

# Alton Community Panel Meeting Notes (draft)

## Meeting 8 – 11 November 2025



**Main aim of meeting:** Helping officers decide which *additional pedestrian improvements* to prioritise on the Alton.

**Panel Members:** Albert Balogun, Asma Choudhry, Sandra Claringbould, Tatiana Dobрева, Charles Einloth, Amanuel Gebrekidan, Simone Johns, Nusrat Mahmood, George Mills, Jane Pavitt, Jo Playford, Angus Robertson.

**Others at meeting:** **Alton Renewal Team:** Kate Batchelor (Programme Manager), Jo Baxter (Community Engagement & Cultural Coordinator), Charlotte Rowlands (Project Assistant) and Anna Singleton (Head of Alton Regeneration). **Transport Team:** Jesse Handler (Transport Strategy Programme Co-ordinator) and Raphael Younger (Transport Planner). **Community Safety Team:** Leo Bunting (Community Safety Officer). **Architects HTA:** Lucy Smith. **Observer:** Cllr. Jenny Yates. **Third-Party Chair:** Daisy Froud.

### A. Follow up on Meeting 7 actions and other ARP Team and Chair updates.

- Block A/Meeting 9:** While Members found the Block A Health Impact Assessment session valuable, there had been some disappointment that this session's original focus– "input to the design" – was lost, and that the update at the end was brief, with little time for questions, especially with the planning application due soon. Given that Portswood Place is not yet be in a useful place to bring to the Panel, **the ARP Team and HTA will therefore now dedicate the December session to Block A**, with Portswood Place to be rescheduled for early 2026. The Panel gave a list of Block A topics that they would like covered (see p.2 **NEXT MEETING**).
- Changes to agendas:** Members understand that these may be needed, especially with a programme well in advance. Circumstances and timelines evolve. Daisy clarified that if reasons are fully and transparently communicated, this shouldn't be problematic. It's lack of info that can feel disempowering or frustrating.
- Festive celebration:** it was agreed that it would be nice to mark the end of the year in some way: probably a field trip to a relevant HTA community building plus festive lunch, funded through a contractor Social Value contribution. **Note:** having looked into options, the Team now propose this as a New Year event, when places to eat are easier to book and diaries are freer. **Proposed date:** Friday 16 January. *To be discussed at Meeting 9.*
- The Panel in 2026.** The trial period concludes at end December, with evaluation of how the Panel has gone, and how it should evolve, in January. The ARP Team would like to keep going if the Panel itself thinks it worthwhile.
- Panel Membership:** January will also be a chance to review this and to fill any gaps. The Panel has 14 regular members and was intended to be 15 people. Potential gaps include residents with *physical* disabilities, though the Accessibility Panel does ensure focus there, and younger people. Suggestions to recruit people in their 20s include via the Community Kitchen, and the new youth section of *Roehampton Voice*. We should also discuss how long a term on the Panel should be i.e. when people should stand down to allow new voices in.

### B. Main Session Activity: Prioritising Additional Pedestrian Improvements

Working with specialist consultants, **the Council's Transport Strategy officers have been auditing 'deficiencies'** (areas where maintenance is needed, or that pose safety or access issues) **across the Alton's paths, pavements, roads and open space.** Drawing on that audit, **they are creating a programme of improvements, and wanted the Panel's input** to decisions on which to prioritise in addition to those already identified.



**What did we do?** Following a briefing, the Panel worked in groups, using large scale maps, to (i) **briefly map routes they already take, and routes they would ideally like to take** across the estate and then (ii) **to identify, using stickers, annotations, and coloured lines, specific improvements they would like to see happen.**

**What happens next?** Panel recommendations will go to the Alton Accessibility Panel for additional review, to ensure inclusion and access improvements are informed by their lived experience. **The intention is then for the two Panels' decisions to be implemented.** If plans need to be revised, the Council will communicate this to the Panel.

**Reflections from the Transport Team, and longer-term steps:** Jesse and Raphael found the session really useful. They propose returning with a programme outlining how allocated funds will be spent. Further conversation may then be needed to refine priorities, which could involve conversation on site via a walkabout with Panel members. They noted drop kerbs as a priority issue that would make a major difference and could be implemented relatively quickly.

See [Panel Pedestrian Improvement Priorities](#) (p.3) for the Panel's recommendations.

**Optional Action for Panel:** Over the next few weeks, please continue to think about needed pedestrian improvements as you travel around the Alton. Please send photos, locations, and descriptions of any improvements you would like added to Panel's list of recommendations to Jo who will share them with the Transport Team.

