

**Report to:** Councillor Florian Chevoppe-Verdier, Cabinet Member for Public Realm

**Date:** 27/08/2025

**Subject:** Wandsworth Bridge Road transformation statutory objections decision report

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## SUMMARY

This report addresses objections received in response to the **Section 23 notice** concerning proposed pedestrian crossings and the **Traffic Order notice** related to parking and loading bay changes on adjoining side streets as part of the Wandsworth Bridge Road transformation programme.

The Council has successfully delivered permanent Clean Air Neighbourhoods in South Fulham and initiated targeted public realm improvements along Wandsworth Bridge Road, helping to reimagine the traffic-heavy corridor as a vibrant, people-focused high street that supports local businesses, encourages active travel, and enhances community life. These initiatives were developed over the last five years in close collaboration with local resident groups, ensuring community-led input supported by technical expertise and robust project management.

As part of the ongoing transformation, the Council is delivering public realm enhancements along Wandsworth Bridge Road and its adjoining side streets. These improvements are expected to bring a wide range of placemaking benefits for both residents and local businesses.

A key focus of the project is safety, particularly at junctions and crossings, where targeted upgrades will significantly enhance conditions for pedestrians and cyclists by improving visibility, calming traffic, and making journeys more secure and accessible. The short term and longer term plans aim to reduce the dominance of motor vehicles, creating a safer, more pleasant and accessible environment for walking and cycling. These changes will also contribute to cleaner air and help cultivate vibrant local shopping areas that invite footfall, foster community spirit and support long-term economic resilience.

We sincerely thank all residents who took part in the consultation and shared their valuable feedback. It plays a vital role in shaping improvements that reflect the community's needs and aspirations.

## RECOMMENDATIONS

Following a comprehensive review of the statutory consultation responses and technical assessments, the following recommendations are proposed to support the continued delivery of the Wandsworth Bridge Road transformation programme:

### **1. Proceed with the Scheme as advertised, with targeted adjustments, for the following reasons:**

The Council has undertaken extensive engagement throughout the development of this programme over the last five years as well as the recent consultation which included distributing letters to 6,761 homes and 282 businesses as well as the statutory Section 23 and Traffic Order notices.

Two hundred and fourteen objections were submitted using identical or near identical wording from a templated response. These do not introduce new or previously unconsidered concerns. These objections reflect coordinated input from a particular group and should not delay the implementation of a scheme that has been shaped by broad-based community input and technical review.

A total of 57 specific objections were received, primarily focused on concerns related to parking availability, the placement and impact of micromobility bays, access issues for residents and broader local impacts of the proposed scheme. These objections were reviewed in detail during the design revision process. In response to this feedback, the Council has made targeted adjustments to the scheme:

- Loading bays will no longer be proposed at this time in Studdridge Street and Beltran Road reflecting concerns about location, parking stress and residential access.
- Micromobility bays will no longer be proposed at this time in Studdridge Street, Clancarty Road and Ashcombe Street, in response to concerns about placement, visual clutter and demand justification.

Decisions about these interventions will be deferred to a later phase of works and reviewed again based on need.

These changes demonstrate the Council's commitment to listening to community feedback and refining the scheme accordingly.

It should be noted that four responses specifically referenced the Section 23 notice, raising concerns about the design of raised zebra crossings, including the absence of central islands and the width of the carriageway. These concerns are valid and were considered during the design phase and in response it is confirmed that:

- All crossings will be raised to footway level to improve visibility and reduce vehicle speeds.
- Footway extensions at crossing points will enhance sight lines and ensure clear visibility for both drivers and pedestrians.
- These design features align with best practice in pedestrian safety and urban placemaking and are intended to create a safer, more accessible environment for all users.

Raising crossings to footway level will not just improve safety, it will also greatly improve accessibility for wheelchair users, parents with buggies, and others with reduced mobility, making everyday journeys safer and smoother.

The Council remains committed to delivering a people first high street that prioritises pedestrian safety, supports local businesses and fosters vibrant neighbourhood spaces. This programme will serve as a model for community-led placemaking that balances traffic needs with long term sustainability and quality of life.

