General Information

Organisation name(s):	Wandsworth Council
Project manager responsible for delivering the Liveable Neighbourhood proposal and their contact details	[redacted] Senior Transport Planner [redacted] [redacted]
Person completing the submission and their contact details:	As above
Project Title:	Putney Liveable Neighbourhood
What Financial Year is this application to be considered for?	Financial Year 2019/20
Is the Borough submitting any other Liveable Neighbourhoods applications?	No
Has this project been submitted before as a bid to TfL?	No, but an unsuccessful bid focusing only on Putney High Street was submitted in 2017.

#	Item	Included	Comment
1	**Completed Liveable Neighbourhoods Pro forma**	Y	
2	Road danger reduction statement with collision plot	Y	
3	Crime reduction statement	Y	
4	Freight reduction proposals	Y	
5	Summary of behaviour change initiatives	Y	
Appendices			
1	Strategic site plans -location and area boundary -land uses within study area -traffic restrictions -schools (400m radius) -schools and pupil home locations -planned developments and transport infrastructure -bus routes -current and proposed cycle routes (2km radius from town centre)	Y	8 maps (reduced size) attached
2	Plan highlighting the proposed interventions	Y	2 documents
3	Site audit	Y	
4	Healthy Streets Check	Y	
5	Statement of support from borough		

1. Liveable Neighbourhoods Pro forma

Executive Summary

Wandsworth Council is pleased to present this application for Liveable Neighbourhood funding starting in the year 2019/20. The bid area is focused on Putney Town centre together with the neighbouring residential areas.

The objectives of the project are to:
Make connections – addressing the severance that is currently caused by the dominance of vehicle traffic on Putney High Street and Upper Richmond Road and the blockage of the Thames Path at Putney Bridge
Support active travel and public transport choices – improving the infrastructure and facilities for walking and cycling and improving access to public transport
Improve the local environment and public realm – improving air quality and creating high quality public spaces that will encourage people to spend time in Putney and take advantage of the local shops, services and amenities

The proposed outcomes are

1. Modal shift away from the car for local trips, especially at weekends
2. Reduced pedestrian waiting time when crossing Putney High Street
3. Increased footfall along Putney High Street
4. A decrease in the most polluting vehicles driving through the area at peak times
5. Reduced NO_2 and PM_{10} pollution
6. Reduced pedestrian and cyclist casualties
7. More children walking and cycling to school

These outcomes will be achieved through the following core project components:

1. The creation of a new pedestrian and cycle route through Putney Bridge to remove the current gap in the Thames Path
2. Redesign of major junctions in the study area, using optimising technology to allow greater priority for pedestrians and cyclists
3. Area wide intelligent traffic management measures to reduce the volume of the most damaging types of vehicles at key times
4. Improving provision for pedestrians and cyclists including wider pavements, cycle lanes, cycle contraflows and cycle parking
5. Creating a series of parklets, green walls and other environmental improvements

There is local and political support for the project and match funding have been identified from the Council's Local Implementation Plan, Neighbourhood Community Infrastructure Levy, s106 agreements and contributions from Putney's Business Improvement District.

Strategic Case

The study area is located in the wards of East Putney and Thamesfield. This proposal centres on Putney Town Centre, home to more than 400 shops and businesses, and the closely neighbouring residential areas. The whole of the study area is within 500m of local shops and amenities. The area is well served by bus routes, Southwestern Railways (Putney Station) and the District Line (East Putney tube station) and the Thames Clipper service to the Central London, the City and Docklands.

The following maps are included at Appendix 1 to provide the geographical context of the area:

- the location of the study area in relation to neighbouring town centres
- land uses
- traffic restrictions
- schools (showing 400m radius)
- key development sites and proposed transport infrastructure
- bus routes
- current and proposed cycle routes and 2km radius from town centre

Studies have already been carried out into several elements of the proposals which provide evidence of the benefits of the proposals. The following documents are available on request:

Subject	Provided by	Date
Improving Air Quality in Putney High Street – phase 1	AECOM	25 April 2017

Improving Air Quality in Putney High Street – phase 2	AECOM	22 December 2017
Proposed Putney Contraflow Cycling Schemes	AECOM	Draft March 2018
Putney Bridge Accessibility Assessment	Project Centre	Draft November 2018

The sections below set out what is wrong with the current situation, the opportunities for change and the potential scope of the proposals.

Opportunity

The development of these proposals has been guided by the Healthy Streets Approach. It is a package of measures designed to reduce the barriers to walking and cycling and travel by public transport which will not only reduce vehicle traffic domination on the roads but also make the town centre and adjoining neighbourhoods a more attractive place to spend time for both residents and visitors. The impact of the proposals has been assessed in relation to the Healthy Streets Indicators and the Healthy Streets Checks of a range of streets in the study area are attached at Appendix 2.

The proposals have a strong chance of supporting mode shift in Putney because many residents are already open to more active and sustainable travel:

- Many people in Putney are choosing not to have a car dependent lifestyle. Car ownership in the wards of Thamesfield and East Putney is relatively low, with 37% and 43% (respectively) of households not having access to a private car.
- Access to affordable occasional car hire supports a car free lifestyle and there are 15 car club bays in the study area.
- Santander Cycle Hire is available in the study area, with the highest use in September 2018 being recorded at the docking stations at Putney Pier (1559 hires and docks) and in Disraeli Road (1519 hires and docks)
- Most schools in the area recognise the value of active travel and keep up to date school travel plans to guide their own projects and work with the Council and the TfL STARS programme.

