

Elmbourne Road Traffic Calming

Frequently Asked Questions

Why now?

Previous improvements were carried out in 2019 and 2020 where raised tables and narrower crossing points were installed. We then needed traffic patterns to stabilise following Covid changes in travel behaviour and other interventions by the Council, TfL and utility companies. Delay in the removal of the banned left turn into Ritherdon Road and planned major gas works in the area have prevented us from progressing with trialling changes to tackle poor driving behaviours.

Will this affect my deliveries?

No, an exception will be made in the suspension for loading so if loading is clearly taking place then no ticket will be issued. There will be an observation time of 5 minutes by any enforcement officer prior to issuing a ticket

Will this stop me getting dropped off or picked up by taxi?

No, passenger pick up or drop off can take place on the parking suspension, with 5 minutes of observation time for any enforcement officer prior to issuing a ticket

Do the parking suspensions mean parking is not allowed 24/7?

Technically no, the parking suspension is only enforceable during the hours of the CPZ which is 930am-430pm Monday to Friday. Outside of these hours, parking would be permitted. Note, should additional hours of parking restrictions be needed, following your feedback on the trial, the Council may consider introducing a temporary traffic order to do this.

How many parking spaces will be lost during the CPZ hours?

Tooting Bec Road - Louisville Road – 3 spaces

Louisville Road – Drakefield Road – 10 spaces

Drakefield Road – Streathbourne Road – 11 spaces

Streathbourne Road – Huron Road – 8 spaces

Bushnell Road – Bedford Hill – 4 spaces

Can fewer spaces be suspended to relieve congestion issues?

Based on the volume of traffic on Elmbourne Road the current level of parking suspensions were considered necessary to alleviate the congestion issues. Smaller passing places e.g. 10-15m are unlikely to be adequate and still result in congestion because it is common for more than 2 or 3 vehicles to be travelling together. As the trial progresses we will be monitoring feedback and site conditions to ascertain if a reduced level of parking loss would be sufficient and consider altering the parking suspensions within the trial or extended trial. Reduced congestion and aggressive driving behaviour should lead to a more pleasant road to walk and cycle in.

What will the impact be on air quality?

Current air quality monitoring on Elmbourne Road indicates levels of NO₂ are significantly below guideline thresholds and the scheme will have a negligible impact on air quality. The current diffusion tube will remain in place to provide ongoing air quality monitoring. The air quality annual progress report includes a diffusion tube on Elmbourne Road (site W30) and can be viewed on the link below:

[Managing air quality - Wandsworth Borough Council](#)

Why no ANPR or LTN?

The Automatic Number Plate Recognition (ANPR) budget was approved by the last administration and deployment was dependant on results from the West Hill ANPR traffic management pilot. Whilst the pilot has been successful in allowing West Hill ward residents and businesses access, managing the exemption lists has required a large amount of back office time and costs. Furthermore, there are concerns from those that are outside of the exemption area.

In the Heaver Estate area, the access through the area for residents immediately to the south of Tooting Bec Road has previously been a concern given there is currently a 7am-7pm right turn ban from A214 Tooting Bec Road onto A24 Balham High Road. Transport for London has also ruled out removal of this restriction.

The Council believes a public highway is for passing and repassing, and therefore would prefer to limit the use of ANPR exemption to the likes of school streets.

What is the process from here?

An indicative timeline is shown below:

- **Week commencing 20th May** – Commence parking suspension trial, Online consultation page goes live to collect feedback
- **20th May to 23rd June** – Online consultation collects feedback, parking occupancy surveys carried out, traffic speed and volume monitoring carried out.
- **July** – review of data collected and responses received and next steps agreed with ward councillors and cabinet member

What if it doesn't work?

Alternatives will be considered following collection of parking and traffic data and resident feedback.

What if it's a disaster before the end of the 1 month trial?

The parking trial can be removed quickly and reverted back to the currently arrangement as no lining or signage is required to be changed; only temporary signage installed.

How will you assess success?

This will be a combination of data from resident consultation feedback, stakeholder feedback, ward councillor feedback, assessment of traffic and parking surveys, site observations.

I think traffic has diverted to my/another road now, what will happen about it?

Some change in traffic patterns is possible in any traffic management scheme however the majority of surrounding roads will have traffic surveys carried out to monitor this.

Has traffic modelling been undertaken to model the impacts on traffic in the area?

No, this is usually done for permanent and more substantive traffic schemes given the costs involved.

