

The Brixton Society

Understanding the Past, Looking to the Future

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Brixton Liveable Neighbourhood Survey – Loughborough Road sector:

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

Loughborough Road is an important route through and around 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 maps illustrating traffic flows are incomplete and ambiguous – Rathgar Road is clearly not a through route and no information is shown for other roads east of Loughborough Road.

Gresham Road is an important main road link, avoiding traffic congestion and a low railway bridge over the western arm of Coldharbour Lane.

Loughborough Road options:

The first option, of making Loughborough Road access only, rather than a through route, sounds attractive at first, but fails to explain how this would work, so cannot be supported. Provision must be maintained for deliveries to homes and businesses – this aspect was ignored by the previous scheme.

The second option, with dedicated cycle lanes and pedestrian crossings on Barrington and Loughborough Roads, is preferred (but see our comments on cycle routes below).

This option appears to be widely supported among other respondents.

The third, zero emissions, option is worthy but unrealistic in the complete absence of any supporting infrastructure such as electric vehicle charging points. This should be regarded as a long-term aim, but the resources of the current programme would only allow a token effort with no real impact. Remember that changing motive power from horse-drawn to petrol-driven and then to electric does not remove traffic congestion problems!

In the interim, we would support a Santander cycle docking station near Loughborough Junction station, and more kerbside cycle hangars.

Cycle Routes:

We are not convinced that cycle routes need to follow only main roads. While dedicated cycle lanes should be safer, the cyclists will still be exposed to relatively high air pollution. The opportunity should be taken to develop a quieter cycle route between Brixton Town Centre and the Camberwell Green area. This would need signposting rather than coloured tarmac/ fancy road markings, so might even be cheaper.

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. Under no circumstances should pedestrians have to share lanes with cyclists, particularly with the emergence of electric bikes and scooters.

While street trees and planters are generally welcome, they should not be sited where they are obstacles to pedestrian movement, particularly for pushchairs and wheelchairs.

Public Transport issues:

Despite the ambition to promote use of public transport to discourage car use, there are no specific proposals to increase local capacity, which is at full stretch. East Brixton station should be re-opened to provide access to the London Overground service. Dedicated stops should be introduced on the P5 bus route north of the Fiveways intersection.

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

Yours sincerely,



Hon. Secretary