- Many people use public transport, and most of the study area has a PTAL rating of 6 with the remainder rating 4 or 5. Cityplanner data reveals that the bus loading in the area is highest around the junction of Putney Hill/Upper Richmond Road and pm loading here is among the top 5% of locations across London by this measure. The area around the junctions of Putney High Street/Putney Bridge Road/ Lower Richmond Rd has similarly high loadings (among top 8% in London). Data on entry/exits at Putney Station 2016/17 ranks it 30th out of the 330 stations in London.
- There is a high level of interest in less polluting vehicles, with Thamesfield and East Putney wards being the source of the highest number of requests for electric vehicle charging points. 16 Electric Vehicle Charging Points have been installed in the study area, with 7 more locations already planned along with the adaptation of all lamp posts to EV charging in 10 streets.

There is much scope to improve on this situation, as highlighted by the high number of potential cycle trips and the relatively high number of potential walk trips in the study area identified on Cityplanner. For potential cycle trips, the area including the junctions of Putney High Street with Putney Bridge Road and Lower Richmond Road ranks in the top 5% across London and areas along Putney High Street and around East Putney tube station rank in the top 10 – 15%. For potential walk trips the areas including Putney Hill, St John's Avenue, Lytton Grove and Carlton Drive rank in the top 10%.

There is considerable committed investment in the area and the opportunity to match fund against this, providing excellent value for money against Liveable Neighbourhood Fund spend. The timing is also right to tie in alongside key major projects such as the Thames Tideway project in creating major legacy works along the riverfront.

The Council is committed to improving air quality and, working together with TfL and bus operators, has already recorded major reductions in the number of exceedences of the hourly NO^2 objective of 200µg/m^3. At the kerbside the number of exceedences of this health based standard fell from 1,248 in 2016 to 76 in 2017 and at the roadside (façade of the buildings) the number of exeedences fell from 403 in 2016 to 9 in 2017. There is, however, much work to be done to achieve the Council's ambitious targets, particularly the annual mean concentration of NO^2 of 30µg/m^3 (current level 76µg/m^3).

There is an active, engaged and supportive local Business Improvement District (BID), Positively Putney.

Existing Situation

Traffic volumes

Putney High Street is dominated by through traffic. Daily traffic flows amount to 23,000 – 24,000 vehicles. Around 80% of the vehicle traffic using the High Street continues straight through. The high volumes of traffic lead to significant congestion with typical speeds of around 10mph.

In the absence of bus lanes, buses get delayed by any congestion.

Pedestrians are not prioritised at signalised junctions. Crossings are staggered, leading to increased wait time and some junction arms do not have a pedestrian crossing, leading to further detours and delay.

High volumes of vehicle traffic on the main roads is off-putting for potential cyclists and alternative routes along quieter roads are less direct, less convenient and more difficult to navigate because of a number of one-way streets and cycling prohibitions.

Putney has an enviable location beside the River Thames but access to the river from Putney High Street is interrupted by the junction with the Lower Richmond Road. The long-distance walking and cycling route along the towpath comes to a halt at Putney Bridge, taking walkers and cyclists abruptly into the heavy traffic and difficult junction of Lower Richmond Road and Putney High Street.

Inadequate provision for pedestrians, cyclists and public transport users

The pedestrian experience along Putney High Street is poor, with an unacceptable pedestrian comfort level at some locations (20 people per minute per metre of width). Narrow pavements also negatively affect bus passengers waiting at some bus stops. The area around Putney town centre is a hotspot of vulnerable road user KSI collisions.

Cycle parking around the town centre is often full, particularly at locations close to the stations and close to the Exchange Shopping Centre.

Bicycle theft remains an issue and Putney Town Centre. In the year to August 2018, 91 cycle thefts were reported in the ward of Thamesfield.

In the residential neighbourhoods, a lot of the properties are terraced houses or flats and may not provide space for safe and convenient bike storage. Whilst Santander Cycle Hire is available in the eastern part of the study area, the scheme ends just to the west of Putney High Street and at the Upper Richmond Road.

Beyond the main north-south (Putney High Street and Putney Hill) and east-west routes (Upper Richmond Road, Lower Richmond Road and Putney Bridge Road) the streets have much lower traffic volumes (in part due to existing traffic filters) and 20mph speed limits. There is significant scope for improvement in terms of cyclist permeability and pedestrian comfort and public realm (and this is considered in more detail in the site audits at Appendix 4) and it is also observed that many journeys to local amenities – whether schools, shops, sports and leisure facilities or health centres – involve negotiating some part of the major road framework: Putney High Street, Putney Hill, Upper Richmond Road, Lower Richmond Road and Putney Bridge Road.

