



PAPER NO. **25-398**

WANDSWORTH BOROUGH COUNCIL

TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE – 20TH NOVEMBER 2025

Report by the Executive Director of Growth and Place Directorate on Putney High Street update

SUMMARY

This report presents an update and assessment of the changes to the Putney Bridge, Lower Richmond Road and Putney High Street junction, and to the Putney Bridge Road and Putney High Street junction that took place in late 2024 (hereafter referred to as 'the junction' for simplicity). The changes were made following a lengthy design and modelling process and approval from Transport for London (TfL), which is responsible for all signalised junctions in London. The junction changes were the final part of a wider scheme to improve Putney High Street, which started in 2017.

Local stakeholders and local councillors wanted changes to the junction as there were many complaints about it from Putney stakeholders and residents, as it was difficult for pedestrians to cross and cyclists were unprotected from traffic. The aim of the changes was to improve the junction for pedestrians and cyclists, whilst having a relatively neutral impact on buses and a negligible impact on general traffic flows.

However, the changes to the junction have resulted in unexpected congestion, particularly on Putney Bridge Road and Lower Richmond Road. The council has been extremely concerned about this and has been working to improve the operation of the junction. This report sets out the changes that have been made to improve traffic flows and the further changes to be implemented. The council would like to thank all the residents who have taken the time to get in touch about the congestion. We apologise for the inconvenience and have listened to the feedback provided and will continue to work with TfL to improve the operation of the junction.

The council commissioned a review of the junction changes by AECOM, to understand how the new junction design is performing against the original model, and what impact it is having on pedestrians, cyclists, buses and general traffic. This found that there has been a significant increase in the volume of cyclists and pedestrians using the junction since July 2021, when the data used to model the junction changes was collected. It found that fewer pedestrians are crossing on red lights than before the changes, indicating an improvement in the safety of the junction. It also found that the signal timings implemented did not match the original proposal approved by TfL. Therefore,

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the council has worked with TfL to adjust the signal timings. This report summarises key findings of the AECOM report and the full report is attached as Appendix 1.

The report presents information on air quality in Putney, which has improved greatly in recent years. It summarises available evidence on the safety of the junction.

There are various factors influencing the traffic congestion in Putney, aside from the junction changes. These include the ongoing closure of Hammersmith Bridge, the Clean Air Neighbourhood changes north of Wandsworth Bridge, and road and street works in and outside of the borough causing traffic displacement to the Putney area. The council has reviewed in detail the data on traffic volumes on Putney Bridge and Wandsworth Bridge, and this is presented in Appendix 2. The data shows that the traffic volumes using Putney Bridge are below the levels pre the closure of Hammersmith Bridge in April 2019. Nevertheless, it of course remains the case that reopening Hammersmith Bridge would be bound to ease traffic pressures in Putney, and the council fully supports this reopening.

GLOSSARY

10/28 – Putney Bridge, Lower Richmond Road and Putney High Street junction

10/29 – Putney High Street and Putney Bridge Road junction

CIL – Community Infrastructure Levy

DFT – Department for Transport

LBH&F – London Borough of Hammersmith & Fulham

LEBZ – Low Emission Bus Zone

LRR – Lower Richmond Road

OSC – Overview and Scrutiny Committee

PAG – Putney Action Group

PB – Putney Bridge

PBR – Putney Bridge Road

TfL – Transport for London

ULEZ – Ultra Low Emission Zone

RSPG - Road Space Performance Group

RECOMMENDATIONS

1. This report is submitted to the Transport Overview and Scrutiny Committee for information. No decisions are required on it by the Council, the Cabinet or regulatory or other committees. If the Transport Overview and Scrutiny Committee approve any views, comments, or recommendations on the report, these will be submitted to the Cabinet and/or the appropriate regulatory and other committees for their consideration.

BACKGROUND

2. In 2017, at the request of local councillors, work started on a scheme to improve Putney High Street, called the Putney High Street Improvement Project, with improvements delivered from 2019-24. The main elements of this project were improvements to the public realm on Putney High Street, as set out below. The changes to the junction at Putney Bridge, Lower Richmond Road, Putney High Street and Putney Bridge Road were the final part of the project.

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3. To ensure local stakeholder input to the Putney High Street Improvement Project, a Putney Future High Street Fund Stakeholder Group was formed. This group met from 2019-2023 and received presentations from council officers on the High Street plans, including the work on the junctions. Participants included local councillors (which included the then Cabinet Member for Strategic Planning and Transport for part of this period), and organisations such as Positively Putney Business Improvement District (BID), the Putney Society, Wandsworth Living Streets, Putney Exchange, and Wandsworth Chamber of Commerce.
4. Local stakeholders and local councillors wanted changes to the junction as there were many complaints about it from Putney stakeholders and residents as existing footways were narrow, and it was difficult for pedestrians to cross and cyclists were unprotected from traffic. In the old junction layout at Putney Bridge, crossing points were indirect or non-existent and the refuge islands were too narrow and often overcrowded, which compromised pedestrian safety. The council's review of the old junction showed that pedestrians often crossed during red pedestrian signals.
5. Investigations on how to improve the junction, traffic modelling and consultations with TfL took place from 2018-23. TfL controls all the traffic light junctions in London and must approve all changes to them, and implement the light changes themselves. Moreover, Putney High Street, Putney Bridge Road, Lower Richmond Road and Putney Bridge are all part of the Strategic Road Network, and councils must secure TfL approval before making changes that can impact traffic flows on this Network.
6. In September 2023, following TfL approval, the final design for the junction changes was presented to the council's Transport Committee (Paper 23-304). This paper gave a detailed explanation of the work carried out on the junction modelling and design. It recommended implementing the final junction design agreed by TfL and progression to detailed design and implementation. These recommendations received unanimous support from all the Committee members, and they were then agreed by the Council's Executive on 25 September 2023.
7. There were then some final consultations with TfL, and implementation of the junction changes started in September 2024, with notification of the works sent to the local area in advance. The council had hoped to do the physical works during the summer when roads are quieter, but unfortunately there was a delay by TfL in procuring the temporary signals that had to be used during the works to link the temporary lights to TfL's urban control centre.
8. The main physical works on the junction changes were completed by early December 2024. The roads were then resurfaced and traffic sensors installed in the road by TfL, to link the traffic lights to TfL's urban control room, with this work completed by early March 2025. TfL then went through a process to optimise the signal timings, which completed around mid-June.
9. There were five reports to the Transport Committee from 2017 to 2023, which set out all the work on the Putney High Street Improvement project, and the different ideas for improving the junction. These reports are included as background papers and are listed at the end of this report.

