

Wandsworth Society

17th January 2016

Submission to TfL for the Wandsworth Gyratory realignment

The Wandsworth Society have been closely involved with TfL during the course of the public consultations over the last two years and we are pleased to acknowledge that our views have been considered and in some cases implemented after consideration by the officers dealing with the detail of the proposals. We are also pleased to say that the officers have been accommodating and courteous in their dealings with members of the Wandsworth Society.

We would also wish to record our general support for the proposals which will enable the High Street to become very much more pleasant for all users be they on foot, travel by bicycle or bus. Car users will be somewhat disadvantaged. We would also hope that the bus services will move to hybrid power sources thereby significantly reducing the pollution in the area.

We now set out our observations on the latest scheme which we understand is likely to form the basis of the submission proposal to the Mayor of London for approval and implementation.

1. We are still concerned that the implications of the proposals are not shown in a wider context of the surrounding areas, particularly the residential roads/ streets adjoining, which will be affected by the proposals. It is impossible to ignore the "knock on" effects which the proposals will have but this seems to have been the case. The officers comment that they are constrained in their instructions, which was to consider major roads only. This attitude seems incorrect in the assessment of the overall implications of the proposals.
2. The detail of the latest proposals with computer modelling shows the traffic flows at median times but does not appear to show the effect at peak hours when most problems will occur. The modelling also does not show the effect of any "problems" like breakdowns or accidents and the likely effect that this would have on the traffic flows.
3. We have identified one or two "pinch points" which we understand TfL are aware of, namely on Fairfield Street by the Grapes public house which is a listed building, as Fairfield Street will be carrying two way traffic. Another is on the west side of Wandsworth Plain, again this will be two-way. We are also concerned on Wandsworth Plain that it will be difficult to turn into the vehicle servicing area of the tower block (consented) on the north western end of the Ram Quarter development site.
4. Possible increased traffic flow on Old York Road will be disliked by the occupants of retail accommodation and residents of the surrounding roads. At times, buses bring traffic to a halt when travelling in opposite directions; this would increase with increased

traffic use. Additionally, with another major redevelopment proposed on the Homebase site at the junction of Old York Road and Swandon Way, the increased traffic at this junction could cause tailbacks and congestion at this point.

5. We believe that vehicles should be allowed to cross northbound from Wandsworth Plain to Frogmore and not as shown on current proposals. This would help alleviate congestion at the junction of Armoury Way and Putney Bridge Road.
6. We cannot see how the traffic flow at the junction of Putney Bridge Road and West Hill opposite Broomhill Road will work without further widening of the carriageway at this point, certainly with a central reservation as shown on your consultative leaflet.
7. We are most concerned that the loss to trees should be to a minimum, as not only do trees absorb CO2 emissions from vehicles, they also act as a sound barrier to properties immediately adjoining the roads.
8. A number of our members have proposed to us that a speed restriction should be applied to the carriageways, mostly Armoury Way, to be strictly enforced by camera controls. A 20 MPH limit may be appropriate. The carriageway will be travelling through an area with residential accommodation to both sides of the carriageway.
9. There appears to be little recognition of the needs of pedestrians crossing from north of Armoury Way to the south. Pedestrian controlled lights should be placed at the junctions of both Armoury Way/Frogmore/Wandsworth Plain on the east side of this intersection, to link up with the Wandle Trail along the Wandle to the Ram Quarter, and also at Armoury Way/Ram Street. Pedestrian activated lights should also be in place (as at present) at the junction of Swandon Way/Smugglers Way and Old York Road.
10. We see benefit in a vehicle activated traffic light at the south western end of Smugglers Way with Swandon Way.
11. When will a full Environmental Impact Assessment be available?
12. There is no detail of the likely acquisition of buildings affected by the proposals nor the loss of trees, if any, in various locations. Clarification would be appreciated at the earliest opportunity.

We hope that our comments will be of assistance to TfL and if we can provide any further information or assistance, please let us know.

Philip Whyte

Vice chairman and leader of the planning group
Wandsworth Society