Environmental conditions

The high traffic volumes and high numbers of large diesel vehicles has serious implications for air quality and for health. Putney High Street has some of the highest concentrations of NO2 in the whole of London. Annual mean concentrations of NO2 for 2017 have been recorded as 76 µg/m^{-3} and at the same recording station annual mean concentrations of PM10 were recorded at 21µg/m^{-3} . These figures compare with the EU annual mean air quality objectives for each pollutant of 40µg/m^{-3}. The recent figures represent a significant improvement in recent years and indicates progress towards the Council's targets for 2023 of 30µg/m^{-3} for NO^2 and 20µg/m^{-3} for PM10. Research from Public Health England (2015) has shown, across the borough of Wandsworth, a 5.7% annual mortality rate attributed to particulate air pollution.

Research and modelling has been carried out in order to ensure that interventions will be effective in improving air quality.

It has been observed that people do not dwell on Putney High Street. Traffic noise, and a lack of street trees or other planting, attractive seating or public art contribute to making this an area which people simply travel through to reach their destination

Potential Scope

The study area is approximately 1km across. It is designed to provide an area-wide approach without diluting the impact of the measures. The proposals complement the following projects:

- Thames Tideway Tunnel legacy works on The Embankment (estimated completion 2021)
- Transport for London public realm improvements on Upper Richmond Road between Putney High Street and East Putney tube station
- Potential creation of alternative entrance to Putney Station from Oxford Road
- Strategic cycle routes from Mortlake to Clapham and from Pimlico to Putney

In addition to the Behaviour Change initiatives included in this bid (and outlined at section 5) the Council will continue to provide across the borough:

- free cycle training for anyone who lives, works or studies in the borough
- support for community roadwatch events
- support for police bike security marking events
- support for schools to develop and implement school travel plans
- Dr bike maintenance checks at schools and public events

The measures are highlighted on the plan at Appendix 2 and summarised below under the headings of Making Connections, Supporting Active Travel and Public Transport, and Environmental Improvements. Further details provided in relation to the locations covered by the site audits at Appendix 3. They are complemented by the Behaviour Change measures outlined at Section 5 below. (These categories are, however, inter-related and several measures could fit in more than one category).

Making Connections	
Thames Path Connection through Putney Bridge	This will create a permanent asset for Putney locals, wider London residents and visitors that use and enjoy the Thames Path. It would remove one of the only signalised crossings on the Thames Path west of Nine Elms by punching a tunnel through Putney Bridge to connect the Thames Path.
Area-wide Intelligent Traffic Management schemes to reduce impact of traffic	Investigate camera-controlled enforcement of vehicle movement restrictions, with targeted times and types of vehicle to be determined (including an investigation of school streets) to reduce volumes of the most damaging vehicle traffic at key times. This is likely to have a wider impact than the streets for which a Healthy Streets Check has been submitted.
Speed reduction	Lower traffic speeds also reduce the severance effect of vehicle traffic, making it easier and more attractive for people to reach local destinations (and public transport) on foot or by bikes. A 20mph speed limit applies on all roads in the borough other than the TLRN and strategic routes. Introducing a 20mph speed limit on the High Street would present the opportunity to review and reduce signage and clutter from the town centre and create consistency within the town centre. This has strong support from all stakeholders and we would also review the remaining borough roads in the area with 30mph speed limits (Lower Richmond Road, Putney Bridge Road) and liaise with TfL regarding the Upper Richmond Road.
Junction improvements at Lower Richmond Road/ Putney High Street; Putney Bridge Road/Putney High Street; Putney High St/Lacy Rd and Upper Richmond Road/Putney High Street	Work with TfL to use optimising signal technology and redesign junctions to allow improved (single stage where possible) pedestrian crossings and make better provision for cyclists.

Improve pedestrian access across Putney Hill	Review junction of Putney Hill with St John's Avenue with a view to reducing severance caused to pedestrians and cyclists by the existing central reservation and barrier. This measure would be supported by a reduced speed limit.
Improve cyclist permeability	Introduce cycle contraflow along Felsham Road and Montserrat Road, with further consideration of Norroy Road and Disraeli Road and review prohibition of cycling at Quill Lane
Improve pedestrian and cyclist access to East Putney tube station	Permit cycling on Woodlands Way and improve footpath between Lytton Grove and Keswick Rd.
Improve wayfinding	Remove any gaps in the existing Legible London scheme at key decision-making points in the area. In locations where map-based signs may not be appropriate ensure consistent finger posts are clear. Ensure clear signage to Putney Pier and lesser-known connections such as the footbridge to Keswick Road and Fulham footbridge from Deodar Road.
Supporting Active Travel	
Footway widening	Inconsistent widths along Putney High Street allow for the widening of the footway at certain locations. An average footway widening of approximately 2 metres is achievable. Although this would remove space that may otherwise enable cyclists to overtake slower moving vehicles in congested conditions, it will remove ambiguity in cyclist movement and is expected to improve cyclist safety. Narrow footways are also experienced on Lacy Road near the junction with Charlwood Road. In conjunction with school street traffic restriction, investigate potential for footway widening or shared space. Redesign of the junction of Charlwood Road and Chelverton Road to reallocate space from vehicles to pedestrians.
Side road treatments	Enhanced treatment of side roads (Disraeli Rd, Werter Rd, Felsham Rd) on approx. 20m approach to junction with Putney High Street to incorporate Copenhagen crossing and improved public realm including