TFL'S RESPONSIBILITIES, MODELLING PROCESSES AND DATA USED

10. As noted above, TfL is responsible for the design, operation and maintenance of all traffic signals in Greater London. Putney High Street is also part of the Strategic Road Network which means although it is a borough road, TfL have an interest from a network performance perspective and must sign off any changes to that road.
11. There is a six-stage process to signal modelling, as shown below. This is then followed by a further Road Space Performance Group (RSPG) phase where all information is considered by a TfL panel including all key departments to assess a proposal on balance and to give the ultimate TfL approval, or not. All this information is then collated for a further sign off by TfL through a TMAN (Traffic Management Act Notification) application, which covers both the permanent scheme and the temporary construction phases. This extensive assessment process is necessary so that at both the strategic and local level TfL can protect the performance of the road network across London.
 - Stage 1 – Base Scoping Meeting
 - Stage 2 – Calibrated Base Model submission
 - Stage 3 – Validated Base Model submission
 - Stage 4 – Proposal Scoping Meeting
 - Stage 5 – Proposed Model Submission
 - Stage 6 – Submission of Scheme Impact Report
 - RSPG – Road Space Performance Group
 - TMAN – Traffic Management Act submission
12. TfL uses three main types of traffic models to plan and test how changes to roads, buses, and cycle routes affect travel in London and these were used to model the Putney junction changes, as follows.¹
 - ONE Model was used as a strategic highway assignment model to forecast future traffic flows and routing considering growth and the planned network changes. The base ONE Model was updated with traffic survey data and then developed into a reference case “future base model” – this helps to estimate the performance of the original layout in the future, for comparison with the proposed new junction design in the future. At the time of development in 2021, the future base and proposal modelling year agreed with TfL was 2026. This modelling was completed by AECOM using TfL’s 2026 ONE P4 Model.
 - LinSig models were used to test the operation of individual junctions. LinSig is a local modelling platform that enables the testing of how different junction designs and traffic signal timings impact capacity and queues. This modelling was undertaken by AECOM.
 - A Vissim model was used to test the immediate network of junctions. Vissim is a microsimulation modelling platform that allows stimulation of how vehicles (including buses), pedestrians and bikes would move through a network of roads considering geometry and behaviour impacts to provide journey time information. This modelling was completed by AECOM and audited by TfL.

¹ AECOM is an engineering, design and infrastructure consultancy company engaged by the council to assist with the Putney junction redesign.

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13. The data used to model the new junction design was from July 2021. Initial modelling was done using data from October 2019. However, given the prolonged modelling process, TfL asked for revalidation of the data to ensure it remained relevant, hence July 21 data was obtained, and this was what was used for the modelling undertaken for the final approved junction design.
14. The council has been asked whether the data and modelling took into account the closure of Hammersmith Bridge, and wishes to clarify the situation as follows:
 - The data used in the modelling was collected in July 2021, post the closure of Hammersmith Bridge in April 2019.
 - The standard London wide assumption for all modelling work at the time (2021) was that Hammersmith Bridge would be open in 2026, and that was what was agreed with TfL as the position with this project.
 - However, the council has undertaken a careful review of the traffic data, and this shows that the volume of traffic using Putney Bridge was lower in 2024 when the scheme was implemented than in 2018 when Hammersmith Bridge was open, and has still not returned to pre-Covid levels, as set in Appendix 2.
 - It of course nevertheless remains the case that the reopening of Hammersmith Bridge would be bound to ease traffic congestion in Putney and importantly would enable bus services to resume over the Bridge. The council fully supports the reopening of Hammersmith Bridge and is advocating for this.

PUBLIC REALM IMPROVEMENTS TO THE HIGH STREET

15. As noted above, the main elements of the Putney High Street Improvement Project were improvements to the environment and public realm on Putney High Street, following stakeholder and resident consultation, over the period 2019-24. The main improvements were as follows:
 - New pavements and widening pavements, to increase space for pedestrians and to improve the appearance of the whole high street
 - Resurfacing the high street
 - Copenhagen crossings on the side roads to slow vehicles and make it easier for pedestrians to cross
 - New cycle parking and cycle contraflows on side roads
 - New outdoor seating, bins and parklets
 - Tree planting and greening
 - To reduce pollution, City Tree installed near the junction with Putney Bridge Road to help filter particulates from the air, provide seating and to reduce heat hot spots in the summer
 - Lighting up Putney Exchange, the Library and St Marys Church
 - Waterman's Green and Putney Embankment: pedestrianising the Embankment between Lower Richmond Road and Thames Place, improving the pavements and entry and installing flower beds.

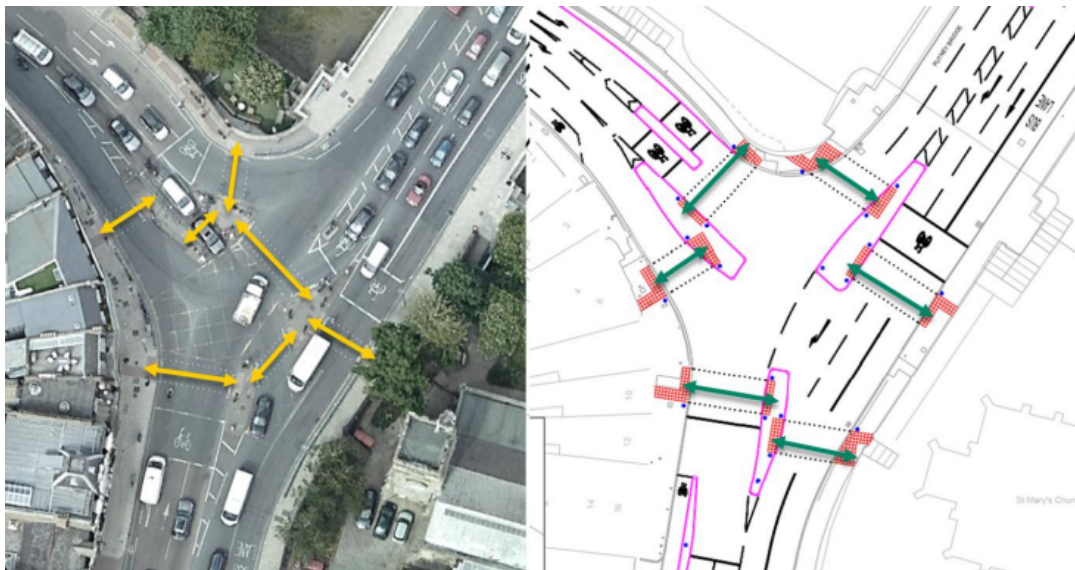
JUNCTION CHANGES

16. The main elements of the changes to the junction at Putney Bridge, Lower Richmond Road, Putney Bridge Road and Putney High Street junction were as follows.
17. At the **Putney Bridge, Lower Richmond Road and Putney High Street** junction, the new layout has provided more direct and comfortable crossing points on the

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pedestrian desire lines. This was accomplished by replacing the small pedestrian islands, which had significant guardrail cover that required a 3-stage crossing process, with larger pedestrian islands and a 2-stage crossing process. There is also a new 2-stage crossing on Putney Bridge. The changes also included advance stop lines on all arms and a new segregated cycle lane with a cycle gate on Putney High Street, which allows greater protection for cyclists. A cycle gate provides an advance start for cyclists enabling them to clear the junction before motor traffic and therefore reduces the potential for conflict and accidents.

18. The photo below left shows the old layout of the junction, and the diagram on the right shows the new design that has been implemented.



