

Representations in Support of the proposals

<p><u>1. General - Resident Support 001</u> I agree with the proposals</p>
<p><u>2. General Proposals - Resident Support 002</u> I think the proposals make a lot of sense, particularly those for Coldharbour Lane at Loughborough Junction where hold-ups are regular, and for Rushcroft Road/Electric Lane.</p>
<p><u>3. Rushcroft Proposals - Resident Support 003</u> I am writing in response to the consultation open until Nov 1 2019 on Brixton Business Improvement Districts. I would strongly endorse the provisions proposed to add cycle lane on Coldharbour Road. I would recommend to consider what more can be done along the whole of Coldharbour road to have clear separated lanes for cyclists. In this regard, if residents parking spaces are to be added to rushcroft road, please also consider the provision of residents and visitors covered cycle parking in this area. It should be a principle of the Council to add at least as many cycle parking spaces as car parking spaces whenever making improvements in an areas. <u>Officer response:</u> Investigations have taken place looking at sections of the Coldharbour Lane corridor in terms of cycle provision as part of the collision reduction programme. There are regular pinch points throughout, where it would be impossible to continue a cycle lane safely. For example, at Belinda Road it is impossible to maintain the minimum standard traffic lane and footpath widths to implement cycle lanes in both directions. East of Loughborough junction gives the most opportunity to provide a significant length of continuous route, however it would require significant changes to the parking and loading restrictions and crossing points, adversely affecting pedestrians, residents and businesses. The council is currently focussing future cycle provision in the area along Barrington Road, across Loughborough Junction and via Flaxman Road.</p>
<p><u>4. Belinda Road Proposals - Resident Support 004</u> I am fully in favour of the proposals at Coldharbour Lane / Belinda Road. It is a dangerous area for vehicles and pedestrians with traffic going too fast. It is good also to eliminate parking on that stretch which causes congestion much of the time both illegal parking in the daytime and later.</p>
<p><u>5. General Proposals - Resident Support 005</u> I agree with the whole proposal. The speeding around that area is crazy. I'd also like to bring to your attention that tulse hill outside of st martins school is a 20mph area. I regularly clock cars doing over 50. It isn't safe and needs looking at before a child is killed. Even if it's just more speed bumps.</p>
<p><u>6. Rushcroft Proposals - Resident Support 006</u> I have just opened the letter from Lambeth council containing the proposal to make Rushcroft Rd and Electric Lane one-way. Firstly I'd like to say that I am VERY MUCH in favour of at least the plans to make these two roads one-way, but I do see a PROBLEM with one aspect of the proposal, which I'll come on to shortly. You may know that the junction of Rushcroft Road and Electric Lane is currently incredibly dysfunctional for much of the day, but especially during the night time economy's peak times (up till 2am at the weekends). The junction throughout the day becomes jammed with vehicles unable to pass one another, leading to residents being exposed to high levels of pollution, drivers illegally using their car horns and sometimes drivers hurling abuse at one another. None of this is fun to live right next to and I think the plans would solve at least some of the vehicle related problems in this area. I live in the ground floor flat of Chaplin House closest to the junction, that faces the free parking bay on Electric Lane. Cars are parked or wait for spaces to become available just 1.6 meters from my flats bedroom and living room windows. There is a PROBLEM associated with this 'free parking' bay on Electric Lane, which I don't think the proposed plans are going to address by extending the double yellow lines between it and the junction with Rushcroft Rd. Part of this problem is that vehicles wait on the double yellow lines for a space in the 'free parking' bay to become available with their engines running. Also vehicles parked in the 'free parking' bay often have their engines running too,</p>

possibly because they are using their air-con or heating. As you probably know, it is illegal to have your engine running whilst parked as it's very bad for people's health, bad for the environment and bad for climate change. Here's an RAC article about it: <https://www.rac.co.uk/drive/advice/emissions/idling/>. Throughout the day there'll often be the sound of a diesel and petrol engines coming through my closed living room and bedroom windows, sometimes accompanied by the poisonous smell of their fumes too.

I believe that Lambeth has never, anywhere, once enforced this law about vehicles engine's idling whilst parked. To my knowledge Lambeth has also never put up any street signs about this law, whilst other London Boroughs have done. Here's a Lambeth Green Party article about Lambeth's enforcement of this law: <https://lambeth.greenparty.org.uk/news/2019/02/22/lambeth-council-finally-agrees-to-introduce-fines-for-engine-idling/>

I've spoken to the traffic wardens and they seem to not be able to do anything about even the vehicles waiting on the double yellow lines let alone their engines idling. They have said that it's their policy to not start giving the ticket until the vehicle has been on the double yellow lines for I think 10 minutes, and they never bother doing anything whilst there's someone sitting in the driver's seat. After the traffic wardens finish work in the evening, people freely park on the double yellow lines all round the corner of the junction.