## **2. Maintain Community Liaison**

Ongoing communication with residents and local businesses remains essential:

- Continue engagement with local residents, business associations and groups to ensure transparency and responsiveness.
- Provide regular updates on programme milestones and traffic management.

## **3. Embed Post Installation Monitoring**

To ensure accountability and continuous improvement we will:

- Conduct formal reviews for six months and 12 months post implementation, focusing on traffic speeds, crossing usage, parking patterns and business feedback.
- Publish key performance metrics to demonstrate progress in safety, accessibility and economic vitality.

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**Wards Affected: Parsons Green & Sanford, Palace & Hurlingham, Sands End.**

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## **1. Background**

The transformation of Wandsworth Bridge Road forms part of the wider Clean Air Neighbourhood (CLEAN) initiative and reflects the outcome of public engagement

and consultation exercise undertaken by the Council. The programme has been developed through five years of consultation and engagement with the local community.

The proposed measures are designed to:

- Enhance pedestrian and road safety
- Reduce congestion and manage vehicle speeds
- Create a more inclusive and inviting public realm that supports local commerce

These improvements align with the Council's long-term strategy following the implementation of CLEAN projects and represent a continued commitment to sustainable, community-led urban design.

The scheme includes a combination of placemaking interventions and traffic management measures intended to improve the experience for all road users particularly pedestrians and cyclists, while supporting local businesses through better access and loading provision. The design also incorporates raised crossings, improved lighting and dedicated micromobility infrastructure to improve road safety, encourage active travel, keep pavements accessible, and reduce reliance on private vehicles.

To progress delivery, the Council initiated statutory consultation processes for both the main corridor and adjacent streets:

On 16 July 2025, the Council published a notice of processing "Traffic Order Notice" for the side streets, proposing the installation of:

- Micromobility bays to declutter pavements
- Shopper bays to support businesses
- Loading bays to support local businesses with goods deliveries

This notice was:

- Advertised in both the West London Gazette (local newspaper) and the London Gazette.
- Additionally, the notice was circulated via email to key stakeholders, including emergency services.

The consultation period was 21 days, closing on 6 August 2025.

On 18 July 2025, the Council's Traffic Orders Team published a Section 23 Notice proposing the installation of raised zebra crossings on Wandsworth Bridge Road, under Section 23 of the Road Traffic Regulation Act 1984 (as amended).

As required, this notice was:

- Displayed on lamp columns.
- Distributed via email to emergency services.

The consultation period was 28 days, closing on 14 August 2025.

These statutory notices represent the culmination of years of collaborative planning and community engagement, aimed at delivering a safer, greener and more accessible public realm for South Fulham.

Furthermore, a letter from the Cabinet Member for the Public Realm was distributed to 6,761 homes and 282 businesses, detailing the proposed works, as well as the statutory Section 23 and Traffic Order notices.

## 2. Feedback Summary

### Overview of Responses

- A total of **290** responses were received across both statutory notices. These included a mix of objections, general feedback and supportive comments.
- 214 responses are classified as **General Complaints**, all of which used identical or near identical wording. These were based on a template shared by the Leader of the Opposition. These objections primarily raised concerns regarding:
  1. Lack of consultation
  2. Parking Traffic Regulation Orders
  3. Placement of micromobility bays
  4. Access issues for residents and businesses
  5. General impact on the local area

These template responses reflect coordinated opposition of the scheme, but do not introduce new or unique concerns beyond those already considered during earlier engagement phases.

- Four responses specifically referenced the Section 23 Notice, focusing on concerns about raised zebra crossings and pedestrian safety.
- 57 specific objections were received, mainly concerning parking, micromobility bays, access and local impact.
- A further four responses referencing Section 23 Notice expressed support for specific elements of the scheme, including:
  1. Support for raised crossings and micromobility bays

2. Suggestions for weight restrictions to deter large lorries
  3. Neutral views on parklets, with recognition of their potential business value
- Eight responses expressed general support for the scheme without referencing the Section 23 Notice, highlighting benefits such as:
    4. Improved streetscape for residents
    5. Traffic calming measures
    6. Greening and regeneration initiatives in South Fulham
  - A further three responses included enquiries requesting plans for loading and cycling bays and a suggestion for a yellow box junction.