19. The new 2-stage pedestrian crossing on Putney Bridge has proven to be well used especially in the morning peak hours. The crossing operates on demand with a “call cancel” facility in the event that a pedestrian walks away or crosses before the green man. In reality in peak hours the crossing is frequently activated and therefore reduces the available green time for the left turn from Lower Richmond Road. The new crossing point is a highly valued feature for pedestrians as there is now more direct access across the bridge.
20. At the **High Street and Putney Bridge Road junction**, the new layout as shown below provided a dedicated cycle lane on Putney Bridge Road, introduced a new phase to allow cyclists to turn left out of Putney Bridge Road ahead of vehicles, and removed the narrow pedestrian island on Putney High Street to allow pedestrians to cross in a single stage.



REVIEWS OF THE JUNCTION

21. Given concerns about the unexpected congestion on Putney Bridge Road and Lower Richmond Road, even following the signal optimisation process completed by TfL from March - June, the Council commissioned a specialised consultancy firm, Red Wilson Associates, in June to identify changes that can be made to improve the operation of the junction. The Council has been implementing its recommendations following approval from TfL.
22. The Council also commissioned AECOM to undertake a post implementation review of the junction changes to better understand how the new design is performing in relation to pedestrians, cyclists, buses and general traffic. A full copy of their report is provided in Appendix 1 and the below paragraphs summarise key findings.
23. In order to undertake the post implementation review, traffic surveys were conducted on the 18th June 2025 to replicate the modelled data dated 15th July 2021. The following data was collected:
 - Manual Classified Turning Counts (MCTCs).
 - Automatic Number Plate Recognition (ANPR) data.
 - Pedestrian counts and observations of behaviours.
 - Video footage at multiple locations.
24. Various other data was also obtained from TfL, and this included iBus data, signal timing sheets and signal activation (SCOOT messages).
25. A major finding of the AECOM review is that the signal timings have not been implemented as modelled by AECOM and approved by TfL – this is further explained in Appendix 3. It also found that the LinSig model developed during 2021 provided a reasonably accurate prediction. This was determined using the observed green times on site in June 2025 and running an indicative test by inputting these timings into the

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LinSig model developed during the 2021 design development. The results closely replicate the queues observed on site.

26. Other key findings of the AECOM review and further points on the signal timings are as follows:

- **Pedestrians:**

- There has been a significant increase in the total number of pedestrians crossing the junction since 2021, particularly during the AM peak over Putney High Street and Putney Bridge, and Putney High Street and Lower Richmond Road in the PM peak.
- There has been a significant reduction in pedestrians crossing on red pedestrian signals, which will contribute to road safety. This improved compliance can be contributed to larger refuge islands for pedestrian comfort, shorter waiting time and journey times for pedestrians.

- **Cyclists:**

- The number of cyclists using the junction has increased compared with 2021. (This is consistent with the increase in cycling in London overall in the last few years.)
- During the AM peak, the dominant cycle movements are the northbound movements and during the PM peak, the dominant cycle movements are the southbound movements.
- Usage of the newly introduced left turn for cyclists from Putney Bridge Road onto Putney High Street is relatively modest and some cyclists prefer to use the adjacent footway and potentially the pedestrian crossing across Putney High Street to continue their journey.
- Overall, there is an increase in cycling activity at the modernised junctions, which is a positive indication that the new layouts are effective in supporting modal shift.

- **Bus and general traffic journey times**

- ANPR survey data from the 18th of June 2025 showed traffic journey times on the main north-south corridor (Putney High Street – Putney Bridge) are slightly quicker than in 2021, whereas longer journey times are seen on Lower Richmond Road and Putney Bridge Road.
- iBus data presents a similar picture: buses on the main corridor have slightly faster journey times compared to 2021, while buses starting their journeys on Lower Richmond Road or Putney Bridge Road are experiencing increased delays.

- **Signal timings**

- The signals have been optimised to prioritise movements along the Putney High Street and Putney Bridge corridor, resulting in less green time for Putney Bridge Road and Lower Richmond Road.
- Lower Richmond Road in particular has experienced a significant reduction in available green time, particularly for the left turn towards Putney Bridge. This is partly due to the prioritisation of the north-south movement, and partly due to the new 2-stage pedestrian crossing on Putney Bridge.
- Putney Bridge Road has experienced a significant reduction in available green time. This is partly due to the prioritisation of the north-south

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movement, and partly due to permitted left turn onto Putney High Street for cyclists.

27. Following the AECOM review findings on the signal timings, the council has been pressing TfL to make changes to provide more green time for Lower Richmond Road and Putney Bridge Road. This has resulted in changes to the signal operation and timings in October following agreement by TfL. Further changes are also planned. All these changes are set out below.

ACTIONS TO IMPROVE THE OPERATION OF THE JUNCTION

28. Since the installation of the new junction layout, given concerns over congestion and the operation of the junction, the council has been making changes on site to try and improve traffic flows. These were initially more modest changes that did not require approval from TfL, while the reviews of the scheme were progressed. More significant changes have since been made and further changes are planned, all of which require the approval of TfL. These changes were communicated to residents in letters in early August and late October and are summarised below.

29. The changes so far are as follow:

- Updated lane layout on Putney High Street and Lower Richmond Road to encourage the use of two lanes of traffic, which in turn helps traffic exiting Putney Bridge Road and Lower Richmond Road. December 2024
- Lining amended to increase space on the Lower Richmond Road approach to Putney Bridge to reduce the impact of stationary buses. March 2025
- Increased enforcement action by our traffic wardens to stop unauthorised loading on Putney High Street that blocks traffic. April 2025
- Extended bus lane hours on Putney Bridge Road (Mon-Sat 7-10 & 4-7 to Mon-Sun 7-7). April 2025
- Two lanes installed on Lower Richmond Road approach from the Star and Garter to The Thai Square. August 2025
- Motorcycles permitted to use bus lanes on Putney Bridge, in response to requests. October 2025
- Amended signal timings to create extra space on Putney High Street between Putney Bridge Road and Lower Richmond Road to allow more vehicles from Putney Bridge Road to join Putney High Street. Early October 2025
- Additional green time for vehicles turning from Putney Bridge Road to Putney High Street to allow vehicles to clear the junction more easily during each traffic light phase. Early October 2025
- Additional green time for vehicles turning left from Lower Richmond Road onto Putney Bridge, so they have more time to move through the green light. Early October 2025
- Trial relocation of bus stop "P" outside Kenilworth Court on Lower Richmond Road. Bus stop "P" has now been suspended and a temporary stop located 40m westwards to improve westbound flow and reduce congestion back into the High Street. Late October 2025
- New configuration which allows for more green time for both Lower Richmond Road and Putney Bridge Road in late October 2025, as shown in Appendix 4.

30. The further changes that are planned are as follows:

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- Trial suspension of the southbound bus lane outside the Odeon Cinema to improve southbound flow and exit to Putney Bridge Road. This work is expected to complete in November 2025.
 - Installation of double yellow lines on Putney High Street, Lower Richmond Road up to Putney Embankment and Putney Bridge Road up to Brewhouse Lane to prevent parking / obstruction. This work is expected to complete in November 2025.
 - Reassign lanes on Putney High Street (outside Putney Station) to reduce delays caused by stationary buses. This work is due to complete in December 2025.
 - Improve the amount of space so that vehicles can pass stationary buses on the High Street outside TK Maxx. This work is expected to complete in January 2026.
 - Suspension of the permitted cyclists left turn onto Putney High Street from Putney Bridge Road, as usage of this is low while it has reduced green time for vehicles turning from Putney Bridge Road onto the High Street. This work is expected to complete in February 2026.
31. Further optioneering work is also underway covering a broad range of wider layout changes to improve traffic flow and efficiency. Implementation will be dependent on the outcome of modelling and approval by TfL. Measures being considered include the following:
- Explore the option to remove the small traffic island on Putney High Street immediately north of Putney Bridge Road to increase the length of the two northbound lanes and make it easier for right turning traffic to join.
 - Explore reintroduction of the suspended left turn for cycles at Putney Bridge Road via an internal stop line to avoid losing any green time for motor vehicles.
 - Review bus stop locations and driver changeovers in the area.
 - Continue monitoring traffic levels and congestion on side roads off Putney Bridge Road, Lower Richmond Road and Putney High Street, and continue to assess possible interventions (please see below regarding congestion on side roads).

WHY NOT REVERT TO THE OLD LAYOUT

32. Due to the congestion, there have been calls on the council to reinstate the old junction layout at Putney Bridge, and to reintroduce the two approach lanes at Lower Richmond Road and Putney Bridge Road joining Putney Bridge / Putney High Street.
33. However, the reintroduction of the old junction layout at Putney Bridge is not an option, because the old layout would not pass current design standards and safety requirements as set out by TfL. The previous layout (with small pedestrian islands) suffered lots of pedestrian crowding and congestion, and putting back smaller pedestrian islands again would increase road danger. The TfL streetscape design guide requires a minimum pedestrian island width of 2.5m and an offset of 4m between staggered crossings. This is especially important at such a high footfall location and the pre-2024 layout did not achieve this. The poor pedestrian islands and longer wait times were reflected in the high level of pedestrians not waiting for the green man to cross. Furthermore, the old layout had indirect crossing points and required a 3-stage crossing compared with the current direct 2-stage crossing.

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34. Focusing on the two approach lanes issue, historically, both Lower Richmond Road and Putney Bridge Road had two approach lanes to the stop lines, for traffic turning left onto Putney Bridge from Lower Richmond Road, and for traffic turning right into Putney High Street from Putney Bridge Road. Many residents have raised concerns that the change to one approach lane at each of these locations has led to the congestion. However, the council is of the view that the light timings are of much greater significance, and changes in the approach lanes is of limited significance, as explained below.

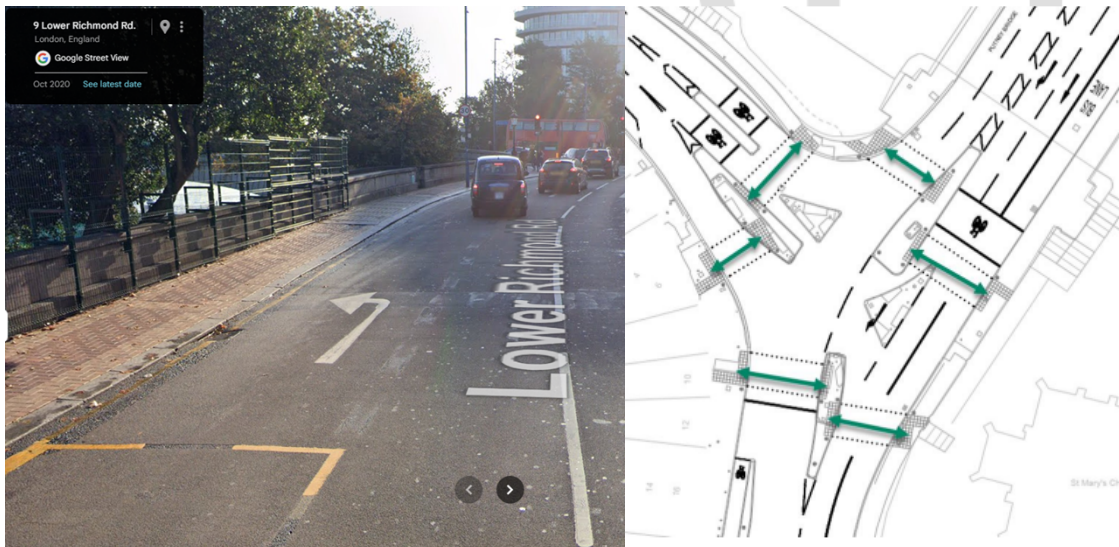
Lower Richmond Road turn onto Putney Bridge

35. As shown in the photos below, on Lower Richmond Road there used to be a wide single left turn lane joining two left turn lanes onto Putney Bridge. The second marked lane was for approximately 20m, and this equates to four car lengths. In practice, it may have been possible to have up to eight cars beyond the bus cage if there were no large vehicles queueing, meaning more stacking space and thus less of a queue along Lower Richmond Road. The impact of eastbound bus changeovers on Lower Richmond Road was also less impactful previously when compared to now as there was more road space before. We have however tried to compensate for this by remarking the lanes on Lower Richmond Road.



Jun 21 – PB, advisory cycle lane and 1 northbound lane

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Oct 20 – LRR, wide left turn lane joining to 2 left turn lanes onto PB. New layout

36. However, the main limiting factor for traffic flows is Putney Bridge, as this has a single general traffic lane going northbound. Therefore, the old layout on Lower Richmond Road was really equivalent to 1.2 lanes at best over a signal cycle based on observations, as vehicles had to take turns to merge in the turn onto the single lane on Putney Bridge. It is also worth noting when a large vehicle was at the stop line, this would have prevented two vehicles turning left at the same time.
37. This is why the modellers proposed the current layout of only having one left turn lane on the approach to the Bridge at Lower Richmond Road, and TfL accepted this as the impact of the reduced lane was considered negligible, and the benefits of a widened footway, cycle protection, and extended bus lane on Putney Bridge, which also benefits cyclists, helped justify the case. The current splitter island between the left and right turn lane was a requirement by TfL when the design was reviewed as the movements operate independently at times.

Putney Bridge Road turn onto Putney High Street

38. As shown in the photo below, prior to the junction changes, the single lane on Putney Bridge Road widened to two right turn lanes after the existing bus lane. The second marked lane was for approximately 30m, which equates to six car lengths, so potentially an extra six vehicles could leave Putney Bridge Road to join Putney High Street on each cycle. However, when a large vehicle was at the stop line, the extra capacity of the second lane was immediately reduced. It is also worth noting there isn't always the space on Putney High Street to receive vehicles from Putney Bridge Road, and the presence of the crossing and the yellow box would ultimately hold back vehicles on Putney Bridge Road despite having a green light to go. There are also cyclists' safety concerns at this junction which the Council was keen to address.

