

# 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](http://www.brixtonsociety.org.uk)

Lambeth Transport & Public Realm,

[healthyroutes@lambeth.gov.uk](mailto:healthyroutes@lambeth.gov.uk)

*Please reply to:*  
Alan Piper, RIBA,



[APiperBrix@aol.com](mailto:APiperBrix@aol.com)

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## **LOUGHBOROUGH ROAD, SW9 – Healthy Route Proposals:**

Dear Sir,

On behalf of the Brixton Society, I am responding to the recent consultation on the proposed changes to cycle lanes on the southern arm of Loughborough Road.

The Society's main concerns are as follows:

### **Consultation:**

Neither the Brixton Society nor the Brixton Neighbourhood Forum were consulted directly.

Publicity was poorly organised and limited in extent, although cycle lanes on Loughborough Road are likely to attract users from a wider area, as an alternative to using Brixton Road.

### **Pedestrian Safety:**

The proposals create more danger for pedestrians, whose safety is once again being treated as the lowest priority. It is madness to configure cycle lanes so that passengers alighting from the P5 bus on Loughborough Road will have to cross a cycle lane to reach the remaining pavement.

We are strongly opposed to reducing the width of the existing pavements, which are presently favourable to pedestrian safety. This is particularly important given the movement of children between Loughborough Primary School on the east side of the road, and the older portion of the Loughborough Estate on the west side.

It should be a guiding principle to avoid pedestrians and cyclists having to share paths. Surely a route cannot be truly described as healthy if it increases demand on accident and emergency services?

### **Cycling Safety:**

The proposed cycle lanes are not attractive to cyclists. They are too narrow to allow overtaking of slower cyclists, such as "Boris Bike" users. They are too close to car parking bays, with the increased risk of cyclists being caught

by car doors opening on the passenger side, because passengers will be less aware of the risk than drivers.

There appears to be no provision for cycle hangars or similar, so the scheme is scarcely encouraging cycle use among residents of the immediate area. It appears to be repeating the approach of road schemes from 50 years ago and favouring through traffic over local residents, only now with the emphasis shifted from private cars to bicycles.


**Fiveways Junction:**

Proposals for this junction are severely lacking. More thought must be given to how cyclists can cross this junction safely, in particular if making a right turn from Loughborough Road North into Loughborough Road South. It should also be permissible for cyclists to turn into Fiveways Road.

Pedestrian safety also needs improvement at this junction, with poor signalling of safe crossing phases.

Some cycle stands should be provided near the shops, to encourage local cycle journeys. A cycle hire station at this junction is worth investigating, given the lack of such provision further east.

Yours faithfully,



Hon. Secretary