### **Key Themes in Objections**

All objections were reviewed in consultation with senior management and project engineers. The majority were found to be based on recurring themes, including:

- Lack of proper consultation or public engagement
- Concerns over access and parking
- Perceived negative impact on local businesses
- Safety concerns related to new infrastructure

While these concerns are noted, they largely reflect issues that have already been addressed through the extensive engagement process and design revisions. Officers have considered all feedback received and this report outlines the nature of the objections and support, along with recommendations for next steps.

### **3. Consultation and Engagement**

The assertion that the Council has not properly consulted residents and businesses is incorrect. The development of the Clean Air Neighbourhood and the redesign of Wandsworth Bridge Road are the result of the largest public engagement and consultation exercise this Council has ever undertaken.

- Hundreds of hours in meetings and working groups with residents and businesses over five years
- Three detailed newsletters sent to 15,000 homes
- The presentation boards at the last two Spring Fayres, which have been viewed and commented on by hundreds of people
- Two Cabinet debates in December 2021 and March 2024, plus resident surveys in 2023/2024 showing strong support

- Repeated invitations from local residents to their local councillors to attend meetings with Council officers went unanswered.

We have followed the full statutory notification process to implement these changes and the views contained in email responses as part of the traffic orders formal consultation process.

Furthermore, in excess of the statutory requirement, letters were distributed to 6,761 homes and 282 businesses detailing the proposed works.

#### **4. Equality Implications**

The Council has assessed its Traffic Regulation Order proposals under section 149 of the Equality Act 2010, which requires it to

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the 2010 Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

#### **Scope and Screening**

The Council nonetheless screened its proposals for equality implications and commissioned a Road Safety Audit to ensure all user needs were considered.

#### **Key Findings**

- No adverse impacts on any specific protected group have been identified.
- The raised pedestrian crossings will improve physical accessibility for wheelchair users, people with limited mobility, parents with pushchairs and older people.
- Tactile paving at each crossing point will assist visually impaired pedestrians.
- The built-in traffic-calming effects of raised tables will slow vehicles and reduce collision risk, benefiting all vulnerable road users.
- Safer, level crossings support independent travel, social inclusion and participation in community life.

The screening confirms that the proposed raised pedestrian crossings align with the Council's public sector equality duty. They remove barriers, enhance road safety and foster inclusive access without creating new disadvantages.

## 5. Summary Table

Category	Number of complain	Summary of Objections	Status	Decision and Reasons
General Template Complaints	<b>214</b>	Request to pause the scheme, citing lack of consultation, safety concern and traffic impact.	Rejected	These template responses reflect coordinated opposition of the scheme, but do not introduce new or unique concerns beyond those already considered during earlier engagement phases. The scheme was shaped through extensive public engagement including statutory consultation, working groups and public sessions.
Specific objections – Loading bays	<b>18</b>	Concerns about location, impact on parking and disruption to residential access.	Accepted (for locations set out under decisions and reasons)	<p>In response to the feedback, the Council has made targeted adjustments to the scheme. Loading bays will no longer be proposed at this time in Studdridge Street, Beltran Road. Decisions about these interventions will be deferred to a later phase of works and reviewed again based on need.</p> <p>The rest of the loading bays will proceed as planned to support local businesses and reduce double parking.</p>
Specific objections – Micromobility bays	<b>14</b>	Objections to placement, visual clutter and lack of demand justification.	Accepted (for locations set out under decisions and reasons)	<p>In response to the feedback, the Council has made targeted adjustments to the scheme. Micromobility bays will no longer be proposed at this time in Studdridge Street, Clancarty Road and Ashcombe Street. Decisions about these interventions will be deferred to a later phase of works and reviewed again based on need.</p> <p>The rest of the micromobility bays will proceed to support low-emission travel and reduce pavement clutter, especially by deterring parking on narrow footways.</p>
Specific objections – Lack of consultation	<b>15</b>	Frustration over insufficient engagement and transparency in decision-making.	Rejected	The scheme was developed through extensive engagement and consultation with residents and businesses over five years, including working groups and public sessions and in full accordance with statutory procedures.
Specific objections – General	<b>10</b>	Broad concerns including safety, noise, pollution and overall scheme impact.	Rejected	We acknowledge general concerns including safety, noise and pollution. These were considered during the design phase and addressed through targeted measures such as raised crossings, traffic calming and accessibility improvements.