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Jul 21 – PBR, 2 approach lanes onto PHS.



New layout

39. This is why the modellers proposed the current layout of only having one right turn lane alongside a protected cycle lane on the approach of Putney Bridge Road and TfL accepted this, as the impact of the reduced lane was considered negligible, and the benefits of a cycle lane helped justify the case.

CONGESTION ON SIDE ROADS

40. The council recognises residents' concerns regarding congestion on side roads off Putney High Street, Lower Richmond Roads and Putney Bridge Road, as well as the concerns regarding queues on Lower Richmond Road and Putney Bridge Road. In response, a number of traffic surveys have been commissioned, as set out below. The council is reviewing the data collected carefully and whether it would propose any additional restrictions to the use of side roads in response, bearing in mind that any change to one road has impacts on neighbouring streets. Prior to proposing any additional measures, it will be important to assess the impact of the changes that have already been made to the operation of the junction to ease congestion, and the further changes that are already planned and agreed with TfL, and those that are under development in consultation with TfL.
41. Roads off Putney High Street: traffic surveys were commissioned on Werter Road, Disraeli Road, Chelverton Road, Monserrat Road and Norroy Road before the end of the summer school term in July 2025 and repeated along with an additional turning count at Disraeli Road in October. Analysis of the data shows that on these roads the hourly traffic volumes remain below the council's traffic management intervention level of 300 vehicles at peak hour, but the situation will continue to be assessed.
42. Putney Bridge Road, Lower Richmond Road and side roads off them: traffic surveys were conducted in October 2025 on the roads listed below, and the data is being analysed:
- Biggs Row
 - Lower Richmond Road West - between Commondale and Sefton Street
 - Lower Richmond Road East - between Thames Place and Waterman Street
 - Bective Road
 - Wadham Road
 - Fawe Park Road

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- Putney Bridge Road West - between Atney Road and Merivale Road.
- Putney Bridge Road Midpoint - between Skelgill Road and Fawe Park Road
- Putney Bridge Road East - between Northfields and Point Pleasant.

FEEDBACK FROM RESIDENTS AND USER GROUPS

43. The council has received many complaints about congestion and the operation of the junction from residents and has endeavoured to respond to them all. Some of these communications have also raised concerns about air quality and road safety. The council would like to thank everyone who has taken the time to get in touch, and to assure residents that they have been heard and that the concerns expressed have informed and helped drive the council's efforts to improve the junction and reduce congestion.
44. The Putney Action Group (PAG) is a new community group of Putney residents which carried out a survey in July-August 2025 which received 1,373 responses. The report was sent to the Council on 2 October, setting out the survey responses which were highly critical of the junction changes. The council has taken the report very seriously and has endeavoured to respond through the efforts we are making to improve the operation of the junction and to reduce congestion. A full written response has been provided to the PAG and the council is keen to remain engaged with the group.
45. The council has also received a written submission on the junction changes from the Wandsworth Cycling Campaign. Feedback was positive referring to "significant improvement due to 2024 changes" with some detailed recommendations on further improvements for cyclists that could be made in the immediate and wider area. Positive feedback included the cycle segregation and early release, albeit a desire was expressed to see more wands and increased enforcement to prevent parking/loading in the cycle lanes.
46. A written submission was also received from Wandsworth Living Streets with positive feedback regarding the cycle segregation, increased bus lane hours, improved pavements, the larger islands and simplified crossings at Putney Bridge. Additional support for the Putney Embankment improvements was also expressed and a desire to see the space better activated with community activities making use of the space.
47. In order to gain qualitative feedback, in October the council commissioned AECOM to carry out a survey of local users, with a particular focus on acquiring feedback from pedestrians and cyclists observed using the junction. The report of this survey is contained in Appendix 4. The 78 in-person respondents to the survey reported positive experiences overall, especially in relation to pedestrian and cyclist safety as well as ease of access. The widening of pavements, introduction of larger pedestrian islands and the segregation of cycle lanes were consistently recognised as tangible benefits that have enhanced the usability and aesthetic appeal of the High Street and junction area.
48. The survey was not intended for online distribution and sharing, as it was aimed at gathering views of those observed using the junction. However, a QR code given to some participants by the researchers as they did not have time to complete the survey in person when stopped on street, was widely circulated online. Online respondents, particularly those who accessed the survey following secondary sharing, expressed

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markedly more negative views. Key concerns centred on increased traffic congestion, longer travel times, and perceived deterioration in air quality linked to slower vehicle movements. Many respondents also raised issues regarding traffic signal coordination, driver behaviour and the impact of congestion on public transport reliability and local business vitality.

49. Across both in-person and online respondents, safety was a core theme. While many felt that pedestrian and cyclist infrastructure improvements have enhanced physical safety, others reported feeling less safe. This suggests that perceptions of safety are influenced not only by infrastructure, but also by wider impacts.

ROAD SAFETY AND THE JUNCTION CHANGES

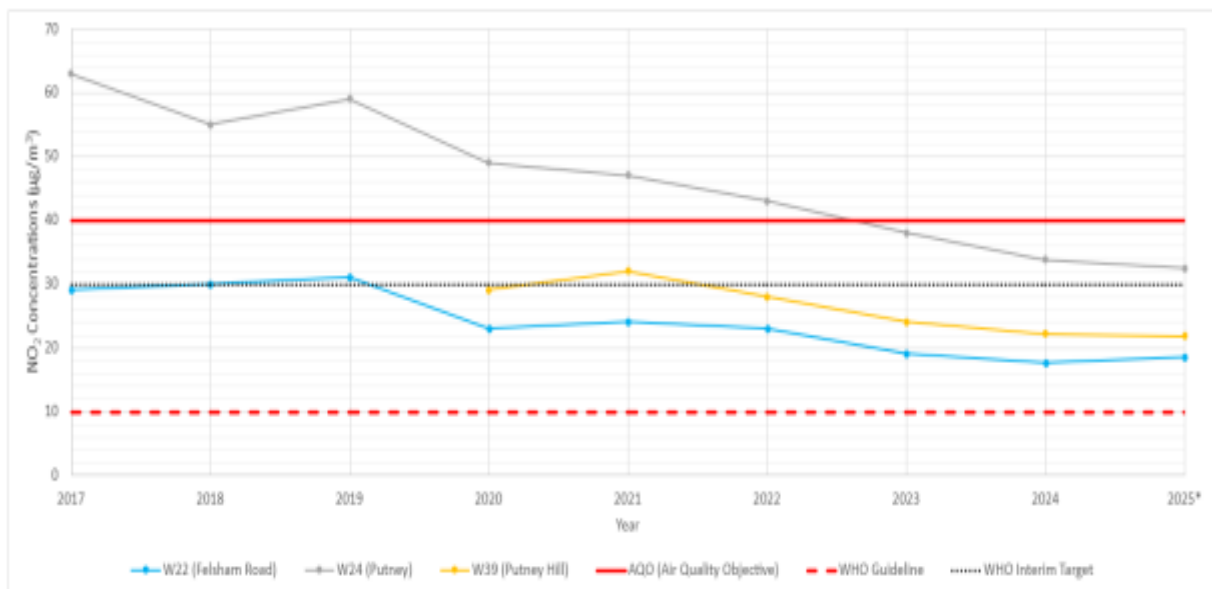
50. The original accident analysis showed that there were 23 collisions at the junction of Lower Richmond Road with Putney High Street in the period from January 2014 to December 2018. An update of this data to reflect the period 2020-2024 shows a similar level of accidents albeit 2020 has a lower level, likely due to lockdown periods in the pandemic, as shown in the table below. An increase in the number of serious accidents can be seen in the 2020-24 period. A serious accident is broadly defined as causing concussion, broken bones or requiring a hospital stay as an inpatient (however each injury type has its own DfT classification).

2014-2018			2020-2024		
	Slight	Serious		Slight	Serious
Car/Van	5	0	Car/Van	2	1
Motorcycle	6	0	Motorcycle	5	1
Pedal Cycle	6	0	Pedal Cycle	6	2
Pedestrian	3	2	Pedestrian	2	0
Bus	1	0	Bus	0	0
Total	21	2	Total	15	4

51. The council undertakes Independent Road Safety Audits (RSA) for every key highway scheme that it implements. These are done in stages and have been carried out or are planned for the Putney junction changes as follows:
- Stages 1 and 2 were completed before the junction changes were made.
 - Stage 3 was completed after the changes were made in December 2024 and did not raise any significant issues.
 - An interim Stage 4 RSA will be done in December 2025 to review the changes to the junction we are making with TfL.
 - A final Stage 4 RSA will be done September 2026 once we have 12 months of collision data.
52. A reduction in pedestrians crossings against the red man was observed in the AECOM review, and it is expected this will be reflected in the accident data with a reduction in pedestrian casualties.
53. With the volume of cyclists increasing significantly through the junctions, it is possible the improvements may not lead to a decrease in cycle casualties. However, there are several elements of the new design which provide physical protection to cyclists from conflict with general traffic, which should contribute to cyclist safety.

AIR QUALITY

54. The council appreciates that residents are concerned that traffic congestion in Putney is leading to air pollution. However, Putney High Street has seen significant reductions in pollution over the past five years, as shown in the graph below. This has been due different factors, including cleaner buses, more electric vehicles and a cleaner road fleet driven by the Ultra Low Emission Zone (ULEZ).



55. Putney is now typical of many high streets in London in terms of its pollution levels and the data shows that it now meets the UK National air quality Objective Levels. Many London boroughs still have areas that fail to achieve the UK Objective Levels. In 2024, a site at West Hill in Wandsworth still exceeded these levels, but this was the only location in the borough to do so, and it is still showing improvement.
56. As part of its new Air Quality Action Plan, built in partnership with our Citizens Assembly, Wandsworth was one of the first London boroughs to commit to the World Health Organizations interim targets for nitrogen dioxide (NO₂) by 2028 to achieve higher targets than the UK Objective Levels. It should be noted that at this time, no London boroughs achieve the WHO Objective Levels – Putney High Street is no different from other areas in this regard. It is anticipated that with local and London wide action that pollution levels will continue to fall.
57. Importantly Wandsworth has a robust and comprehensive air quality monitoring network, aimed at areas of traditionally high pollution including Putney, to ensure we measure our performance against our targets. In Putney, real time pollution monitoring is on-going by the council at 11 different locations around the High Street as shown in the list below. We encourage residents to look at these maps showing both live and historic air quality data in Putney:
- [London Air Quality Network – for data from our Putney Monitoring station](#) (data from WA7 and WA9 automatic monitoring stations)
 - [Breathe London Communities – for data from our air quality monitoring nodes](#) on Disraeli Road and Weimar Road.

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58. In addition, the council is working with the Putney Society which is monitoring air quality at the locations listed below. At their request and at the request of the PAG for additional monitoring on side roads, two additional diffusion tubes were installed in October 2025, outside 60 Chelverton Road and outside 39 Disraeli Road, to NO2 levels.

Wandsworth Council Air Quality Monitoring Locations

1. WA7 Putney High Street: NO2, PM10 and PM2.5 automatic station outside 94a Putney High Street.
2. WA9 Felsham Road: NO2, PM10 and PM2.5 automatic station.
3. WA22 Felsham Road: Diffusion tube monitoring NO2.
4. WA24 Putney High Street outside MacDonald's: Diffusion tube monitoring NO2.
5. W9 Putney Hill, at the junction with Carton Drive: Diffusion tube monitoring NO2.
6. Lower Richmond Road, outside no 108: Diffusion tube monitoring NO2, installed in April 2025.
7. Putney Bridge Road at the junction of Deodar Road: Diffusion tube monitoring NO2, installed in July 2024.
8. Carlton Drive outside Putney High School: Low-cost monitor, measuring PM2.5.
9. Putney High Street near the Putney Station: Low-cost monitor, measuring PM2.5.
10. Disraeli Road, near the junction with the High Street: Low-cost monitor, measuring PM2.5.
11. Weimar Street near the High Street: Low-cost monitor, measuring PM2.5.

Putney Society, Air Quality Monitoring Locations – using diffusion tubes supplied by the Council

PY1	Lower Richmond Road (LRR) Star & Gatar
PY2	Putney Highstreet (PHS) Outside Odeon
PY3	Putney Bridge Road (PBR) East of Burstock
PY4	Putney Highstreet (PHS) Simmons
PY5	Chelverton Road Bus Garage
PY6	URR Putney Hotel
PY7	URR outside Kinleigh Folkard & Hayward
PY8	Putney High St / Disraeli Rd
PY9	Disraeli road outside number 39 (INSTALLED October 2025)
PY10	Chelverton road outside number 60 (INSTALLED October 2025)

OTHER FACTORS INFLUENCING TRAFFIC LEVELS AND CONGESTION

59. Beside the recent junction changes on Putney High Street, there are other influencing factors that have contributed to traffic congestion in and around the Putney High Street area on a temporary or a permanent basis.
60. Starting with the permanent changes, the most impactful is the indefinite closure of Hammersmith Bridge to vehicular traffic since April 2019 due to structural safety concerns. The Council and the MP for Putney are continuing to lobby the London Borough of Hammersmith & Fulham (LBH&F) which owns the bridge, TfL and the government to invest in this vital infrastructure, as its reopening is critical to the movements of traffic in southwest London and in particular for the bus services that once crossed this bridge.
61. In July 2020, the LBH&F introduced their Clean Air Neighbourhood (CAN) in South Fulham, and this prevented vehicular through traffic access east of Wandsworth Bridge. In December 2022, LBH&F introduced their CAN in Southwest Fulham, and this prevented vehicular through traffic access west of Wandsworth Bridge. These schemes mean through traffic can only use Wandsworth Bridge Road over Wandsworth Bridge or other bridge crossings to cross the River Thames. As can be seen in Appendix 2, the volume of traffic using Wandsworth Bridge has fallen, and such reduction is likely to be associated at least in part with the introduction of the CANs.
62. Focusing on temporary impacts to network performance, recent tube strikes between from 8-11 September 2025 inclusive will have resulted in additional bus, car and cycle trips that will have impacted the road network. There have also been various road and street works inside and outside of the borough that will have impacted congestion in and around Putney High Street. To try and reduce the impact of road works in Putney, the council coordinates closely with the utility companies. For example, the council recently arranged for Thames Water works and UK Power Networks connection works on Putney High Street to take place during the October half term and for the two companies to work collaboratively to minimise disruption in the area.
63. Recent roadworks that will have impacted Putney have been as follows: major works on Battersea Bridge Road corridor from November 2024 – October 2025; Queenstown Road corridor works which started in March 2025; substantial street works on Upper Richmond Road requiring two-way traffic lights by Charlwood Road over two long weekends (12-14/09/25 and 19-21/09/25); lane closure on Burlington Lane (28/9/25 - 09/10/25); lane closure on (A316) Lower Richmond Road and Great Chertsey Road (28/9/25 - 16/10/25); and two-way traffic lights on Great Chertsey Road (28/9/25 - 16/10/25). There were also multiple closures on Upper Richmond Road on 12 October 2025, due to a serious collision and ongoing emergency Thames Water works at the junction with Keswick Road. Any traffic restrictions on Upper Richmond Road will result in traffic displacement on Lower Richmond Road. The same can be said of the emergency gas works along the Chiswick Bridge corridor.

COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE

64. Putney High Street has received General Fund capital budget approvals totalling £4.297m for public realm improvements funded from a combination of Strategic CIL, Neighbourhood CIL, Future High Streets Funding and TfL's Local Implementation Plan allocation. The expenditure to date totals £4.116m, and this included the Putney Bridge, Lower Richmond Road and Putney High Street junction cost which was £835,000.
65. There is £181,000 of approved budget remaining in the General Fund capital programme and expenditure incurred to date in this year is £100,000 which is associated with the ongoing review and there are further expected costs of £250,000 associated with the improvement measures identified in this report. To deliver this would require an increase in the approved budget of £169,000. Due to the multi-year nature of this project, which began in 2019/20, a request to fund this increase in cost will be made from the approved General Fund Inflation budget.

The Town Hall,
Wandsworth,
SW18 2PU.

Nick O'Donnell
Director of Growth and Place

12th November 2025

Appendices

Appendix 1: Putney High Street – Post Implementation Study Technical Note by AECOM

Appendix 2: Traffic Data for Putney and nearby bridges compiled by the council

Appendix 3: Traffic signal timings for the signal junctions

Appendix 4: Putney Bridge Improvement Works Post-Implementation Survey by AECOM

Background papers

- i. <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=759&MId=9003&Ver=4> Paper 23-304 **(21st Sept 23)**
- ii. <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=759&MId=8805&Ver=4> Paper 22-331 **(3rd Nov 22)**
- iii. <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=678&MId=7215&Ver=4> Paper 21-032 **(4th Feb 21)**
- iv. <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=574&MId=5738&Ver=4> Paper No 18-65 **(20th Feb 18)**
- v. <https://democracy.wandsworth.gov.uk/ieListDocuments.aspx?CId=574&MId=5282&Ver=4> Paper No. 17-81 **(16th Feb 17)**

Appendix 2: Traffic Data for Putney and Nearby Bridges compiled by the council

1. Beside data that the Council has directly commissioned in and around Putney High Street, the Council has also reviewed data published by the Department for Transport and Transport (DfT) for London to better understand traffic volumes on river crossings. With finite river crossings in the southwest area, any traffic displacement on to adjacent river crossings will lead to traffic displacement to the adjacent roads leading to the bridges.
2. Using data from the DfT, and focusing on Putney Bridge, it is evident from the table below that traffic volume on the bridge has reduced when comparing to pre-Hammersmith Bridge closure and post the Covid pandemic. However, it is also worth highlighting there has been a shift in the north and south demand, and the northbound traffic volume is now close to pre-pandemic levels and the levels pre the closure of Hammersmith Bridge.

Putney Bridge motorised traffic volume by direction – Annual Average Daily Flow

Year	N	S	Grand Total	YoY change N	YoY change S	YoY change Grand Total	Net outflow (inflow) N-S
2017	21153	21359	42512				-206
2018	21143	21355	42498	-10	-4	-14	-212
2019	20460	20625	41085	-683	-730	-1,413	-165
2020	15956	16127	32083	-4,504	-4,498	-9,002	-171
2021	17480	15968	33448	1,524	-159	1,365	1,512
2022	18274	16707	34981	794	739	1,533	1,567
2023	20044	17196	37240	1,770	489	2,259	2,848
2024	20083	17230	37313	39	34	73	2,853

3. Using data from the DfT, and focusing on Wandsworth Bridge, it is evident from the table below that traffic volume on the bridge has substantially reduced overtime, from approximately 48,000 to the current level of approximately 37,000. Such reduction is likely to be associated at least in part with LBH&F's Clean Air Neighbourhood schemes east and west of Wandsworth Bridge.

Wandsworth Bridge motorised traffic volume by direction – Annual Average Daily Flow

Year	N	S	Grand Total	YoY change N	YoY change S	YoY change Grand Total	Net outflow (inflow) N-S
2017	22489	19274	41763				3,215
2018	25397	22533	47930	2,908	3,259	6,167	2,864
2019	25509	22632	48141	112	99	211	2,877
2020	18987	17904	36891	-6,522	-4,728	-11,250	1,083
2021	20457	19288	39745	1,470	1,384	2,854	1,169
2022	18440	18662	37102	-2,017	-626	-2,643	-222

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2023	18470	18695	37165	30	33	63	-225
2024	18456	18679	37135	-14	-16	-30	-223

4. Reviewing the data for both bridge crossings, 2020 had the largest drop in motorised traffic which is thought to be pandemic related. After that Putney Bridge has an increase year-on-year despite not yet reaching the level of 2019, and Wandsworth Bridge stabilised at a level slightly above 2020.
5. Note, the above DFT data does have some caveats, and they are as follows:
 - a. In some years, the annual average daily flow (AADF) is estimated from a previous twelve-hour manual counting survey in one day. It might not be able to accurately reflect the rapid changes within a year.
 - b. Manual counting was performed in different months for the same site.
 - c. Wandsworth and Putney Bridge have manual counts in different years such that the two sites always have different data quality.
 - d. In each year without a manual count, an estimation was applied based on the previous year. The estimate might not consider changes in the road network during the period between manual counting.
6. The council has also reviewed TfL river crossing data (this was published in FOI responses FOI-3707-2425 and FOI-1753-2526). Below is a table summarising the combined, north and south bound motorised traffic data on each of the river crossings in the local area over a 24-hour period. Up until and including the 2018 survey cycle, the counting method was a manual classified count undertaken on weekdays in June/July. After the 2018 survey cycle, the survey methodology moved to using temporary video camera deployments which enabled all sites to be surveyed 24 hours continuously. All sites are surveyed on weekdays in June/July outside of school holiday.

