



# Putney High Street

## **Traffic and Air Quality**

by Jonathan Callaway

**27<sup>th</sup> November 2017**

# Traffic

- Bridge has funnelled traffic down PHS for centuries – the source of all our passing trade
- Closing the Bridge is not an option!
- BUT PHS is narrow and very busy – the cause of the Air Quality problem
- How do we control the traffic, reduce and/or divert it?
- No local solution unless Oxford Road is sacrificed – not an option either!
- Solutions must be
  - At national level – tax/road pricing etc
  - At Mayoral level – ULEZ and T-charge (but this is planned as a charge not a ban – many will pay and continue)

# Air Quality

- Campaign started in 2007 when annual mean levels of NO<sub>2</sub> levels were over 5 times legal limit
- PHS identified as pollution blackspot (very congested, canyon effect)
- Much improvement since 2007 thanks to our campaign and Council action
- Council's ANPR survey in 2008 pinned the blame for excessive NO<sub>2</sub> on diesel buses (but small diesel cars too!)
- NO<sub>2</sub> from diesels is the major problem but particulates (PMs), even if within legal limits, remain a concern; even electric vehicles emit them
- Current levels appear to be less than 2 times legal limit

# Possible ways forward

- Pedestrian underpass
- Pedestrian-friendly junctions at LRR/PHS and URR/PHS
- More greenery and wider pavements – though space is at a premium
- Cycle-friendly local streets – two-way cycling is contentious but could be trialled
- More cycle parking
- No driver-only cars in PHS (i.e. min. 2 people but hybrids and electric cars exempt)
- Electric buses

# Next Steps

- Another NO<sub>2</sub> citizen science exercise
- Careful selection of sites – schools, busy roads with plenty of pedestrian traffic, so LRR, URR, PBR as well as PHS
- May try to do particulates as well if we can get the kit
- Also keep up pressure to ensure full monitoring continues
- **VOLUNTEERS please!**