Has a road safety audit been undertaken?

No, this is usually done for permanent and more substantive traffic schemes given the costs involved.

How will you assess if parking has been unduly restricted?

Parking occupancy surveys will be carried out during the trial to quantify the number of available parking spaces in the area. This will cover all times of day on a week day and weekend.

Will existing safety features be removed?

The carriageway parking will not be reverted back to footway parking. The existing crossing points and raised tables will not be removed with the exception of the junction with Louisville Road where the footway buildout would be removed to make room for a zebra crossing which would offer greater safety and prioritise pedestrians.

Will the school street be affected?

No – there will be no effect on the current school street. As part of the discussions with councillors regarding this scheme it was highlighted that better compliance would be achieved if an additional camera were installed at the Balham High Road end of Louisville Road. This has now been arranged.

Will speeds increase?

This is not anticipated as no raised tables are being removed. The intention is to reduce the instances of aggressive behaviour where vehicles are unable to pass and therefore the temptation to speed away from these scenarios will be avoided. Traffic surveys will monitor speeds during the trial and the intention is that the current low mean speeds of 18-19mph will be maintained.

When will the banned turn from Balham High Road into Ritherdon Road be removed?

The Council has been lobbying TfL to remove the banned turn and whilst they announced they would remove it last September it has technical challenges see TfL's latest update here: [Colliers Wood to Balham walking and cycling changes | Have Your Say Transport for London \(tfl.gov.uk\)](#)

TfL has confirmed that this will still take place and we remain in contact with them on this.

Can the banned right turn from Tooting Bec Road into the A24 Balham High Road be removed?

No, extensive work has been carried out to remodel the junction of Tooting Bec Road with Trinity Road and Balham High Road. The current right turn restriction (7am-7pm Monday – Friday) is in place for safety reasons. The removal of the banned turn at anything other than off peak times does not meet the safety requirements of TfL, who operate the traffic signals and all the roads at this junction. It was found that there is insufficient space to facilitate right turn movements from both Tooting Bec Road and Trinity Road. The only option to allow the right turn from Tooting Bec Road would be to prevent the existing right turn movement from Trinity Road. This would have knock on effects on other residential areas.

How much will this cost and where is it funded from?

In 2022/3 £150k was allocated to improve Elmbourne Road and more broadly the Heaver Estate from NCIL funds which is collected from developers through the planning process

So were previous measures a waste of money?

No, the previous measures have freed the footways of parked vehicles, providing improved access for pedestrians, especially those with buggies or in wheel chairs. The roads are easier to cross with raised tables, buildouts and crossing points along Elmbourne Road, Hillbury Road and Dr Johnson Avenue. The traffic volume on Elmbourne Road has also decreased over the years. Council data shows that from 2016 to 2023 – there was a 27% reduction on the section north of Bushnell Road and a reduction of between 19-30% on the southern section near Tooting Bec Road.

Elmbourne northern end				Elmbourne Tooting Bec end			
	2016 NE bound	SW bound	Combined		2016 NE bound	SW bound	Combined
AM peak hr	227	161	388	AM peak hr	329	165	494
PM peak hr	221	233	454	PM peak hr	242	243	485
2021 NE bound SW bound Combined				2021 NE bound SW bound Combined			
AM peak hr	155	140	295	AM peak hr	242	108	350
PM peak hr	137	213	350	PM peak hr	172	182	354
2023 NE bound SW bound Combined				2023 NE bound SW bound Combined			
AM peak hr	167	125	283	AM peak hr	234	130	343
PM peak hr	166	184	330	PM peak hr	201	196	389

The latest traffic volumes are still over 300 vehicles per hour, why are you not restricting traffic further?

The Council's Traffic Management Policy does set 300vph as a threshold for investigation of further traffic management measures. As traffic volumes have reduced significantly the 300vph is not necessarily a target for further reduction. Due to the constraints in the local area, easing the pressure points causing conflicts, maintaining the previous traffic calming and low speeds (18mph) and pedestrian improvements is considered the best way forward.

Why haven't we been consulted in advance?

We are conducting a live consultation during the parking trial which is an opportunity to see the proposal in action rather than commenting on the predicted effects. The trial is easily removable or amendable so there need not be any fear of having a permanent change forced upon residents. As with many proposals there will be a range of opinions therefore in consultation with ward councillors it was agreed the best approach was a trial with a live consultation.