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Comparison of motorised traffic volume - both directions on one weekday June / July					
Year	Chiswick Bridge	Hammersmith Bridge	Kew Bridge	Putney Bridge	Wandsworth Bridge
2018	40164	25869	37985	37951	45460
2022	34881	0	35287	37083	35529
2024	32278	15	37677	37245	33932
Comparison of motorised traffic volume – Northbound					
Year	Chiswick Bridge	Hammersmith Bridge	Kew Bridge	Putney Bridge	Wandsworth Bridge
2018	21836	11718	19032	18618	23719
2022	17521	0	17415	18604	17950
2024	17148	6	17919	18937	16741
Comparison of motorised traffic volume - Southbound					
Year	Chiswick Bridge	Hammersmith Bridge	Kew Bridge	Putney Bridge	Wandsworth Bridge
2018	18328	14151	18953	19333	21741
2022	17360	0	17872	18479	17579
2024	15130	9	19758	18308	17191

7. Whilst there is some discrepancy between the DFT and TFL data for Putney Bridge and Wandsworth Bridge, the trends for both are consistent.
8. Beside the DFT and TFL data, the Council obtained more focused data at Putney High Street for the purpose of modelling and post implementation review. Below is table showing this peak hour data collected on a specific day. Please note this data is for all vehicles including cyclists.

	3/10/2019	15/7/2021	Increase 2019-2021	18/6/2025	Increase 2019-2025
Northbound	1937	1943	0.3%	2033	5.0%
Southbound	1040	1024	-1.5%	1044	0.4%
AM Total	2977	2967	-0.3%	3077	3.4%
Northbound	1209	1198	-0.9%	1146	-5.2%
Southbound	1699	1652	-2.8%	1749	2.9%
PM Total	2908	2850	-2.0%	2895	-0.4%

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Appendix 3: Traffic signal timing for signal junctions

1. The table below was obtained from TfL following concerns that the timings for the junctions may not have been operating as modelled by AECOM and approved by TfL. During the AM peak, Lower Richmond Road left turn, and right turn has lost 10 and 4 seconds of green time respectively if all stages are called when comparing the LMAP 5 model and the present configuration. In contrast, Putney High Street northbound and Putney Bridge southbound has gained 9 and 8 seconds respectively. During the PM peak, Lower Richmond Road left turn, and right turn has lost 12 and 2 seconds of green time respectively if all stages are called. In contrast, Putney High Street northbound and Putney Bridge southbound has gained 3 and lost 3 seconds respectively.
2. During the AM peak, Putney Bridge Road has lost 21 seconds of green time when comparing the LMAP 5 model and the present configuration. In contrast, Putney High Street north and south bound has gained 12 and 20 seconds respectively. During the PM peak, Putney Bridge Road has lost 12 seconds. In contrast, Putney High Street north and south bound has lost 5 and gained 3 seconds respectively.

			LMAP 5 model			Fixed Time (01/25 - 06/25)			SCOOT (06/25 - 08/25)			SCOOT w/ phase delay (present)		
			Green/ cycle (s)	Green/ hour (s)	Cycle time	Green/ cycle (s)	Green/ hour (s)	Cycle time	Green/ cycle (s)	Green/ hour (s)	Cycle time	Green/ cycle (s)	Green/ hour (s)	Cycle time
AM	10/028	Putney High Street Northbound	38	1315	104	50	1607	112	47	1627	104	47	1627	104
		Putney Bridge Southbound	49	1696		84	2057		57 (77)	1973 (2665)		57 (77)	1973 (2665)	
		Putney Bridge Southbound Right-turn	30	1038		26	836		22	762		22	762	
		Lower Richmond Road Left-turn	29	1004		20	643		19 (38)	658 (1315)		19 (38)	658 (1315)	
	10/029	Lower Richmond Road Right-turn	17	588		14	450		13	450		13	450	
		Putney High Street Northbound	38	1315		64	2057		56	1938		50	1731	
		Putney High Street Southbound	37	1281		64	2057		56	1938		57	1973	
		Putney Bridge Road	37	1281		17	546		17	588		16	554	
PM	10/028	Putney High Street Northbound	36	1246	104	51	1765	104	39	1463	96	39	1463	96
		Putney Bridge Southbound	52	1800		57	1973		49 (69)	1838 (2588)		49 (69)	1838 (2588)	
		Putney Bridge Southbound Right-turn	34	1177		18	623		22	825		22	825	
		Lower Richmond Road Left-turn	31	1073		13 (37)	450 (1281)		19 (38)	712 (1425)		19 (38)	712 (1425)	
	10/029	Lower Richmond Road Right-turn	15	519		13	450		13	488		13	488	
		Putney High Street Northbound	47	1627		56	1938		48	1800		42	1575	
		Putney High Street Southbound	46	1592		56	1938		48	1800		49	1838	
		Putney Bridge Road	28	969		17	588		17	638		16	600	

Data in brackets is the maximum green time if not all stages are demanded

3. The table below was obtained from TfL following the most recent improvements in October. Lower Richmond Road now receives an extra 6 seconds in the AM peak and 3 seconds in the PM peak. Putney Bridge Road receives 2 extra seconds in both peaks. The late October changes delivered 3 extra seconds to Lower Richmond R with minimal changes to other approaches. The additional changes have slightly reduced NB/SB timings, however these continue to receive a high proportion of green time and are influenced by friction (bus changeovers outside TK Maxx) on the network that forthcoming schemes will help address. The recent changes are being monitored closely by both TfL and the council.
4. Whilst more monitoring of the recent changes is required, TfL have observed via CCTV monitoring the queue length is now more often in view of the junction camera on Lower Richmond Road. The trial relocation of Bus Stop P is working well, with reduced queues back to Putney High Street during the PM peak in particular.

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Peak	Junction	Movement	September (w/ phase delay)	Early October Updates (AM only)	Signal Scheme & Late October Updates	All Changes vs September	
			Green/ cycle (s)	Green/ cycle (s)	Green/ cycle (s)	Diff	%
AM 104 Cycle Time	10/028	Putney High Street Northbound	44	42	41	-3	-7%
		Putney Bridge Southbound*	57	55	56	-1	-2%
		Putney Bridge Southbound Right-turn	22	22	24	2	9%
		Lower Richmond Road Left-turn*	19	21	25	6	32%
		Lower Richmond Road Right-turn	13	15	14	1	8%
	10/029	Putney High Street Northbound*	50	48	48	-2	-4%
		Putney High Street Southbound*	57	55	56	-1	-2%
		Putney Bridge Road	16	18	18	2	13%
PM 96 Cycle Time	10/028	Putney High Street Northbound	36	36	36	0	0%
		Putney Bridge Southbound*	49	49	48	-1	-2%
		Putney Bridge Southbound Right-turn	22	22	21	-1	-5%
		Lower Richmond Road Left-turn*	19	19	22	3	16%
		Lower Richmond Road Right-turn	13	13	14	1	8%
	10/029	Putney High Street Northbound*	42	42	40	-2	-5%
		Putney High Street Southbound*	49	49	48	-1	-2%
		Putney Bridge Road	16	16	18	2	13%