In addition, for any TfL transport-related concerns, including bus issues, please email the Team directly at [transportation@wandsworth.gov.uk](mailto:transportation@wandsworth.gov.uk) – they can feed this information back to TfL.

---

### C. Panel Questions on the Pedestrian Improvements Strategy

- 1. When will work on the Family Hub access route start?** In early 2026. The plan was to start before Christmas, but, as substantial additional work is now required to the wall, there is a delay.
- 2. The budget slide mentions a potential additional £50k “subject to approval”. What does that mean?** The Team is hopeful that the additional funding will be secured from TfL in 2026.
- 3. How can/ will cars blocking pedestrian access be addressed?** Pavements are often narrow, so adjustments to these may have impacts on space for parking. New double yellow lines can also help re-balance access to highways.
- 4. How do these improvements relate to or impact the housing redevelopment area?** Most development will not affect road layout, so improvements are still relevant there. Additional improvements can then be delivered via the Masterplan. **Note:** The masterplan is evolving, so flexibility is required; priorities may need to be revisited at a later date.
- 5. How does the Council plan for anticipated changes, such as improved retail leading to increased car use?** Exercises like this, to understand activity and desires on the ground, feed into wider transport strategy work looking at current and likely future patterns of use. Proposals for the long-term future, such as the Masterplan, can then be designed to accommodate likely future needs.



---

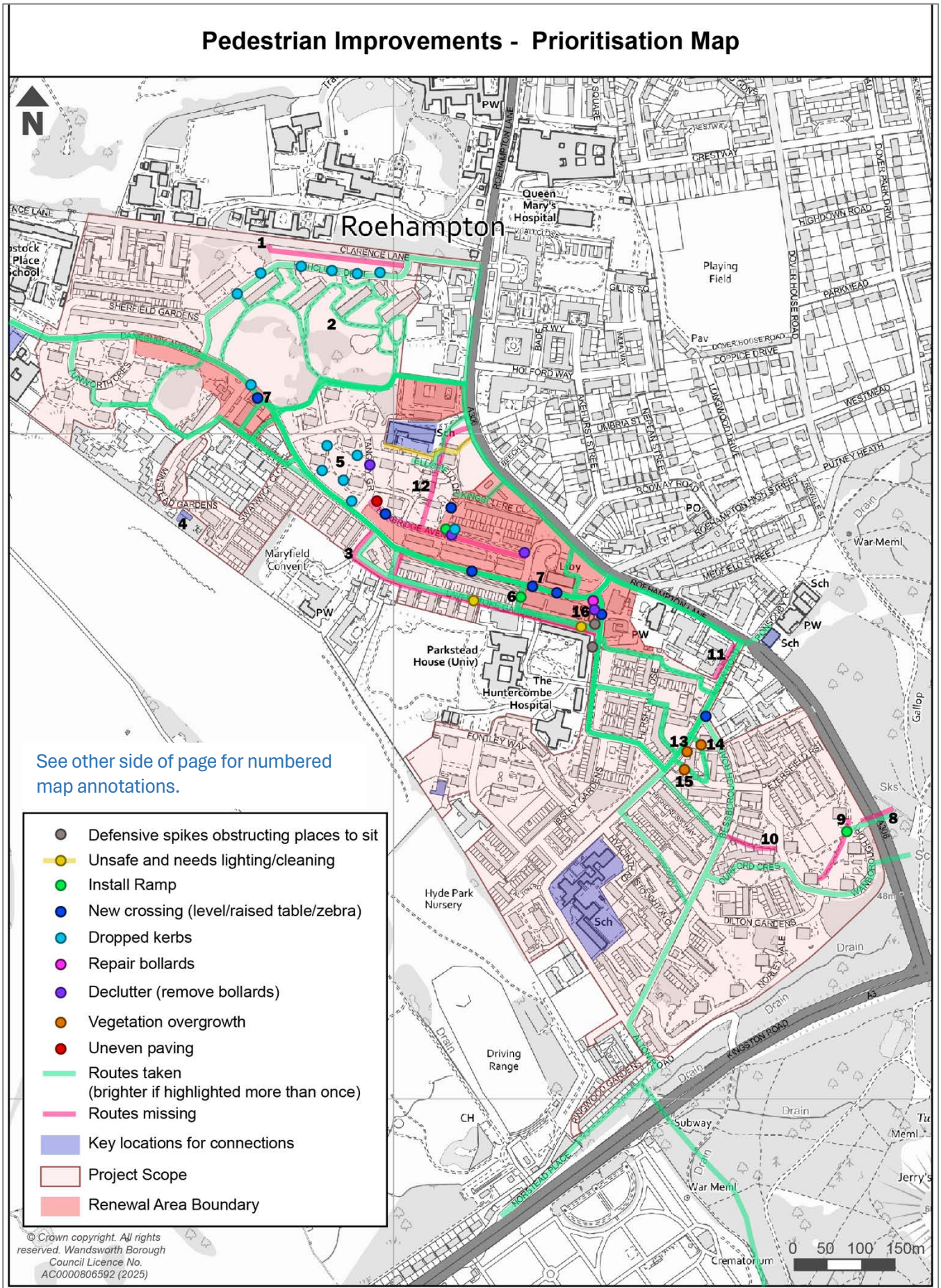
**NEXT MEETING: Tuesday 2 December, 4.00- 6.00pm.** A detailed update on Block A, followed by questions and discussion, with a particular focus on identifying areas for future Panel sessions and/or wider engagement.

