

Dear Councillors,

We are formally contacting you to address misinformation that you have been given regarding the Wandsworth Bridge Road Association. Accusations of “betrayal”, insinuations of lack of legitimacy and clarity are churlish and unhelpful as we all, collectively as a community, seek to improve the living conditions of the residents of Fulham and beyond. To that end we would like to make it clear Wandsworth Bridge Road Association was founded as a collective of people determined to tackle traffic and pollution on WBR. That has not changed. It was never founded on the simple premise of "getting rid of the traffic scheme" as has been suggested. Reducing traffic, congestion and pollution on Wandsworth Bridge Road is, and always will be, a core objective of the organisation. The association was not set up to get rid of the traffic scheme, it was set up to get rid of the traffic.

The organisation was formalised through a constitution in June 2021 as part of the successful funding application process for the GLA High Streets for All Initiative. From the outset in autumn 2020 the WBRA began to push the council to include Wandsworth Bridge Road in the extension of the traffic scheme to help control the volume of traffic on the WBR. We see the evolution of the traffic scheme (TCPR) into a health-policy driven approach (CAN – Clean Air Neighbourhood) as a positive as it explicitly includes the health of boundary roads and commits to measures being taken on these roads to tackle air quality and road safety.

Every day more studies are published highlighting the danger to health from air pollution. It is incumbent on organisations wanting to move forward in the reduction of traffic in our cities to follow the science and to trial science-based solutions. It would be irresponsible for us to recommend reversing a scientific and data driven scheme that is supported by traffic experts and that works. Mountains of research and studies on this topic show time and time again, globally, that these schemes do successfully reduce vehicle use - which in turn reduces pollution. Indeed your own Conservative government reached these same [conclusions in 2021](#). The science, research and global studies are unequivocal - opening roads invites more and more traffic resulting in even greater traffic, congestion and pollution. See [Braess Paradox](#).

Today we are at step 1 of an urgent process to clean our toxic air in our city. The first half of the traffic scheme (TCPR East) is a success since it has reduced traffic volumes both on the side streets and by 12% on the WBR. Clearly it is not enough and it has now been 2 years of delay and obstruction, preventing much needed additional solutions. The traffic schemes are but one tool in delivering the goal of cleaner air and reaching net-zero by 2030. More must be undertaken to discourage vehicles from being the transport method of choice, both by locals and commuters. So yes, we support further stages, more action not less, recognising that there will be periods of congestion as traffic patterns adjust and transport choices shift. (As the science & local experience indicates it will.)

To conclude LBHF are now addressing the health crisis that is Air Pollution in a holistic manner, looking not just at through traffic but also at encouraging local [modal shift](#) and [greening the grey](#). It does not make sense to go backwards to a situation where pollution and congestion was too high and represents a serious health risk for all residents. We have always made clear that if the proposed traffic scheme does not deliver the improved air quality and safety for Wandsworth Bridge Road that we are anticipating, we will push the council hard to do MORE, not less.

It is unacceptable to wait any longer, urgent and bold reforms to our city have to happen now. Simply wanting to avoid any change and to move backwards will benefit no one, and will in fact create far greater harm.

Sincerely,
The WBRA