

Welcome to
Clapham Junction
Britain's busiest railway station

Station Improvement Proposals

Clapham Junction Action Group



Station improvement proposals

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1. INTRODUCTION

This document has been produced by the Clapham Junction Action Group to address concerns as to the redevelopment of Clapham Junction railway station.

The station has been recognised by Network Rail, the Labour government, Wandsworth Borough Council and the public as being in urgent need of improvement. However, a proposal at the end of 2008 by Metro Shopping Fund to re-develop the entire site failed to make sufficient provision for the station, and drew widespread public protest at the inclusion of two 42-storey residential towers.

This document sets out the case for improvements at Clapham Junction station and suggests different plans to address the station redevelopment. The document re-uses some of the data provided by Network Rail (NR) and also published in the previous planning proposal of Metro Shopping Fund (MSF-2008).

The proposed station enhancements are described in the context of a wider redevelopment and will need to seek an agreement with all parties, including NR, South West Trains (SWT) and MSF.

This document integrates the current Site Specific Allocations Document - Submission Version, with Wandsworth Borough Council plans and guidelines for Clapham Junction Station.

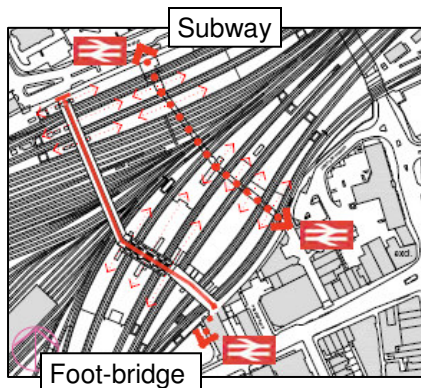
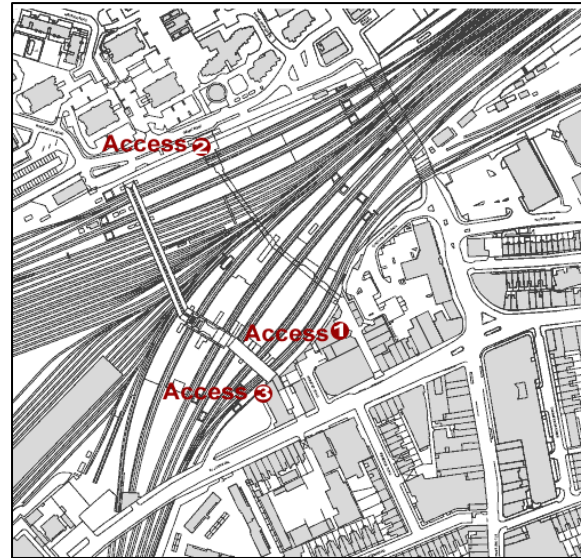
2. EXISTING LAYOUT AND IMPROVEMENTS

2. 1 The Current Layout

Clapham Junction station is owned by Network Rail (NR) and leased to South West Trains (SWT) which manages the station on a daily basis. In addition to the SWT services, the station is also served by Southern Railway and London Overground services.

3 independent ticket halls on either side of the station:

1. St John's Hill entrance: main entrance boarded by retails, congested at peak time.
2. Grant Road entrance: expected to become an important entrance with future rail extension (East London Line, Overground, Heathrow Link).
3. Brighton Yard entrance (open Spring 2011): This is the only step-free access of the station. It offers the possibility of 2 spaces for retail.



All 16 platforms (2 to 17) are **accessed either by a subway or by a foot-bridge**.

The **subway** has an average width of 3.5m and experiences severe congestion during the am & pm peak flows and throughout much of the day. It is only possible to access the platforms via stairs.

The **foot-bridge** is more than twice as wide (with a minimum width of 7.5m) but also 20% longer. Until 2011 it was with no immediate access to exit but this has changed since the recent opening of Brighton Yard entrance. In addition, lifts are available on each platform linked to the bridge.

Platform 1 is currently not used.

2. 2 Access for All scheme and Brighton Yard entrance

Access for All scheme

- Network Rail has installed lifts at Clapham Junction Station, to provide access to each platform from the footbridge as part of its 'Access for All' programme.
- The work involves replacement and improvements to some stairways between the footbridge and the platforms. The lifts and additional staircases were completed in 2011.

Brighton Yard entrance

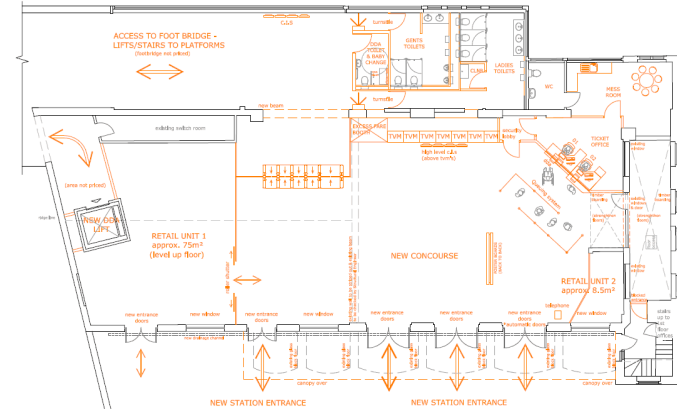
- Network Rail has provided a step-free access route from the footbridge to St John's Hill, via Brighton Yard and Brighton Buildings. Brighton Buildings used to be the entrance to the Station in the days of the London, Brighton and South Coast Railway, earlier in the 20th Century, and more recently has been used as an emergency exit from the Station, and as a depot for railway maintenance contractors.
- A new entrance and ticket hall has been created in the area of Brighton Buildings, with cycle parking and a drop-off area in Brighton Yard for taxis, cars and service vehicles. The existing entrances to the Station remain open.
- The new entrance is expected to redirect 30% of the current passengers using St John's Hill entrance.

Funding

1. Department for Transport – £13.2m (through Access for All and National Stations Improvement Programme: The provision of lifts was funded by the Government's 'Access for All' fund - £9m. A sum of £500,000 was set aside from this fund to provide a basic entrance from Brighton Yard).
2. South West Trains – £600k, Wandsworth Council – £300k, Transport for London – £300k, Network Rail – £200k, Railway Heritage Trust £75k.

TOTAL: £14.675m

- **This new entrance is expected to redirect 30% of users previously using the subway.**



2. 3 Platform lengthening and straightening → **CANCELLED**

Clapham Junction had an allocation of some £20 million for platform lengthening and straightening and £2 million for minor improvements to platforms and the tunnel for the period 2009-2014.

Platforms lengthening

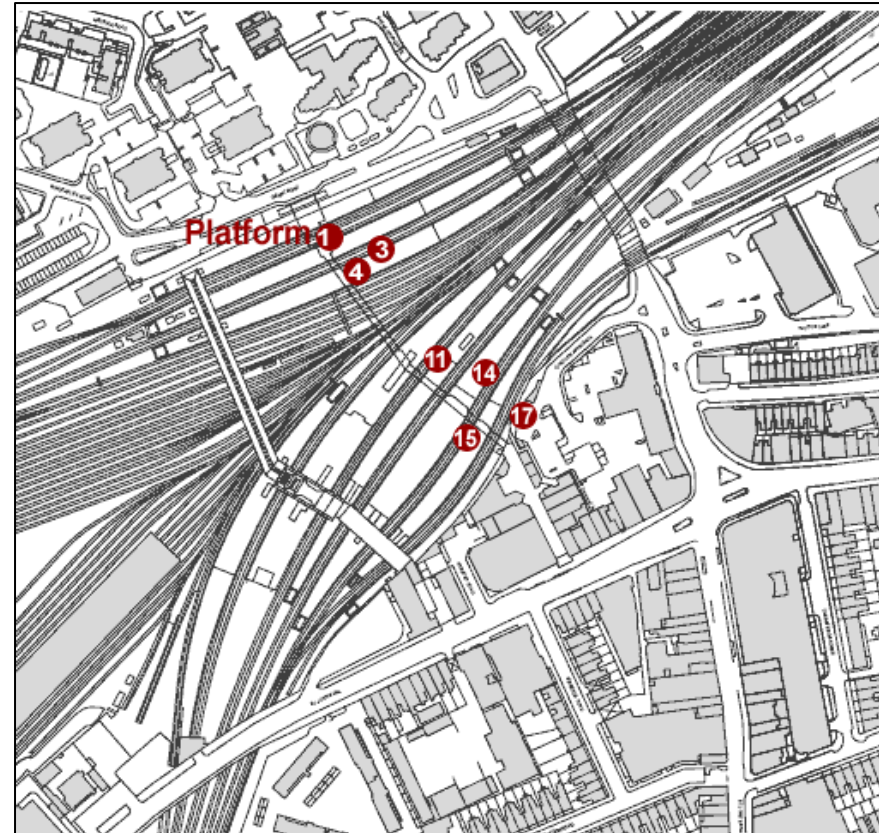
- Platform 11, 14 & 15: This project would have contributed to the achievement of 10-car suburban operation into Victoria from the Sussex route by December 2013 and Waterloo from the Wessex route by December 2012
- Platforms 3 and 4 extension would be required for 12-car operation for Thameslink services in CP5.
- According to NR plans to accommodate the Overground, Platform 1 will remain unused and will be redesignated as platform 0. Platform 2 should become platform 1 (West London Line train movements) and a new platform, to be known as platform 2, will be built out end on to the track for all East London Line train movements.

