


London Borough of Hammersmith & Fulham CABINET 5 February 2018		 hammersmith & fulham
PEDESTRIAN CROSSINGS AT THE WANDSWORTH BRIDGE ROAD/CARNWATH ROAD/TOWNMEAD ROAD JUNCTION		
Report of the Cabinet Member for Environment, Transport & Residents Services - Councillor Wesley Harcourt		
Open Report		
Classification - For Decision Key Decision: No		
Wards Affected: Sands End		
Accountable Director: Mahmood Siddiqi, Director for Transport and Highways		
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1. EXECUTIVE SUMMARY

- 1.1 The Council has pursued the introduction of pedestrian crossing phases at the Carnwath Road/Wandsworth Bridge Road/Townmead Road junction for many years. Transport for London, who control all traffic signals in London, have previously refused to do so because of the additional delays this would cause to motor traffic
- 1.2 However, with the advent of the Thames Tideway Tunnel construction site on Carnwath Road, there would be a significant increase in the number of HGV movements in the area and Tideway agreed to fund further studies and the provision of a crossing should a design be produced which is acceptable to TfL.
- 1.3 The Council undertook consultation on a scheme which was acceptable to TfL in October-November 2017 and 92% of respondents were in favour of the proposal.

2. RECOMMENDATIONS

- 2.1 To implement the pedestrian crossing phases at the Wandsworth Bridge Road/Carnwath Road/Townmead Road junction as described in Section 5 below.
- 2.2 To monitor the effects of the scheme when it is in place and work with TfL and the London Borough of Wandsworth to introduce measures which would mitigate any adverse effects
- 2.3. To note that funding for the implementation of the proposal, at an estimated cost £140,000, is available from Section 106 money provided by Thames Tideway.

3. REASONS FOR DECISION

- 3.2 Transport for London (TfL) have in the past refused permission for the provision of such crossings because of predicted additional delays to motor traffic. Because of the additional movement of Heavy Goods Vehicle traffic in the area associated with the Thames Tideway construction site on Carnwath Road, TfL have now agreed a design for the crossings. We have undertaken consultation with local residents and stakeholders and received 240 responses, 92% of which were in favour of the scheme. However, some concerns were expressed about the effect on traffic flow and these issues will need to be addressed.

4. INTRODUCTION AND BACKGROUND

- 4.1 The lack of pedestrian crossings at the Wandsworth Bridge Road/Carnwath Road/Townmead Road junction has been a cause of community severance for many years, with some pedestrians crossing the road at risk as motor traffic always has a green light from at least one direction. The council has approached TfL at various times with a view to providing such crossings, e.g. as part of the London Cycle Network, but Wandsworth Bridge is a very important strategic road and one of a limited number of river crossings in south west London. Modelling showed that pedestrian phases would cause substantial additional congestion and traffic queuing, and therefore TfL declined such provision.
- 4.2 In September 2014, Thames Tideway was granted consent by order of parliament to use a construction site in Carnwath Road. This would generate a significant number of Heavy Goods Vehicle movements through the junction, adding to the danger to pedestrians there. The Council has received some £750,000 in Section 106 money to mitigate these effects

5. PROPOSALS AND ISSUES

- 5.1 The Council therefore commissioned further modelling on pedestrian phases early in 2016 and a scheme has been proposed which TfL have now

accepted. The adverse traffic effects are still predicted, but the need to mitigate the effects of Tideway on the community has taken precedence.

- 5.2. The scheme involves the provision of pedestrian signal phases on three of the four arms of the junction (Townmead Road, Carnwath Road and Wandsworth Bridge Road north). The phase is not proposed on the Wandsworth Bridge Road (south) leg as this is wider than the others, and in accordance with DfT rules, more time would be needed to allow pedestrians to cross, which would add to the delays. We have commissioned modelling on the fourth arm but TfL have indicated that the additional delays this would cause are not acceptable.
- 5.3 We consulted on the three arm scheme between October 30th and November 20th. The consultation was on-line on the council's website, backed by a letter drop to all the homes and businesses in the Sands End ward (7,000) and an exhibition at St Matthew's Church on Wandsworth Bridge Road. A copy of the consultation letter is appended. We also consulted the emergency services, Wandsworth borough council, and London Buses
- 5.4 We received 240 responses, 91% of which were from SW6 postcodes. 92% of respondents were in favour of the scheme, 6% against it, and 2% were unsure. A report of the consultation is appended.
- 5.5. 135 respondents said they supported the proposal because they feel that the junction is extremely dangerous and people just step out as they cannot see what colour the lights are. A number of people said they have had concerns for a while and that it was about time the junction was reviewed.
- 5.6: The responses from statutory consultees are as follows:
 - i) The metropolitan police have no objections or observations.
 - ii) London Buses recognise the need for pedestrian safety and suggest that the installation of a box junction be considered to mitigate possible additional delays to traffic.
 - iii) The London Ambulance Service is concerned about additional delays to traffic, which could affect response times and put their staff at risk when they attended emergency calls.
 - iv) Wandsworth Council have expressed concerns about additional traffic queuing over the bridge and its effect on air quality.
- 5.7 We will monitor the effects of the scheme on traffic, and will work with Wandsworth Council and Transport for London to mitigate any additional delays through, for example, real time measurement of the traffic signals, i.e. giving more time to the arms where queues are building up. The pedestrian phases will only operate when a button is pressed, so will not delay traffic when no one wants to cross. The scheme should be seen in the context of our policies encourage the use of electric and other low emission vehicles and to encourage journeys to transfer to walking, cycling and public transport, and