S23 Notice References	4	Concerns about raised zebra crossings and pedestrian safety	Rejected	Concerns about raised crossings were considered and addressed through safety audits and design adjustments.
S23 Notice References/ Support	4	Supports zebra crossings; suggests weight restriction to prevent large lorries; neutral on parklets but sees business value. Supports micromobility bays to reduce nuisance from dockless bike parking. Supports raised crossings, kerb buildouts and cycle/loading bays; welcomes traffic calming and lorry deterrence.	Accepted	Support for zebra crossings and micromobility bays has been acknowledged and incorporated into the final design.
Support	8	Endorses traffic calming, greening, raised crossings and regeneration efforts.	Accepted	Supportive feedback has been noted and reflects community endorsement of safety, greening and accessibility improvements.
Enquiry	2	Requesting detailed plans indicating the exact location of the bays.	Accepted	These were requests for information and the relevant plans and clarifications will be issued
Suggestion	1	yellow box junction at the intersection of Carmwath Road and Wandsworth Bridge Road, where morning traffic is frequently obstructed by vehicles blocking the junction.	Accepted	Suggestions were reviewed and passed to the design team for consideration in future iterations.
<b>Total</b>	<b>290</b>			

## 6. Legal Implications

This report seeks approval to make orders under the Road Traffic Regulation Act 1984 ("the Act") to install pedestrian crossings, parking and loading bays on adjoining side streets to Wandsworth Bridge Road.

It is confirmed that the Council has followed the consultation procedures specified in the Act and The Local Authorities Traffic Orders (Procedure) (England) Regulations 1996. In addition, the Equalities Impact Assessment shows The Council's powers to make traffic orders under the Act are designed to promote road safety, the safety of pedestrians and to preserve and improve the amenity of the area. The Council must now consider the views of consultees alongside the Equalities Impact Assessment and the Road Safety Audit in deciding whether the proposed orders will promote the safety of road users and pedestrians and the amenity of the area.

## **7. Conclusion**

The Wandsworth Bridge Road transformation programme represents a significant step toward creating a safer, more accessible, and more vibrant and community focused high street. The Council has engaged extensively with residents, businesses and stakeholders throughout the development process and the scheme reflects a balanced integration of technical expertise and local input.

While objections were received in response to the Section 23 and Traffic Order notices, the overwhelming majority were very similar and reiterated concerns already addressed during earlier engagement phases. Specific objections regarding pedestrian crossings such as the absence of central islands and carriageway width have been carefully considered and resolved through design measures that prioritise visibility, safety and accessibility. Specific objections around loading and micromobility bays have been reviewed in detail and targeted adjustments, detailed above, have been made.

The scheme has undergone an independent Stage 2 Road Safety Audit, which raised no safety objections. The audit team offered constructive recommendations focused on enhancing driver awareness and informing traffic about the new layouts, suggestions which have been incorporated into the implementation strategy to further reinforce safety and clarity.

The Council remains confident that the proposed improvements will deliver substantial placemaking benefits, including enhanced pedestrian and cyclist safety, improved air quality and stronger support for local business. Through transparent communication and ongoing post-installation monitoring, the Council is committed to ensuring that Wandsworth Bridge Road evolves into a model high street, one that reflects the aspirations of its community and sets a benchmark for inclusive, people-centred urban design. This programme reaffirms the Council's dedication to sustainable urban design, inclusive public spaces, the long-term vitality of our neighbourhoods, and ensuring that improvements today continue to benefit future generations.