Platforms straightening

Further development work on a scheme to improve the stepping distances on platforms 15 and 16 should continue in conjunction with this project, but as the major realignment work is no longer necessary to enable the required platform extensions to platforms 14 and 15 any work will be funded from an alternative source.

Straightening of platform 17 requires acquiring land owned by Metro Shopping Fund.

(→ Source: [Network Rail CP4 Delivery Plan 2009 Enhancements programme published in June 2009](#))



UPDATE: According the NR meeting 21 January 2010, the £20m allocated to platform lengthening and straightening at CJ is no longer considered necessary and goes back to the pot of funding for all Sussex lines!

3. FUTURE EXTENSIONS

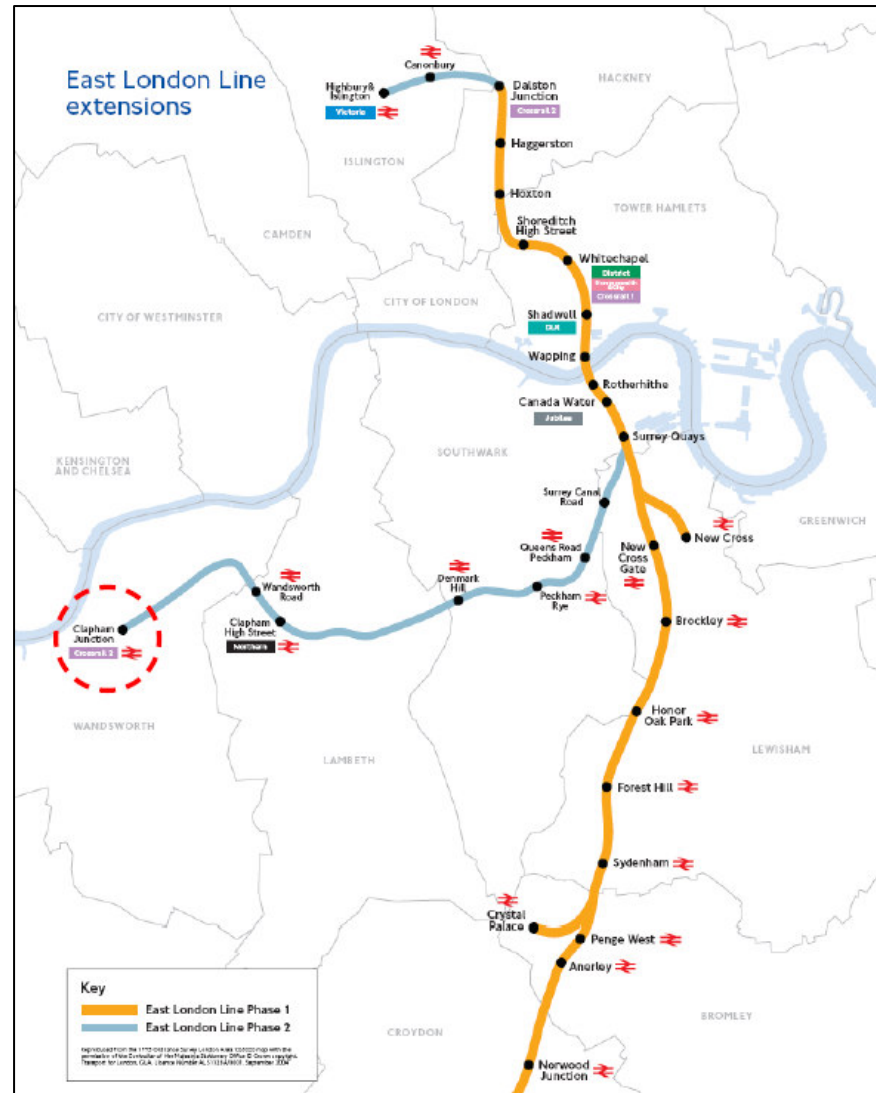
3. 1 East London Line, Overground service → 2011-2012