On almost every other residential street close to Rushcroft Road and Electric Lane, Lambeth seems to have implemented a solution to at least the PROBLEM of vehicles parking or waiting on the double yellow lines around their junctions. They did this by extending the pavements out to almost the depths of the parking bays. This was done on Saltoun Rd, Rattray Rd, Kellett Rd, Dalberg Rd, Mervan Rd, Morval Rd, Brixton Water Ln, Barnwell Rd, Railton Rd, Dulwich Rd, Regent Rd and Rhymer St.

I think that this solution would really help make the junction of Rushcroft Road and Electric Lane SAFER for pedestrians, residents, cyclists and drivers too. Putting up signs and enforcing the law about engines idling I think would also make Rushcroft Road and Electric Lane SAFER for pedestrians, residents, cyclists and drivers too. It would be great if Lambeth would consider the problem I have highlighted above and hopefully at some point address it. Me and my many neighbours are plagued in our homes by the illegal use of vehicle horns 24 hours a day, road rage and of course the poisonous fumes from vehicles illegally parked up or waiting with their engines idling.

Please, please help us. Rushcroft Rd and Electric Lane is a residential area and Lambeth is partly responsible for it's residents physical and mental health.

Officer response:

Implementing a one-way traffic system on Rushcroft Road and Electric Lane will need to retain access for Heavy Goods Vehicles to support businesses and deliveries. The proposals take heavy goods vehicle turning movements into account. To reduce the probability of a vehicle conflict with a stationary / parked vehicle some of the existing parking bays have been shortened. Therefore, building out the kerbs to envelope the bays would not be feasible in this instance, given the road dimensions and access requirements.

To address the driver behaviour issues we will review the function of the free parking bay and undertake a statutory consultation on changes to the loading restrictions on the corners of the junctions with Electric Lane and Rushcroft Road.

In addition provision of a cycle hangar in the free parking bay area will be investigated as part of the cycle hangar programme.

To address the engine idling and air pollution concerns appropriate signage will be investigated for inclusion, to enable Enforcement Officers to address these incidents.

7. Rushcroft Proposals - Resident Support 007

We wanted to give our support for your plan on Rushcroft road for the one way change. We actually think this doesn't go far enough and large vans should not be allowed down the road as they do not fit.

8. Belinda Road Proposals - Resident Support 008

I support these proposals

9. General Proposals - Resident Support 009

Thanks for drawing my attention to this. All makes sense - happy for you to proceed.

10. General Proposals - Resident Support 010

Hello, I am a resident living nearby. I am very glad to hear this news. Every time I see the decoration garbage cars driving in and out of Belinda road, I am very afraid, because their cars are tall and their horizons are wide enough,

and the children of schools near here often need to pass through here. After all, it is now a relatively perfect living area rather than an industrial area, so many old people. There are still a lot of young people who will pass through this intersection, but every day too many cars come in from the outside and come out suddenly from the inside. Every time a child passes by, he tells Wan to drive carefully from the inside. Now I hear that the person in charge of your government department has come out to listen to our voices. I really feel embarrassed.

11. General Proposals - Resident Support 011

Hello, I can't believe I can get your reply so soon. Your efficiency gives me hope. My name: [REDACTED]
[REDACTED] I hope you can show us positive energy, because there are carts driving on this road from 6: 00 to 5: 00 p. M. every day, and there's a lot of traffic, and Coldharbour lane is the main road, so there's a traffic jam almost every day. I'd like to see this place get better and better. Thank you.

12. General Proposals - Resident Support 012

We live at Homer House, Rushcroft Road and completely support the plan to make it one-way westbound. The road used to be a rat-run by motorists avoiding the main Brixton junction. That was stopped when the west end was closed at Windrush Square.
There is frequently still congestion though in Electric Lane when people drive both ways up the very narrow roadway.

The new plan will make the whole street better and we hope you will implement it as soon as possible.

Representations in Opposition of the proposals

None Received

1. Belinda Road – Resident Comment 001

18 Collisions in 36 months does not warrant an changes being made. I notice you combine cars, motorcycles and bicycles in the information but not a break down to determine which vehicles are have most accidents. There appear to be no fatalities....so need for expensive road changes.

No need at all for bicycle lanes. Its a fad and cycling should not be encouraged in BRIXTON TOILETS ARE MORE IMPORTANTL..Please provide more public toilets.

2. