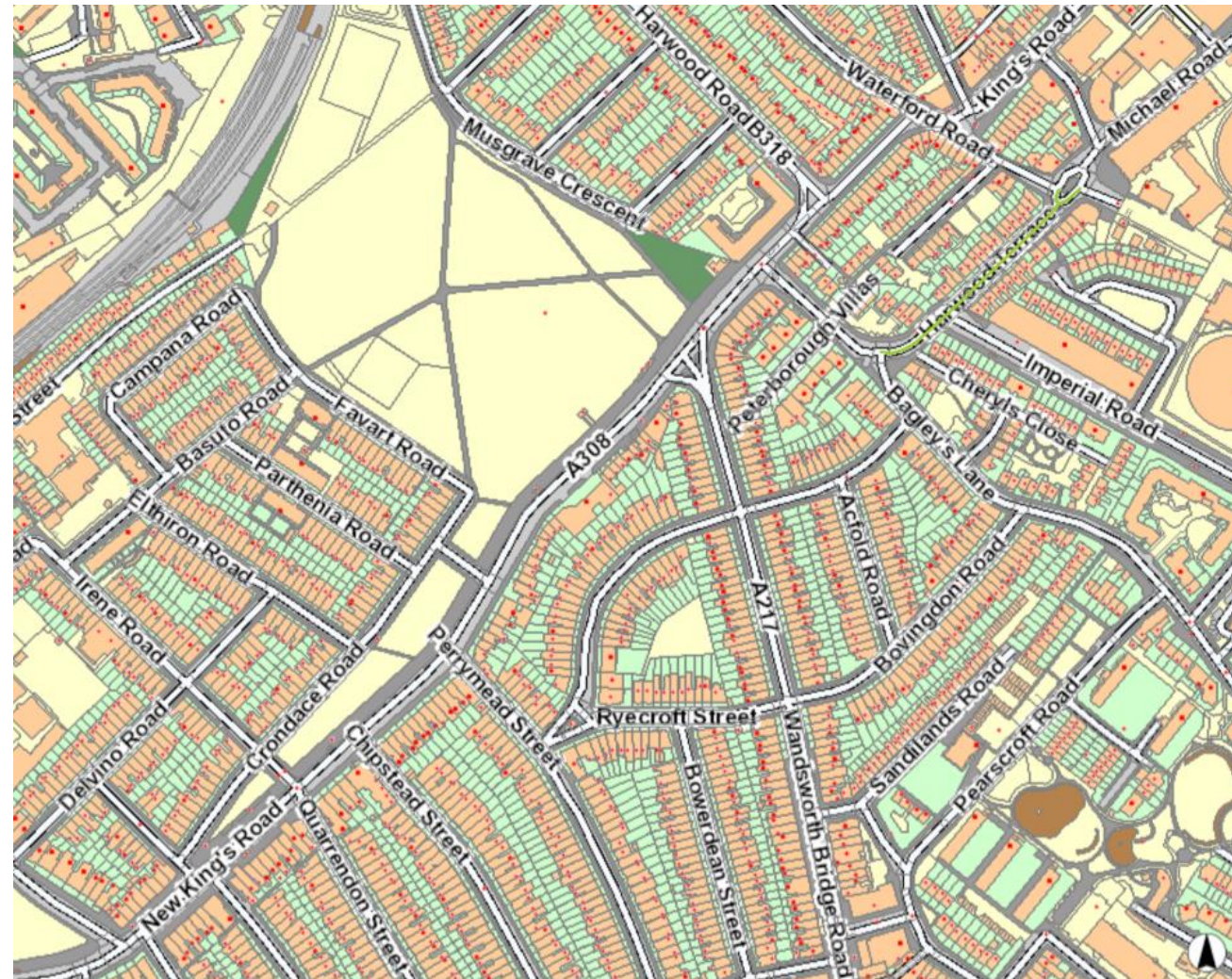
Wider context and considerations

- Transport and Highways Statutory Duty and Obligations
- Wider Context - Economy, Transport, Cycling and Walking
- Behaviour change and mode shift
- Climate change – Air Quality – Congestion – Public Realm
- Healthy Streets and Liveable Neighbourhoods
- **Perspectives/Balancing Act – Complexity different needs, individual needs, road users, business, development**

Options

Options Appraisal

- Area Based Options
- Micro Options



Area Based Options

Option 1

1. Harwood Terrace remains closed with mitigation measures to reduce traffic using the area to avoid Wandsworth Bridge Road traffic signals.
2. No right turns from Wandsworth Bridge Road northbound into Cresford Road, Bovingdon Road, Sandilands Road, Broughton Road Approach, Rosebury Road, Stephendale Road.
3. As above, but also No left turns from Townmead Road into Bagleys Lane.