Overground service

- NR proposed to restore double track to the “Latchmere Curve” during 2010-11.
- This would enable the frequency of overground services to Willesden Junction to be increased to 4 trains per hour from 2011.

East London Line

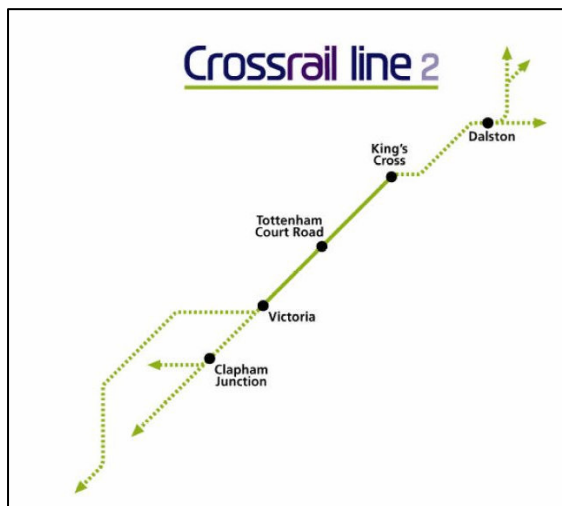
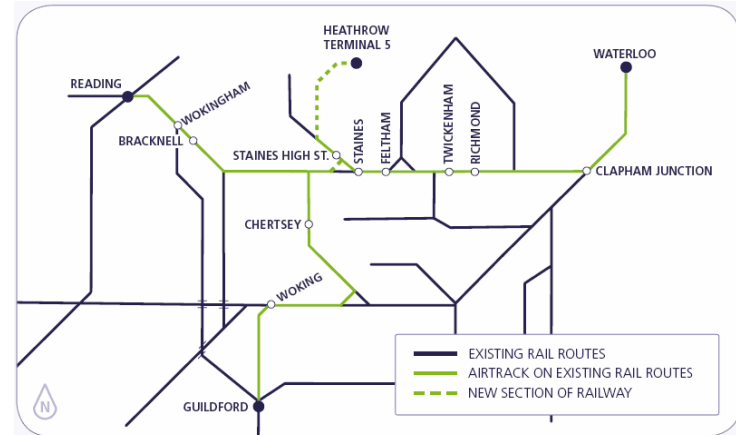
- Phase 2 of the East London Line extension, running from Clapham Junction to Docklands is due to finish in May 2012.
- Cost of this project is £75 millions (*compared to the £1.2 billion spent for phase 1 and £3.5 billion project of the Jubilee Line extension*), with £30 million split between TfL and the GLA (only a 2.5 km link is planned from south of Surrey Quays to the Network Rail South London Line to Clapham Junction; the rest of the route will be on a disused alignment which until 1911 was used by trains from Rotherhithe to Peckham via the now defunct Old Kent Road station).
- 4 trains per hour will go from Platform 2 (they will arrive on Platform 1).



3. 2 Heathrow link, Crossrail 2 → 2014-2025

Heathrow Link

- Heathrow Airport have asked the government for permission to develop a new rail link from Terminal 5 to Waterloo (estimated cost £350-400m). Services would operate to Reading, Guildford and London Waterloo and would be in addition to those already operating on these lines. At the same time, some Heathrow Express services would be extended through Heathrow Terminal 5 to Staines.
- Two services an hour will link Waterloo to Heathrow with 10-carriage trains stopping at Clapham Junction (and Richmond, Twickenham, Feltham and Staines). **Given the importance of this service large numbers of people will want to change at CJ to use this service – including people transferring from Heathrow to Gatwick.**



