



Towards a  
*People-Friendly*  
Town Centre for  
Clapham Junction

# One Year Follow-up

*An evaluation of changes one year following our initial report proposing suggestions for the improvement of Clapham Junction Town Centre from the Wandsworth Cycling Campaign*

October 2003

[www.wandsworthcyclists.org.uk](http://www.wandsworthcyclists.org.uk)

## Clapham Junction: One Year Follow-up

In September 2002, following discussions with the Town Centre manager, Wandsworth Cycling Campaign produced a report that surveyed conditions for cyclists and pedestrians in Clapham Junction Town Centre ('Towards a People-Friendly Town Centre for Clapham Junction', downloadable from our website [www.wandsworthcyclists.org.uk](http://www.wandsworthcyclists.org.uk)). We have now repeated the survey one year after the initial report in order to gauge whether any changes are apparent on the ground.

The repeat visit of Clapham Junction town centre was carried out on 27 September 2003, following the original route of the visit in September 2002. The following notes are intended to be read alongside the original report and include page references to the corresponding sections.

### Cycle parking (pages 6-9)

With the exception of the increased provision at Eckstein Road (see below) we noted no new Sheffield stands or other cycle parking facilities in the town centre. However, the tagging and removal of abandoned cycles has been implemented and this may have contributed to a reduction in the number of abandoned cycles on the 18 stands immediately outside the main entrance of Clapham Junction Station from 13 in 2002 to 5 in the present survey. This represents a significant improvement in the useable capacity for cycle parking at



this convenient location for access to this major interchange. However, one of the abandoned bicycles had been tagged for removal by the end of May 2003 (i.e. four months before the date of the survey!), suggesting that further improvements might be achieved by better co-ordination between the street

patrollers and those responsible for the removal. The cycle stands outside the station were fully occupied at the time of both these surveys, indicating that there is still a great need for further cycle parking provision in this area. We also noted that there is still no secure bicycle parking at Clapham Junction Station; the latest information we have on this (as at October 2003) indicates that discussions between the Council and the landowners in the area are in progress that may result in additional cycle parking becoming available in the vicinity. We feel that it may also be possible to provide some cycle stands in the Prested Road/St John's Hill area, near the fitness club, to augment the ideally located stands immediately adjacent to the main station entrance.



### **Signage** (page 9)

In our previous report we suggested that the useful but discreet cycle parking provision at the junction of Aliwal Road with St John's Road could be highlighted by a cycle parking sign. We were pleased to see that this had been implemented. Unfortunately, the sign had become twisted round to point in the wrong direction at the time of our visit. However, it proved possible to correct this. This raises the issue of maintenance – is this not something that street patrollers could be looking out for?

### **Speed** (pages 9-10)

We found no evidence that any speed reduction measures had been implemented. We reiterate the importance of a 20mph zone as a way of making roads around Clapham Junction safer and less intimidating to cyclists and pedestrians and hence more bicycle- (and pedestrian-) friendly.

### **Hot spots** (pages 10-16)

Suggestions were made for the improvement of a number of specific localities around the town centre.

#### *Grant Road (Winstanley Estate) Station Exit* (page 11)

We found no evidence of improvements in this area.

#### *Junction Approach* (page 11)

The planted beds appeared well tended and the shrubs had been cut to a much shorter length than at the time of the original survey. However, the area is still poorly lit and pedestrian-unfriendly. However, we understand that the Council are in discussions with the landowner, ShopStop, regarding improvements to this area.



2002



2003

*Southern end of Falcon Road, from the railway bridge to the junction with St. John's Hill (pages 11-12)*



If anything, we felt that this area had deteriorated since the previous visit. The general impression is of abandonment and dereliction.

The very poor lighting under the railway bridge remains unchanged and the area is still dirty and littered.

The narrow pavement on one side of the corner of Falcon Road and Falcon lane was almost completely blocked by overhanging shrubs at the time of our visit.

The road environment is still dangerous, particularly in the area of the mini-roundabout as previously described. Vehicles cutting the corner of Falcon Lane and Falcon Road have damaged the paving on the North side. (The pothole highlighted in the previous report was repaired after two calls to the Council).

*Junction of Falcon Road with Lavender Hill (page 13)*

This area appeared unchanged since the previous visit.

*Railings (page 13)*

We did not note any improvements resulting from removal or redesign of railings.

*Falcon Lane (page 14)*

We noted no improvements to the road layout in this area. However, the planted areas on Falcon Lane are now well-tended and much improved from the neglected condition seen on the previous visit.

*Asda (page 14)*

No improvements noted.

*Pedestrian crossings on Lavender Hill (page 14)*

No improvements noted.

*Community Space (page 15)*

We were pleased to see that the area near the junction of Eckstein Road with St John's Road had been landscaped, with the provision of cycle parking and benches and that preparations had been made for the planting of two trees. We were also pleased to note that a sign had been installed indicating the cycle parking on Aliwal Road (although see comment above suggesting lack of maintenance of this sign).



2002



2003

*Junction of Battersea Rise, St John's Road and Northcote Road (pages 15-16)*



The combination of narrow pavements and a completely unacceptable timing for the pedestrian crossing lights still act to sever this area. No improvements were noted in traffic flow and the lights still give pedestrians a mere five seconds to cross after a wait of almost one and a half minutes – assuming the crossing is not blocked by vehicles. Measures to keep this junction clear remain a top priority.

**Conclusions**

We welcome the positive changes that we have seen on the ground during our follow-up visit to Clapham Junction town centre.

There remains an enormous opportunity for making Clapham Junction a more people-friendly town centre, along the lines suggested in our report of September 2002. These could be implemented at relatively low cost, although we appreciate that some initiatives require the cooperation of several organisations or organisational units. We stand ready to work with Wandsworth Borough Council and other relevant agencies towards this goal.

Wandsworth Cycling Campaign  
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