**The Panel requested that the following topics be covered:** (i) the story so far, including engagement carried out, and design decisions taken, and how these have shaped the design, (ii) intentions for operations and programming, (iii) approach to heritage, and opinions of formal heritage bodies re the proposals, (iv) timeline for delivery.

ENDS

# Panel Priorities for Pedestrian Improvements (draft)

The map below, produced by the Transport Team, brings together priorities from all three individual group maps.



## Map annotations

1. Reinstate paving along grass – unsafe narrow pavements.
2. All paths need repairing - if not included in Downshire Fields re-landscaping - due to uneven surfaces.
3. Laverstoke Gardens as alternative cycle route to Danebury Ave.
4. Near to the interesting arch (Mount Clare Temple): need clear pedestrian route and clearing (Note: not sure exactly where the desire line is).
5. Good example of repaired paths, but review dropped kerbs.
6. Long-term solution – may be picked up by Masterplan- but not sure there is an accessible route here.
7. Can we have 2 zebra crossings in this general area? – near school making it easier for kids. Crossing near the library is a priority and currently very dangerous: worrying for both drivers and pedestrians.
8. No safe crossing to bus stop at the moment.
9. No-one uses the steps here - everyone goes across green space. It would be good to have a paved route.
10. Want to take this route but can't (issues: lighting, obstacles, etc.) Instead have to take a longer route.
11. Railings needed due to slope.
12. No route from Harbridge Ave to Roehampton Lane.
13. Historic wall and vegetation overgrown and obstructing pavement on south side of Alton Rd.
14. Exit from Horndean Close to Alton Rd obstructed with vegetation.
15. Exit from Horndean Close to Alton Rd: streetlight obstructed by vegetation so very dark.
16. Footpath on Holybourne Ave near junction with Danebury Ave is very narrow and obstructed – especially concerning as this area has high traffic on pavement. It is cluttered with too many bollards.

## Overall reflections from Panel

1. Focusing on **lots of small improvements, as well as a few crossings in key areas, would probably create a greater overall impact**, from the available budget for everyone on the Alton than fewer larger ones.
2. **Areas of focus should be:**
  - Improving **routes to bus stops, schools, and nurseries**. Currently children have to run across roads. E.g. Roehampton Lane and Wanborough Drive during school runs time creates congestion and safety concerns for pedestrians. Restricting this traffic remains a challenge: balance has to be struck between those who *need* to use cars being able to access schools, and overall traffic reduction and better management.
  - **Signs near schools** encouraging drivers to slow down, ideally designed by children for a friendly tone.
  - Access to the surgery – currently difficult for those with mobility issues.
  - **Addressing narrow routes along main roads** by adding proper paths.
  - Creating **pedestrian routes to special places on the Alton**, such as the Temple, including a crossing near Portswood Place into the green space.
  - **Considering topography**: many paths include steps, creating challenges for wheelchair users and prams.
3. **Observations re. recurrent issues:**
  - Existing bollards often break and require maintenance.
  - Lighting is insufficient in some areas.
  - Lack of signage indicating accessible routes.
  - More accessible routes are required for all users; slippery or muddy paths make some routes unusable.
  - Pavement parking limits movement.
4. **Considerable interest in 'level crossings' or raised tables**, which function both as speed ramps for vehicles and safe crossing points for pedestrians, and are cheaper than traditional zebra crossings. These could work well on Danebury Avenue. Note: There can be concerns from nearby building inhabitants re. vibrations.