Crossrail 2

- Another name given to the Airtrack project above is Crossrail 2 (also previously known as the Chelsea-Hackney Line). Complementary to Crossrail 1 (*new high frequency railway mainly linking Heathrow Airport, the West End, the City of London and Canary Wharf – due to open in 2018*), this is a mainline tunnel from Clapham Junction via Victoria, Tottenham Ct Rd & King's Cross to undecided lines in the northeast.
- This is much more ambitious (and much more expensive) than just a Heathrow Link as two routes through Chelsea and Battersea have been identified for the line. Either option would provide direct links to the Underground network and relieve congestion on lines into Victoria and Waterloo. There would also be a direct service to the Eurostar terminus at St Pancras. The Battersea option could have a new stop in north Battersea.
- There is still no timetable for Crossrail 2 but it is unlikely before 2020.

3. 3 External Growth affecting the station use

Hotel application in front of the station's car park

- A Hotel of 77 rooms has been approved at the current location of Woburn House – 155 Falcon Road (in front of Clapham Junction car park entrance – station approach). It is proposed to demolish the existing 5 storey building and erect a 8 storey replacement + 2 Victorian style properties.
- There will still be a commercial shop/restaurant unit on the ground floor which will be independent from the hotel.
- Demolition should start before the end of 2011. The whole construction could be achieved within 10-11 months. The developers are still clinging onto the prospect of opening in time for the 2012 Olympics



Students accommodation in front of Grant Road entrance

- Work is currently underway for the construction of two buildings up to 11 storeys to provide **452 self-contained studio rooms** for use as student accommodation.
- In addition it was reinforced in September 2010 with a new application granted for an additional 6 storey building to provide **114 self-contained studio rooms**.



Redevelopment of Peabody Estate in front of Brighton Yard entrance

- Peabody Estate's Clapham site in south London is drawing up plans for a £100 million estate regeneration.
- The proposal is planning to double the number of **650 new homes** and to be funded through a combination of social housing grants and private homes



Residential units in front of St John's Hill entrance

- A new development should replace the current night-club at Wessex House (in front of St John's Hill entrance). It includes a night-club, a restaurant and a spa. Above you will have **12 residential flats, from 1 to 3 bedrooms**.
- Not date to be confirmed yet.

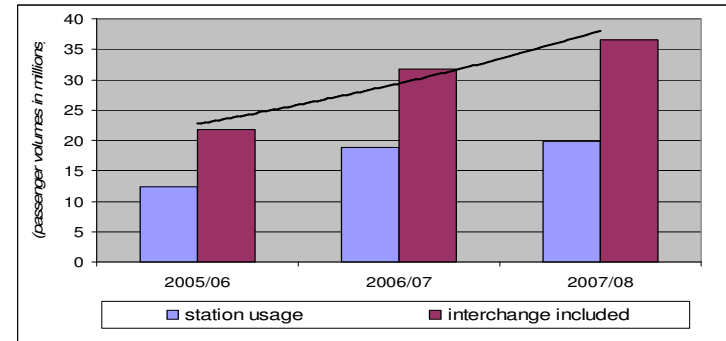
4. THE CASE FOR IMPROVEMENT

4. 1 Impact on Station Usage: 50% increase

- Clapham Junction Station is currently the busiest train interchange in Britain and is used by **19.8 million recorded passengers (*)** per year starting or finishing their journeys at the station (not including **changes between trains, which increases the figure to 36.57 million passengers**).
- This use is forecast to increase to 26 million passengers a year by 2026 (45 million including interchange).
- Passenger congestion is already a major issue during the am and pm peak travel periods. This interchange function puts an immediate burden on the subway and creates considerable difficulties for local passengers.

(*) [ORR website 2009](#)

Passenger volumes at Clapham Junction (ORR)



- Projection from Office of Rail Regulation is already showing a 25% growth within the next 15 years with the current existing services (the forecast is an increase to 26 million passengers a year by 2026 and 45 million including interchange).
- In addition, a number of projects will bring additional passengers with:
 - Frequency of overground services to Willesden Junction to be increased to 4 trains per hour from 2011.
 - East London Line will link Highbury and Islington and Canada Water (Jubilee Line to Canary Wharf) to Clapham Junction by 2012.
 - Heathrow link (direct train between Waterloo and Heathrow airport, stopping at Clapham Junction): Time line: Late 2014
 - Crossrail 2 (2025?)
- **All together, the number of passengers in Clapham Junction could increase by 50% within the next 15 years.**

4. 2 The need for capacity enhancement

The existing station use shows that the about half (45%) of passengers use the station solely for interchanging between train services with the balance of 55% using the station to enter and exit the rail network (*ORR website*).