	cycle parking and landscaping. Remaining side roads (other than Chelverton Rd and Lacy Rd) to have Copenhagen crossings.
Review and removal of guardrail	Subject to safety audits, remove guardrails on Putney High Street (near junctions with Lower Richmond Road, Putney Bridge Road and Lacy Road) , on Putney Bridge Road near Oxford Road and redundant sections on Charlwood Road. Any removal of guardrail near schools will be discussed with the schools beforehand.
Improved footway surfaces	Audits reveal some uneven paving and ironworks which will be addressed in conjunction with footway widening. Incidents of substandard surfaces will also be addressed across the study area.
Places to sit at frequent intervals	Seating and drinking fountains will be included in the design of parklets and landscaping on Oxford Road, Montserrat Road, and near the side road junctions with Putney High Street and further west along Lacy Road and Felsham Road and, subject to junction improvements, at the junction of Charlwood Road and Chelverton Road.
Increase and improve public cycle parking	Provide high quality, high density cycle parking to maximise capacity at key locations (e.g. near the station) and away from the High Street, provide occasional Sheffield stands or cycle hoops (attached to existing posts) at frequent intervals for visitor convenience. Include stands that are suitable for cargo bike parking. Install Brompton dock at or near the station to enable hire of folding bikes. Identify suitable locations for dockless bikeshare designated parking locations. Trial car parking bay suspension for temporary placement of bike port in order to assess demand.
Residential cycle parking	Subject to demand, provide off carriageway secure cycle parking (e.g. bike hangars) on residential estates (e.g. The Platt Estate and The Kersfield Estate).
New/improved cycle lanes	Investigate provision for cyclists along Lower Richmond Road (to junction with Queen's Ride) and Putney Bridge Road, to connect with CycleSuperhighway 8. Upgrade existing cycle lanes on Putney Hill.
School streets	Use intelligent traffic management to restrict vehicle access at school start and finish times on relevant sections of Charlwood Road, Felsham Road, Skelgill Road and Carlton Drive
Environmental improvements	

Planting, parklets, landscaping	Depending on available space at the different proposed locations (indicated on the plan), parklets and landscaping will include attractive and resilient planting, seating, drinking fountains and interactive features for children.
Green walls and architectural lighting	Subject to agreement with third party owners, potential locations have been identified for architectural lighting to provide a gateway to the town centre and points of interest: • Upper Richmond Road (above The Railway pub) • Corner of Putney High Street and Norroy Road (above Cashino and above Images Nails and Beauty) • 122 Putney High Street (above The Spotted Horse) • Corner of Putney High Street and Werter Road (above WHSmith) • Putney Exchange (corner of Lacy Road) • St Mary's Church Tower • 14 – 16 Putney High Street (above Wahoo) And the following potential locations for green walls (or architectural lighting) • Corner of Putney High Street and Montserrat Rd (above MK) • Corner of Putney High Street/Felsham Road (above Wagamama) • Odeon Cinema
Increase provision of electric vehicle charging points	Putney would have the highest concentration of electric vehicle charge points in London, with both Source London points and wholesale adaptation of lampposts.
Support low emission bus zone	Reduce traffic volumes and pinch-points and improve conditions at bus stops to improve performance of the low emission bus fleet.

Context

(a) Alignment to Mayor's Transport Strategy Priorities and Outcomes

Mayor's Transport Strategy Outcomes	How the proposal supports this outcome	Scale of impact

London's streets will be healthy and more Londoners will travel actively	The improvements will result in an improved score on Healthy Streets indicators and, together with behaviour change initiatives, will support more active travel	M
London's streets will be safe and secure	Speed reduction (20 mph), junction improvements, improved pedestrian crossings and traffic management measures should all contribute to a reduction in the number and severity of collisions	M
London's streets will be used more efficiently and have less traffic	Optimising signal timings will help to reduce congestion, as will the realisation of the many potential trips that could be walked or cycled.	H
London's streets will be clean and green	Prioritising active travel and public transport with a view to reducing congestion on the high street will improve air quality. This will also be supported by review of signal timings to improve traffic flow and streetscene improvements such as parklets and green walls. The continuing programme of provision of Electric Vehicle Charging Points will support residents in choosing less polluting vehicles.	H
The public transport network will meet the needs of a growing London	The proposals in this bid will complement improvements to the public transport network, such as zero emission buses and the separate proposal to open a second entrance to Putney Station.	M
Journeys by public transport will be pleasant, fast and reliable	Realising the potential for walking and cycling of local journeys and optimising signal timings will help reduce the delays currently experienced by buses on Putney High Street.	M
Public transport will be safe, affordable and accessible to all	Improvements in the environment for walking and cycling will improve access to public transport.	L
Active, efficient and sustainable travel will be the best option in new developments	It is established Council policy to ensure that new developments encourage active and sustainable travel by conditions attached to planning permission, by s.106 agreements through use of CIL contributions. See 56 – 70 Putney High Street 2014/7344 by way of example. The improvements to Putney Town Centre and Behaviour Change measures will complement this.	L

Transport investment will unlock the delivery of new homes and jobs	The proposals aim to make it more attractive to access Putney town centre by active travel and public transport and to create improved public realm. The improved environment will support businesses and employment in the local area.	M

(b) Alignment to other Mayoral Strategies

The project will also support the objectives of

- The Mayor's Health Inequalities Strategy, with particular reference to Healthy Places and the focus on air quality and also to the physical activity elements of Healthy Living.
- London Environment Strategy with reference to air quality. Supporting active travel choices will also contribute to the vision of becoming a zero carbon city by 2050 and parklets will be designed with drought tolerant plants and sustainable drainage in mind

(c) Alignment to Borough Strategies and Policies

The Council's Local Plan, Core Strategy policy PL3 identifies the commitment to improved access to stations, quality cycling conditions, improved conditions for walking, managing freight and use of the river, all of which are progressed by these proposals for Putney.

