

Wandsworth Town Centre Traffic Modelling

Explanatory note



Wandsworth Town Centre proposals– Expected changes to journey times

Overview

The proposed improvements aim to remove through traffic from Wandsworth High Street thereby creating a sense of place in the town centre. Sections of the High Street will be available to local traffic and deliveries while the central section between Garrett Lane and Buckhold Road will only be accessible by buses and cyclists. The local environment will be enhanced by streetscape improvements consisting of wider footways constructed in high quality materials, improved lighting and street furniture such as benches, bollards and waste bins, extensive tree planting and the creation of open spaces. Air Quality will be improved and noise reduced by the proposals.

East and westbound through traffic will travel to and from West Hill via Putney Bridge Road, Armoury Way, Swandon Way, the Wandsworth Bridge roundabout, Trinity Road slip road onto East Hill..

Our proposals would affect all road users to some degree – with some journey times becoming slightly quicker and others slightly longer. This note explains the impacts we expect our proposals to have and is accompanied by a [data table](#) showing expected impacts for a range of journeys for general traffic, bus users, cyclists and pedestrians.

Pedestrians

Our proposals include improved pedestrian crossing facilities throughout the town center, around East Hill / Huguenot Place and Swandon Way / Armoury Way. In particular crossing facilities in the High Street will be improved by the reduction in through traffic and provision of diagonal crossings at Ram Street / Garrett Lane and Fairfield Street / East Hill / St Ann's Hill. Additionally, a crossing point will be provided at the junction of Putney Bridge Road and Armoury Way where none currently exists.

Pedestrians in the High Street will benefit from improved access via the improved crossing facilities from the Southside Shopping Centre to the new development on the Ram Brewery site and the town hall and civic center amenities.

Some new crossings, such as those at the junction of Armoury Way and Ram Street would continue to be 'staggered', meaning some pedestrians may need to wait on the central island before completing their journey. Providing a 'straight across' crossing with no central island would result in unacceptable delays to other road users.

Pedestrians will also benefit Fairfield Street and East Hill becoming much quieter roads with increased footway space, public spaces will be created by the changes to the road layout at the junction of Huguenot Place .East Hill and Armoury Way / Old York Road / Fairfield Street.

At present overall journey times are showing an increase of 15% in the morning peak period and 13% in the afternoon peak period but this equates to an increased journey time of less than one minute. Furthermore further analysis is being undertaken to reduce these times.

General Traffic (excluding buses)

Some journeys for motor vehicles would get longer at the busiest times of day and some would get shorter. The traffic modelling analysis looks at journey times at the busiest hour in the morning and evening peaks.

Our proposals would result in some general traffic journey times increasing, meaning a small number of vehicles would be expected to find alternative routes. Our traffic modelling predicts that this effect would be negligible and neighbouring roads would not be expected to experience significantly increased volumes of general traffic.

The traffic modelling is indicating that there will be an overall reduction of 1% in journey times for the morning peak period and a 6% reduction in the afternoon peak period.

Full details are given in the [data table](#).

Buses

Traffic modelling has been undertaken for the bus routes which pass through the scheme area to understand the impact of the scheme on bus journeys. A sample of journey times has been shown in the [data table](#) that represent typical bus journeys.

The traffic modelling is indicating that there will be an overall reduction of 1% in journey times for both the morning peak period and the afternoon peak period.

With the removal of the gyratory system it has been possible to rationalise the positions of bus stops throughout the town center so that the stops for different directions are on opposite sides of the road thus avoiding the current confusing situation where bus stops for opposite directions are next to each other.

Cycles

The traffic models show that journey times on Cycle Superhighway Route 8 are somewhat longer for cyclists because the route has been extended westbound along the High Street and transferred to quiet roads such as Fairfield Street. Journey times are predicted to increase by 21% in the morning peak and 23% in the afternoon peak.

In addition the opportunity has been taken to provide better linkages between Cycle Superhighway Route 8 and existing National Cycle routes and other signed routes in the area as shown on the cycle route plans.

Explanatory note on accompanying traffic modelling data table

TfL has used traffic modelling techniques to calculate the expected average journey time changes at the busiest hour in both the morning and evening peak. This [data table](#) outlines the expected average journey times for the following two situations;

- **Base model 2021- future year flows in minutes** – Journey times for buses, general traffic and cyclists as predicted in 2021 if the current layout remains in place. This information is taken from TfL’s traffic models for maintaining the current situation.
- **DS model 2021- future year flows in minutes** – Journey times for buses, general traffic and cyclists as predicted in 2021 if the Wandsworth Town Centre project is built. This information is taken from TfL’s predicted or Do Something (DS) traffic models.

The [data table](#) includes information for a sample of routes for general traffic, buses, cyclists and pedestrians through the area.