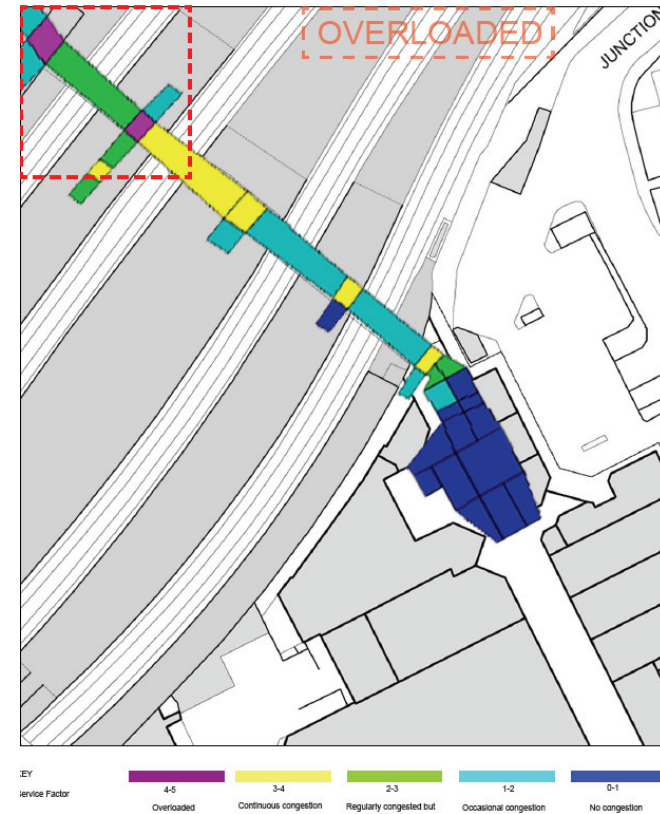
Overcrowding

- Passengers using the **St John's Hill** ticket hall are regularly affected by congestion. Even before reaching the ticket hall on St. John's Hill, cycle stands, cycles chained to railings and the flower kiosk impede flow. The pedestrian crossing at St John's Hill is not wide enough to cope with peak demand and none of the bus stops on St John's Hill or Falcon Road have raised kerbs and are therefore not accessible for passengers with reduced mobility.
- The increasing overcrowding could result in station control being implemented on a regular basis with passengers being prevented from entering the station until the overcrowding levels reduce.
- The operation of longer trains on key routes is being considered to address capacity issues, including those associated with forecast passenger growth. The most effective and efficient way to manage longer trains would be to lengthen of a number of platforms, which on its own will create additional passenger flow through the subway and staircases and hence exacerbate the congestion at these points.
- The current congestion levels at Clapham Junction, both on platforms and inside the station, are in need of long term sustainable solutions

Urgent Need to improve Grant Road entrance

- **Grant Road** provides an unwelcoming approach with adjacent derelict and boarded up buildings. Due to its more limited use and security concerns the entrance is closed at 11pm. This forces late night passengers from the north of the station to walk beneath the long Falcon Road bridge to access the St John Hill entrance.
- All extensions projects are planned of the Grant Road side of the station (platforms 2 to 4) and will put extra pressure on the depleted access.
- **The Overground-East London line extension necessitated some urgent changes on platform 1-2 access in order to accommodate with the extra capacity required (in progress).**

Existing overcrowding as presented in MSF plan in 2008



5. PROPOSALS

5. 1 Challenge

1. Building of architectural distinction which respects the primary purpose of the location as a station and its environment.
2. Multiple accesses and locations:
 - Grant Road
 - Falcon Road (Station approach)
 - St John's Hill
 - Brighton Yard
3. Access to both over-bridge and subway from any entrance.
4. Subway widening and/or a third route linking St John's Road and Grant Road.
5. Safe accessibility between St John's Road and Grant Road for non-passengers (improve pedestrian links to the town centre).
6. Enhance the shopping area.
7. Retain and enhance the opportunities for office businesses/retail within the complex.
8. Any buildings within the complex to respect the historic character and prevailing scale of buildings in the area, and to retain views of the town centre from the tracks.
9. Ideally the project should include an initial competition with architects / designers.