The Council's third Local Implementation Plan (currently in draft form) is delivers against the objectives and outcomes of the Mayor's Transport Strategy and is consistent with these proposals.

The Council's Air Quality Action Plan identifies Putney as a focus for improvement and seeks to increase walking and cycling and is also consistent with these proposals.

The Active Wandsworth Strategy identifies an increase in active travel as one of its outcomes and includes reference to the importance of access to paths along the river.

The Wandsworth Health and Wellbeing Strategy (Wandsworth Health and Wellbeing Board) targets different areas of the borough (Roehampton and Winstanley) but the measures are consistent with this bid, recognising the importance of active travel and of designing the environment to support more walking and cycling.

Constraints and Dependencies

A summary of the constraints and dependencies is set out below:

Thames Tideway Works	The timings of the works and how the proposed interventions can tie in with these works
Third party land	The delivery of the Thames Path link requires the use of third party land, which will need to be negotiated
Engineering feasibility	Thames Path link is challenging to construct and design from an engineering perspective
Developments in the area and timing of them	Some interventions are to be funded by s106 contributions proposed by developments of sites in the town centre. The timing of these developments will impact on the timing of the intervention implementation.
Buy-in from TfL, businesses and local stakeholders	The interventions will require input and consultation with TfL, businesses and local stakeholders. Significant stakeholder engagement has occurred already as a part of the development of interventions, with the support of the local businesses through the Positively Putney BID.
Space on the High Street	A cycle lane on Putney High Street could only be provided at the expense of pedestrian space and a coherent street design. Therefore, the strategy is to make the town centre more conducive to cycling through speed reduction, better and more cycle parking, and improved connectivity to the town centre from the hinterland

Economic Case

Implementing these proposed schemes allows for the improvement of the town centre to tie in with:

- Developer works on corner of Putney Bridge Road and Putney High Street and at 56 – 70 Putney High Street
- Thames Tideway Tunnel works
- TfL streetscene scheme for Upper Richmond Road and East Putney Station
- Potential alternative access to Putney Station

The above provides the best public value solution due to the economies achievable to tie in with the schemes. The interventions are comprised of known measures that work, which will reallocate space from private vehicles to other users, improve walking facilities, improve cycling facilities, improve accessibility to public transport and improve safety. The interventions will make the streets in the study area more enjoyable places to be.

Explanation of Costs:

Table 3 Costs

Financial Impact (Outturn £k)	**2018/19**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**Future years**	**TOTAL**
Project Management & fees		40	40	40	10		**130**
Feasibility Design		100					**100**
Concept Design		200	100				**300**
Detailed Design		150	250				**400**
Subtotal – Design & Fees		490	390	40	10		930
Construction		300	1,500	1,000			**2,800**
Other: - Utility Costs		70	250	100			**420**
Other– 3rd party e.g. Traffic signals,			250	250			**500**
Other - e.g. Traffic Orders, CPO	-	-	-	-	-		
Behaviour change Initiatives		25	100	100			225
Subtotal – Implementation		395	2100	1450			3945

Monitoring – data collection 'before data'		10				10	
Monitoring – data collection 'after' data Year 1					20		20
Monitoring – data collection 'after' data Year 2						20	20
Monitoring – data collection 'after' data Year 3						20	20
Sub Total – Monitoring							70
Estimated Base cost		**885**	**2,490**	**1,490**	**30**	**50**	**4,945**
Contingency		50	100	77			227
Estimated Final Cost	**-**	**935**	**2590**	**1567**	**30**	**50**	**5,162**

Risk

Table 4

Risk	**Likelihood**	**Impact**
Unforeseen engineering difficulties relating to the creation of the new pedestrian and cycle route through Putney Bridge	M	M
Not receiving necessary permissions, approvals and consents	M	H
Lack of buy in from TfL, businesses and local stakeholders	L	H

Insufficient ongoing commitment to behaviour change initiatives from local businesses, schools and residents	L	H
Not receiving Liveable Neighbourhoods funding	M	H
Developer works on Putney High Street/Putney Bridge Road not proceeding	L	M
Interventions not adhering to safety studies and reviews	L	H

Commercial Case

Wandsworth Council could follow standard open competitive tender procedures for design and implementation works to ensure the most economically advantageous tender is awarded. Wandsworth has a Direct Labour Organisation , retained contractors and a panel of consulting contractors who can be called upon, thus avoiding the need for full, lengthy procurement processes, subject to EU Directives.

