

53: Coloured bricks are used within parking bays and for the strip which separates them from the main carriageway. Note also the tree planted within the bay, protected by bollards and cast iron grille. (Photo: T. Pharoah)

54: Narrow (6.5 m) carriageway and half-width bus lay-by. (Photo: D. Turner)

55: Side road treatment showing footway extensions which define parking bays and provide space for tree planting. The raised carriageway, in small granite setts, provides a level pedestrian crossing. Cast iron bollards keep vehicles off the footway. (Photo: D. Turner)

WANDSWORTH  
ST JOHN'S HILL

CONTEXT

St. John's Hill is a busy inner London street with mixed shopping and commercial use near Clapham Junction railway station. It lies between and parallel to the A3 trunk road and the A3205, both of which are main radial roads. It is an important bus route with 37 buses per hour in each direction. Traffic flows during the morning peak are in excess



of 2,000 vehicles per hour (two way). The carriageway had previously been marked out for one traffic lane in each direction divided by a 2.5m central strip with hatched markings, and incorporating 1.8m wide islands.

OBJECTIVES

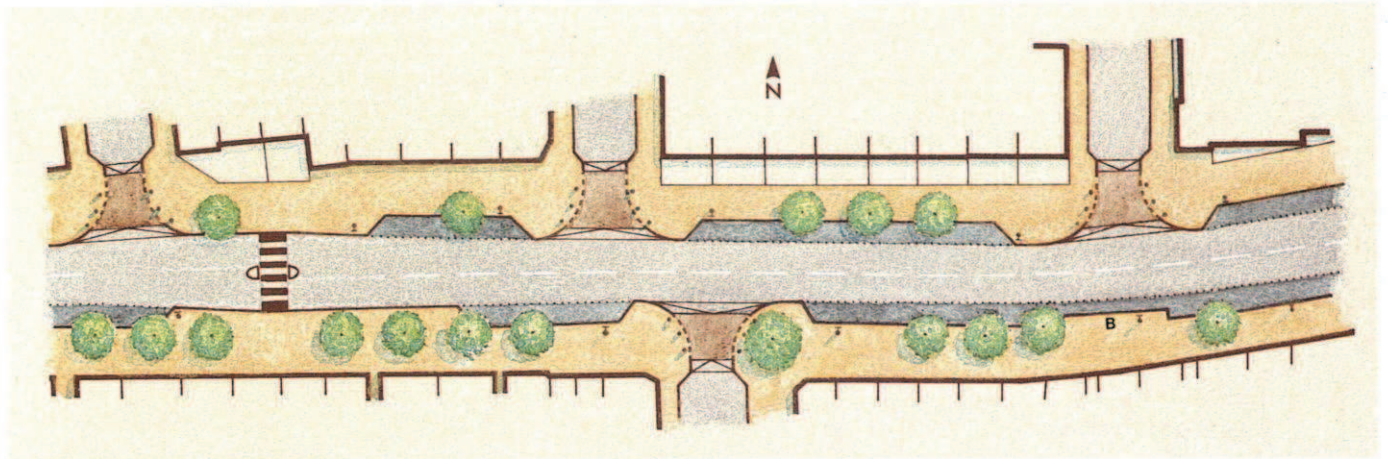
The aims were: to reduce traffic speeds, which were reported to be excessive in the off-peak evening period; to prevent vehicles parking in the central hatched area; and to discourage use of the street as a through route. The scheme was also designed to



53



54



improve the environment of the street, especially for pedestrians.

#### DESCRIPTION

The carriageway has been narrowed to 6.5m, except at zebra crossings where central islands are provided. Parking bays on either side are defined by footway extensions where parking is undesirable, namely at junctions and near pedestrian crossings. Half-width bus bays have been incorporated to allow at least smaller vehicles to pass stationary buses. The parking bays are defined also by the use of brick paving, and are separated from the carriageway by a narrow strip of bricks in a different colour. These strips provide some space to help parking manoeuvres, the opening of car doors, and extra room for cyclists.

The entrances to all side roads have been ramped and raised to footway height to reduce the speed of turning vehicles and to provide a level crossing facility for

pedestrians. Vehicles are prevented from straying onto footway areas by substantial cast iron bollards. Corner radii have been given fairly generous dimensions to prevent delays on the main road caused by vehicles waiting to turn.



55



56

56: Wider and repaved footways provide a more attractive setting for the cafe tables.  
(Photo: D. Turner)

Environmental improvements include repaving of footway areas, tree planting and new lighting. Some hanging baskets and other street furnishings have been provided with sponsorship by commercial interests in the street.

#### COST

The cost was £440,000 excluding the design and supervision of the scheme.

#### ASSESSMENT

The scheme was completed in September 1990. Conversations with people in the street, including some property owners, revealed positive attitudes to the environmental improvements.