5. 2 Local Views

The Clapham Junction Action Group has called for local residents and stakeholders to give their view on the future of Clapham Junction station. Below is the list of the contributions we collected.

Contributions

We list below, ordered by dates, the contributions we collected so far (*full copy in annex of this document*):

Images of the Basel Station layout

01/02/2010-Kate Williams

10/02/2010-Tony Papard

17/02/2010-Judith Howard

17/02/2010-Michael

19/02/2010-David Hargreaves

26/02/2010-Sue Vidovic

08/03/2010-Derrick Johnson

08/03/2010-Janet Johnson

09/03/2010-Richard Gott

10/03/2010-S Rose

19/03/2010-Carol Jennings

24/04/2010-Cyril Richert

05/05/2010-Julia Matcham

12/05/2010-David Curran

13/05/2010-Lynda Mathewson

13/05/2010-Paul Forrester

15/05/2010-Tim Glass

15/05/2010-Marianne I. van Abbe

16/05/2010-David Hargreaves

16/05/2010-Will Henderson

19/05/2010-Pat Johnson

19/05/2010-Pat Johnson

31/05/2010-Elaine Macfarlane

06/06/2010-Marney Rd

06/07/2010-Judith Howard

01/09/2010-Craig Liversidge

23/10/2010-Peter Deakins

30/11/2010-Wandsworth Labour Group

12/01/2011-Halldor Fossa

03/06/2011-Battersea Society (Grant Road entrance)

All contributions may be viewed and downloaded on:

<http://cjag.org/category/clapham-junction/station-redevelopment/cj-station-your-views/>

6. FUNDING POSSIBILITIES

Current Spending

- Access for All scheme (lifts on all platforms + basic entrance) = £13.2m (government)
- Platform straightening and lengthening = £20m (NR – CP4 2009-2014) (→ *now cancelled by Network Rail*)
- Small improvements and cosmetic = £2m (NR – CP4 2009-2014)
- Contribution to Brighton yard Entrance = South West Trains – £600k, Wandsworth Council – £300k, Transport for London – £300k, Network Rail – £200k, Railway Heritage Trust £75k

Phase 1 (CP4: 2009-2014): Grant Road entrance ~ £5m

- New station entrance for Grant Road.
- Access to both subway and bridge (Grant Road).
- Escalators/lifts to bridge (Grant Road).

FUNDING:

1. Network Rail Discretionary Fund (NRDF) / National Stations Improvement Programme (NSIP)
2. Government's funding (£5-10m)

Phase 2 (CP5: 2014-2019): Main redevelopment > £60m

- New station entrance for St John's Hill.
- Main concourse development.
- Access to both subway and bridge (Grant Road).
- Escalators/lifts to bridge (from concourse to Brighton Yard).
- Refurbishments of platforms.
- Improvements subway/bridge.

FUNDING: Network Rail Planning for CP5

7. CONCLUSION

All recent examples show that instead of having a vision for the future of the rail station, the authorities have always reacted to “patch” urgent and critical issues (congestion and overcrowding lead to the opening of Brighton Yard, capacity regulation forced an urgent workout on Grant Road side). All those problems were however highlighted by users and local residents for years.

With the failure to achieve any redevelopment for Clapham Junction in the past decade, along with the lack of a global planning for any long term commitment, the situation will be exacerbated with passengers and services increasing.

In an ideal world, a regeneration of the Clapham Junction area would consist of a fabulous new station complex on the site of the existing buildings South of the tracks on the model of Birmingham New Street. This would recognise the function of the site as a station, and allow a reasonable development of additional office and retail facilities without creating the eyesore of high rise residential blocks.

The redevelopment of Clapham Junction station is Network Rail’s responsibility. The site should easily justify such a development based on passenger numbers, and we believe that this should remain our aspiration.