Financial Case

Table 5

Funding Source (Outturn £k)	**Spend to date**	**2019/20**	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**TOTAL**	**STATUS**
BID		20	20	20				unconfirmed
s106			110					unconfirmed
Subtotal – External Funding		**20**	**130**	**20**				
TfL Liveable Neighbourhoods	-	775	2110	1197	-			
Subtotal – TfL Funding		775	2110	1197				

NCIL			250	250				
LIP		140	100	100				
Subtotal – Council Funding		140	350	350				
Total Funding		**935**	**2590**	**1567**	**30**	**50**	**5162**	

Management Case

Table 6

Milestone	**Start date**	**End date**	**Duration (months)**	**Comments where applicable**
Feasibility Design	April 2019	March 2020	12	Feasibility work has already started for some elements of the programme
Concept Design	April 2019	September 2020	18	Elements will be designed and constructed in stages, not simultaneously, resulting in an elongated design period
Detailed Design	July 2019	January 2021	17	Elements will be designed and constructed in stages, not simultaneously, resulting in an elongated design period
Implementation/ Construction	January 2020	March 2022	26	Elements will be designed and constructed in stages, not simultaneously, resulting in an elongated construction period

Project Completion	March 2020	March 2022	24	
Post Implementation Monitoring	April 2021	March 2025	36	Three years post monitoring plus one additional year to study impact of initial phases

Measures of Success / Benefit Realisation

Table 7

Liveable Neighbourhood Objective	Measure of Success	Measure / Baseline / Expected Value
Encourage more people to walk, cycle and use public transport	Increased accreditation of school travel plans. Engagement with public in behaviour change activities.	School travel plan accreditation currently 2 gold, 2 silver, 2 bronze. All schools to have gold or silver accreditation. All residents receive newsletters on improved local travel options and details of how to take part in behaviour change initiatives.
Increase the number of trips made by walking, cycling and public transport	School hands up survey results Increased use of Santander cycles Maintain high bus patronage	Baseline school survey to be carried out March 2019 Santander membership in study area to increase by 10% Hires and docks in study area to increase by more than the boroughwide increase Bus loading data
Reduce barriers to walking, cycling and public transport	Higher pedestrian counts More cycle parking at stations Accessible bus stops Off carriageway residential cycle parking Increased cycle counts especially on the Embankment and on cycle contraflows	Footfall increase of 10% Cycle parking to increase 25% near stations All bus stops to be fully accessible Number of cycle parking spaces provided Cycle count increase by 10%

Reduce road danger, fear of road danger	Reduce pedestrian and cyclist casualties	Average annual pedestrian casualties on Putney High Street reduce from 11 to 5 by 2023 Average annual cyclist casualties to reduce from 12 to 6 by 2023
Reduce motor traffic dominance and increase active use of streets and public spaces	Traffic counts to monitor effective use of traffic management measures Delivery of school streets providing opportunity to play Occasional road closures for special events	Reduce through traffic flows Reduce traffic outside schools Attendance at special events
Reduce pollution to create more attractive neighbourhoods	Traffic management measures to reduce non ULEZ-compliant traffic	Annual mean concentrations of NO_2 and PM10 reduced to 30 µg/m³ and 20µg/m³ respectively by 2023
Improve quality and resilience of public realm	Completion of new route through bridge	Pedestrian and cycle counts on new route

Engagement

A range of workshops and consultation meetings were carried out in May - October 2017 in connection with the initial development of the proposals. Participants included AECOM, Council officers, Councillors, Putney BID manager and board and town centre ambassadors, TfL T&PH, developers and representatives from The Putney Society and Wandsworth Living Streets.

Five of the seven schools in the study area are already engaged with the Council and TfL's STARS programme and several of the proposals in this bid address issues raised in their school travel plans.

Further in-depth consultation will be carried out with:

- St Mary's Church
- Positively Putney BID and individual businesses
- Schools (Our Lady of Victories, Hotham, St Mary's CE, Hurlingham, Brandlehow, Merlin, Putney High School)
- Residents

- Interest groups including The Putney Society, Wandsworth Living Streets and Wandsworth Cycling Campaign
- London Borough of Hammersmith and Fulham
- Transport for London
- Sustrans

Officers met with TfL to discuss the most recent version of these proposals on 28 October 2018

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Other Information

Table 8

Any other initiatives TfL, GLA, or other that are likely to be active in the area of the project:	Transport for London streetscene works on Upper Richmond Road between Putney High Street and East Putney tube. Thames Tideway Tunnel construction Potential alternative entrance to Putney Station from Oxford Road Sustrans review of the National Cycle Network route 4
Is the project on or does it affect the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN)?	Yes
Does the project impact TfL services, infrastructure or assets:	**Yes. The project envisages a review of traffic signals, further use of optimisation technology and investigations into the re-design of key signal junctions.**
Identify any 3rd party statutory approvals are required	**Listed building consent will be required for any work to the Grade II* listed structure of Putney Bridge.**

2. Road Danger Reduction Statement

Project name: Putney Liveable Neighbourhood

Collision data: The latest 36 months data to December 2017 shows that there have been a total of 253 collisions within and on the boundary of the proposed Liveable Neighbourhood. These collisions involved the following:

Table 9

12 month period	All	KSI	Pedestrians	Pedal cycles	P2W	Right turn	Dark	Wet
2015	80	6	17	25	18	21	25	15
2016	98	6	24	27	19	23	32	20
2017	75	12	14	19	23	16	17	10
Total*	253	24	55	71	60	60	74	45

* Note: There will be double counting of collisions if for instance a pedestrian was involved in a collision with a pedal cyclist.