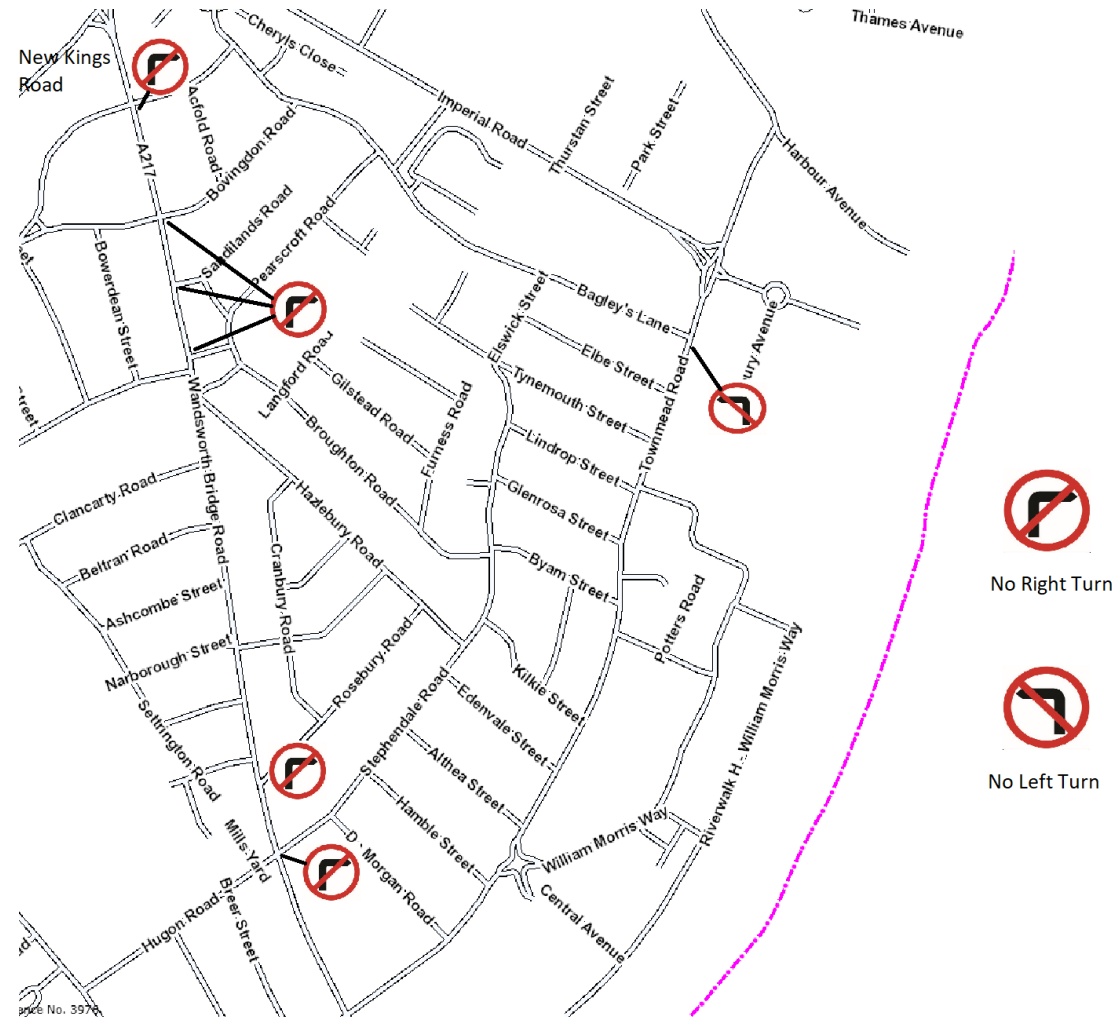
Challenges

- Effect on Traffic using Wandsworth Bridge Road and New Kings Road.
- Pressure on traffic signals for Wandsworth Bridge Road for right turners into New Kings Road and leading up to Bagleys Lane traffic signals.
- Effect on neighbouring boroughs who's residents need to pass through.

Area Based Options

Option 1 – Turning Bans Map

1. No right turns from Wandsworth Bridge Road northbound into Cresford Road, Bovingdon Road, Sandilands Road, Broughton Road Approach, Rosebury Road, Stephendale Road.
2. As above, but also No left turns from Townmead Road into Bagleys Lane.



Area Based Options



Options 2

1. Reopen Harwood Terrace – put in area wide measures to reduce traffic in surrounding streets used to access Harwood Terrace such as no right turns into streets for north bound traffic from Wandsworth Bridge Road
2. Reopen Harwood Terrace - Make area access only – not been done before to this extent.

Challenges

- No right turns into streets for northbound traffic from Wandsworth Bridge Road –
 - Inconvenience for residents in the area.
 - Effect on neighbouring boroughs who's residents need to pass through.
- Make area access only –
 - TSRGD signage that is clearly understood, defining who should have access, enforcement.
 - Effect on neighbouring streets outside of the area
 - Effect on neighbouring boroughs.

Micro Options

Option 1

Harwood Terrace remains closed with mitigation measures to reduce traffic queuing at traffic signals.

1. Traffic signal phase timings adjusted to increase number of vehicles clearing Bagleys Lane / New Kings Road traffic signals during green phase.

Challenges

- Effect on traffic using Wandsworth Bridge Road and New Kings Road

Micro Options

Options 2

Reopen Harwood Terrace with restrictions

1. Make one-way east bound
2. Make one-way west bound
3. No entry – restricted to peak times

Challenges

- Increase in traffic speed in Harwood Terrace
- Effect on Traffic using Wandsworth Bridge Road and New Kings Road in either direction dependent on direction of one-way
- Effect on neighbouring boroughs who's residents need to pass through.
- No entry – restricted to peak times – little benefit for Harwood Terrace.

Micro Options

Option 3

Reopen Harwood Terrace

1. Reopen Harwood Terrace as before – revisit after new Gas Works development access road opens

Challenges

- Return to high volumes of traffic using the street as a cut through.
- Cycle accident rate would need to be addressed, other measures to be implemented.