Clapham Junction Action Group (CJAG)

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8. ANNEX

8. 1 Policy context and Urban Characterisation

The Wandsworth Borough Council (WBC) has adopted its Core Strategy document and is currently working on its Local Development Framework documents. It has produced a Urban Design Study (stage 2) presenting the opportunities and constraints of development in the area. The policy (Core Strategy Policy PL13) promotes and encourages:

- Clapham Junction as a major transport interchange, creating a new station fit for the twenty-first century through improvements to the station entrances, lifts to platforms and improved bus/rail interchange facilities;
- New residential accommodation will help meet housing targets in a highly accessible location. Other appropriate uses in this highly accessible location include offices, hotel, cultural, leisure and entertainment;
- A high quality street frontage can be created around the existing station entrance in St John's Hill, building upon the established urban grain of the town centre;
- The pedestrian environment on Lavender Hill/ St Johns Hill/ St Johns Road/Falcon Road will be enhanced with improved facilities for buses, taxis and cyclists;

Urban Characterisation

The public realm of the station is an important area for people as it is a major gateway to the town centre. The approaches to the station have a high pedestrian flow and the cycle stands outside the station are heavily used for parking bicycles. The subway in particular gets very crowded at peak times, which is an unpleasant experience for pedestrians. The quality of the footways, the amount of street clutter, and the station environment have been highlighted as in need of improvement.

- From the railway, the unfolding views of Clapham Junction from Waterloo are of interest with the view of the towers to the Clapham Grand signalling arrival at the station. Once arrived in the town, the view of the former Arding & Hobbs store from all approaches forms a local landmark, dominated by its tower on the corner of St. John's Road.
- Due to the highly urban character and development of the area, there is very little public open space within the town centre and no green space, although Clapham Common and Wandsworth Common serve the area being only 300 metres away.

(→ extracts of the WBC Core Strategy Policy PL13 and Urban Design Study – stage 2)

8. 2 Development opportunities and constraints

• **Design principles:** Clapham Junction Station is one of Britain's busiest stations with the highest number of interchanges between platforms being made. The station's design and layout derives from the three main operators that established railway lines in the 19th century. The station has shown significant increases in passenger usage in recent years and is in need of significant investment to equip it for the 21st century. Any redevelopment will be expected to protect and enhance the conservation area and locally listed platforms and their settings.

Development proposals should make the most of this highly accessible site, whilst still respecting the wider Conservation Area, particularly along St John's Hill, and the proposed station improvements.

• **Site Allocation:** Safeguarding of the station and railway sidings for transport use. Improvements to Clapham Junction Station, including improved access arrangements. Proposals to straighten platforms 15-17 to allow increased passenger capacity and provide safer access to trains. Development to provide enhanced retail to strengthen its shopping function and high density residential above. Other appropriate uses including business, hotel, culture, leisure and entertainment.

• **Street blocks:** Clapham Junction exhibits a fine-grained pattern of streets and buildings and any new streets should seek to reinforce the cherished qualities of the existing tight-knit urban fabric of the town centre. There is scope to include a new street within the site to improve access to the area. The most likely route would be linking Falcon Road with St. John's Hill, though it is suggested this would be restricted to pedestrians and emergency vehicles. Additional routes linking any new route to existing streets could also be considered.

• **Public Spaces:** The site offers a real opportunity to create a major new public space, primarily for pedestrians. Any new public spaces should provide a setting of a civic scale to the station. Any new public space created within the site should be enclosed by building frontages with retail floorspace provided at ground floor.

• **Tall Buildings:** In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

• **Open Space:** The site is partially located within an Open Space Deficiency Area.

• **Nature Conservation:** The site is partially located within an area of deficiency in access to nature.

(→ extracts of the Site Specific Allocations Document - Submission Version)

8. 3 Summary of Arguments received against the 2008 proposal (twin towers)

Extract regarding the report on all the presentations received by the Council during the consultation process for Metro Shopping Fund's planning application (2 new station buildings with two towers accommodating 556 residential units to a maximum height of 142m).

PAPER NO: 09-453

WANDSWORTH BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE – 20TH MAY 2009

Copy of the Council's report from page 18 to 22 → ATTACHED

8. 4 Contributions – CJAG consultation 2010-2011

Attached are copies of all contributions received during the consultation organised by the Clapham Junction Action Group from 2010 to 2011.

Images of the Basel Station layout

01/02/2010-Kate Williams

10/02/2010-Tony Papard

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