In the 3-year period from 2015 – 2017, there have been a total of 253 reported collisions in the study area. These collisions have been plotted on the map at below. Please note that the map, sourced from TfL, shows data from October 2014 – October 2017) The total number of collisions decreased to 75 (down from 98) in 2017, but of those, the number classified as KSI doubled to 12 (up from 6).

There had been no fatalities in the 3-year period. However, on 7 November 2018 at 0942, a pedestrian was killed when crossing Werter Road. He crossed in front of a stationary lorry as it started to move.

All but one of the KSI collisions in 2017 involved vulnerable road users: pedestrians, cyclists and motorcyclists.

The collisions occurred at a range of locations in the study area. Only 2 of the 25 KSI collisions in the 3-year period have occurred away from the major roads (Lower Richmond Road, Putney Bridge Road, Putney High Street, Upper Richmond Road, Putney Hill). One involved a

motorist overtaking too close, resulting in the rider losing control. We do not have further details of the other collision (involving a pedestrian) on Lacy Road.

2 of the (6) pedestrian KSI collisions have occurred at the junctions with Putney High Street with Lower Richmond Road and Putney Bridge Road.

19 of the (30) slight pedestrian collisions have occurred on Putney High Street

The review and redesign of the major junctions in the study area will be undertaken with a view to improving safety as well as priority for pedestrians and cyclists.

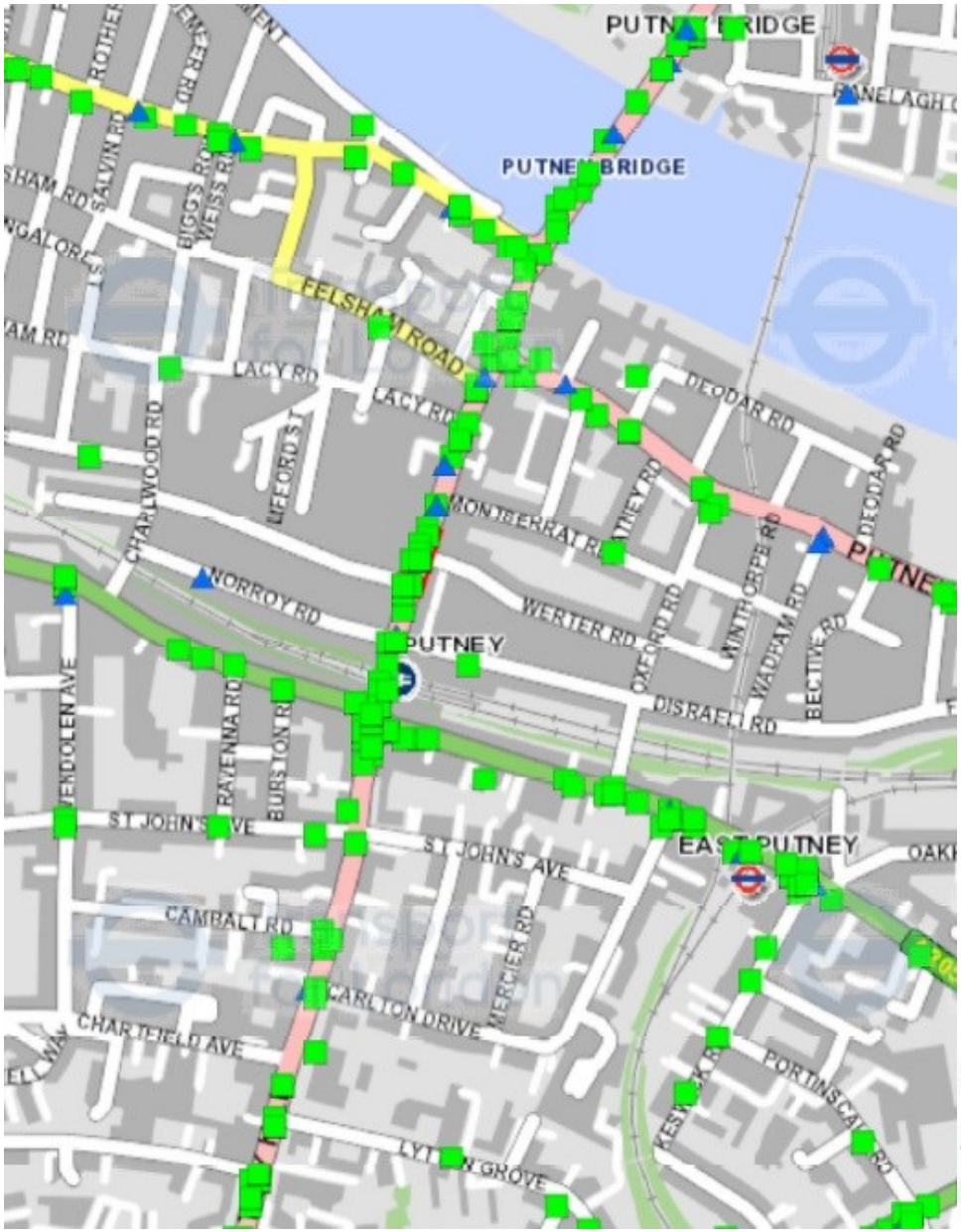
The creation of a new pedestrian and cyclist route through Putney Bridge will remove some of those travelling east-west from traffic danger.