our 20mph speed limit policy, which aim to reduce the incidence and severity of collisions.

- 5.8. It should be noted that the current proposal is intended to be an interim scheme. There may be a redesign of the junction related to the possible redevelopment of the Curry's/PC World site in a few years time. There are no definite proposals for that at present. There may also be opportunities to modify the junction following the completion of the Tideway works, which is scheduled for 2021.

6. EQUALITY IMPLICATIONS

- 6.1 There will be no negative implications for protected groups from the introduction of the pedestrian crossings.
- 6.2 Vulnerable road users – disabled people, children, older people, other pedestrians, and cyclists, will benefit from the introduction of controlled crossing phases at this location. Some respondents have suggested that there will be an adverse effect on air quality, but this is being tackled across the borough and across London as a whole by encouraging a shift to walking and cycling, giving incentives to use electric and other cleaner vehicles, and bringing in cleaner buses.
- 6.3 Implications verified by Peter Smith, Head of Policy & Strategy, tel. 020 8753 2206.

7. LEGAL IMPLICATIONS

- 7.1 The Council will need to comply with and follow the statutory procedures set out in the Road Traffic Regulation Act 1984 and secondary legislation for the introduction of pedestrian crossing phases at the Carnwath Road/Wandsworth Bridge Road/Townmead Road junction.
- 7.2 Section 122 of the 1984 Act sets out the duties of the Council in carrying out its functions for the introduction of the pedestrian crossing phases. The Council must exercise its powers under the 1984 Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians. Also, so far as practicable, the Council is to have regard to:
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) the national air quality strategy prepared under section 80 of the Environment Act 1995;

- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (f) any other matters appearing to the Council to be relevant.

7.3 Where consultation is to be carried out, this must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

7.4 The s106 money referred to in paragraph 2.3 of this report is from a s106 agreement between the Council and Thames Water Utilities Limited dated 12th February 2014 in relation to the Hammersmith Pumping Station and Carnwath Road Riverside. The expenditure proposed is from a payment that has been received and which is to be used "towards the mitigation of the impact of the Development at the Carwath Road/Wandsworth Bridge Road junction." The proposed expenditure is within the requirements of the s106 agreement; paragraph 4.2 above refers to the Development's construction site and the danger arising from the increased number of HGV movements.

7.5 Implications completed by Bob Capstick , Planning Lawyer, 07919 301 366.

8. FINANCIAL AND RESOURCES IMPLICATIONS

8.1 The S106 officer has confirmed that funding for this scheme of £140,000 is available from the £750,000 Thames Tideway S106 funding. There are therefore no financial implications.

8.2 Implications completed by Gary Hannaway, Head of Finance, 0208 753 6071

9. IMPLICATIONS FOR BUSINESS

9.1 Local businesses should benefit from the crossings by allowing greater numbers of people to access them on foot.

9.2 Implications completed by David Burns, Head of Housing Strategy, 0208 753 6090

10. RISK MANAGEMENT

10.1 The project is to be managed within the Environmental Services programme and risks identified and communicated to, and the Community Safety, Environment and Residents Services Policy and Accountability Committee, and Cabinet Member for Environment, Transport and Residents' services.

10.2 Implications completed by Chris Bainbridge, Interim Chief Transport Planner, 020 8753 3354.

11. COMMERCIAL IMPLICATIONS

- 11.1 Work on the traffic signals will be undertaken by Transport for London. This is a statutory requirement. An order will be placed with Transport for London for the traffic signals work and another order will be placed with FM Conway, the Council's term Highway Contractor to carry out highway the works described in this report.
- 11.2 Implications completed by Alan Parry, IT Procurement consultant, 0208 753 2581.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

None.

Appendix 1 - Consultation Summary