

The Brixton Society

Understanding the Past, Looking to the Future

Reg'd. Charity No.1058103, Registered with the London Forum of Amenity Societies

Website: www.brixtonsociety.org.uk

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5th March 2020

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Brixton Liveable Neighbourhood Survey – Ferndale Road sector:

On behalf of the Brixton Society, I am responding to the recent consultation on the Council's website.

Ferndale and Landor Roads form important routes through Brixton, and the Society's main concerns are as follows:

Design Criteria and Limitations:

The objectives are broadly welcome, but the detailed design is critical to how practical it is to get around within the locality.

The traffic data shown is incomplete and ambiguous, so not necessarily a sound basis for planning.

Provision should be maintained for deliveries to homes and businesses.

Residents are increasingly reliant on home deliveries, not just for bulky goods, but also for groceries and meals.

Traffic Restraint options:

Option 1 is impractical because public transport systems are already at capacity. Bus services along Landor and Bedford Roads are limited, and Ferndale Road has no bus route at all.

There is very little capacity available for travel to work via the Northern Line from Clapham North station. High density redevelopment of the Fenwick Estate will increase demand on the existing system.

Option 2 is more realistic, with Ferndale and Landor Roads continuing to serve as local distributor routes. Restraint will be needed on minor roads to avoid rat-running. Additional refuges or crossings would be welcome on Landor and Ferndale Roads to assist safer pedestrian movement.

Option 3 is worthy, but impractical in the medium term – it would require a massive investment in electric charging infrastructure, which is far beyond the resources of this programme.

Pedestrian Safety

Despite TfL's enthusiasm for encouraging cycling, it is important that pedestrians are not placed at greater risk by proposed changes. Rather there should be improvements to pedestrian movement and safety.

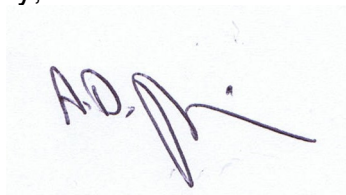
The footbridge between Ferndale Road and Hubert Grove is an important walking route, but the northern approach to the bridge is vulnerable to rubbish dumping.

Environmental Improvements:

Street trees, planters and "parklet" bays would be welcome in most streets within this area, because most houses have only small forecourts or light-wells facing the street. However, these features should not be sited where they are obstacles to pedestrian movement, particularly for pushchairs and wheelchairs.

Separate comments are being submitted on the two other sectors in the current stage of consultation.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'A.D.' followed by a stylized flourish.

Hon. Secretary