Area wide traffic management scheme will be designed to reduce volumes and speeds of traffic, making a safer environment.

Narrowing the carriageway of Putney High Street will make it easier and safer for pedestrians to cross and will address the recurrent theme of pedestrians being obscured by stationary vehicles. It will also encourage cyclists to take the primary riding position and reduce the unpredictability of cyclist movements, improving their safety.

Improvements at side roads at the junction with Putney High Street will make it easier and safer for pedestrians to cross as well as improving the streetscene.

The measures will be complemented by ongoing road safety education and training.



Collision Plot

taken from TfL data October 2014 - 2017

3. Crime and Security Statement

Project name: Putney Liveable Neighbourhood

Crime and Security Statement

Designs will be consistent with crime reduction philosophies. The proposals aim to reduce crime in the area through the implementation of CTED principles. Such environmental design will include the improvement in natural surveillance in the area by increasing pedestrian and cyclist activity. The addition of architectural lighting where possible will brighten some of the darker spaces in the town centre adding to visibility and safety. This should be designed to complement existing and future street lighting to ensure that lighting is evenly distributed around the town centre and avoiding dark patches. The design and implementation of cycle parking should ensure that cycle parking areas are naturally visible and well-lit at night.

4.Freight reduction proposals

The major freight routes across the study area are the east-west route along the South Circular at the Upper Richmond Road and the north-south route following Putney Hill and Putney High Street to Putney Bridge. These proposals focus on Putney High Street together with provision to prevent unwanted displacement.

Daily freight vehicle movements on Putney High Street reach around 2,000 in each direction.

Freight vehicles make up 19% of vehicles on the High Street, but of those only 15% service the High Street. By contrast, on minor roads such as Disraeli Rd, Werter Road and Montserrat Road, the proportion of freight vehicles is 2% or less.

Monitoring of vehicles entering and leaving the High Street show the following proportions of HGV and LGV continuing straight through the area:

	am Northbound	pm Northbound
HGV	94%	100%
LGV	85%	90%
	am Southbound	pm Southbound
HGV	87%	67%
LGV	88%	94%

Peak freight movements occur between 10-12 in the morning and at 3pm when there are more than 350 freight vehicle movements per hour (combined north-south).

Businesses in the BID have been consulted regarding the potential to reduce the number of freight vehicles serving the town centre. Whilst there could be some scope to achieve efficiencies through a consolidation centre, the level of interest from businesses is limited at this stage and it would require significant investment.

Only 11% of the surveyed businesses make local deliveries and as yet, none were interested in doing so by bike or by electric vehicle. Waste collection was identified as another area where efficiencies could be made, with more than 10 different companies collecting waste from the businesses surveyed. The BID has recently appointed a preferred supplier for trade waste collection but this will only start to make an impact once existing contracts come to an end.

Deliveries in the High Street are only permitted between the hours of 7pm and 7am and this restriction is enforced by penalty charge notice. Some businesses have had to adjust their delivery schedules. Consideration has been given to providing exceptions to the loading restrictions but given that loading or unloading on the High Street even for a short period is likely to cause congestion and adversely impact air quality, it has been decided not to make any exceptions.

Given the high proportion of freight vehicles passing through without serving the area, it is proposed to restrict access using traffic management technology and camera enforcement. Further investigation will be carried out in order to determine the appropriate operational requirements. One approach would be to target only the most polluting freight vehicles. The introduction of any such scheme would be designed so as to prevent the displacement of vehicles onto neighbouring streets.

From October 2021 the Ultra Low Emission Zone will be extended to the South Circular. Many current delivery vehicles will not be permitted to travel to the north of the Upper Richmond Road. There is a concern that the 'boundary effect' could lead to more freight vehicles using the Upper Richmond Road and routes to the south and the Council proposes to trial additional restrictions to protect the neighbourhoods at the boundary of the ULEZ zone.

5.Behaviour Change

BikeIT	Sustrans BikeIt Officer (half post) to support Putney schools
School Travel Plans	Top up support to supplement the Council's existing programme
Cargo bike zone	Cargo bike hire and/or try before you buy scheme and cycle parking facilities to support the use of cargo bikes
Walking promotion app	Procure app based scheme to reward active travel and promote through schools and wider communications
Delivery lockers	Support the installation of delivery lockers at stations and other key locations to reduce last mile delivery impact of online shopping
Air quality education and awareness	Through public events and school activities as well as app based tools, raise awareness of individual steps to reduce exposure to air pollution
Santander Cycle Hire (and potential dockless bikeshare schemes)	Promotion of individual membership and business accounts as well as pay as you go, potentially as a prize or reward in connection with other behaviour change initiatives
Road closure for occasional events	Events to promote active, sustainable travel and support local businesses as well as assessing potential for assessing more regular restrictions of vehicle traffic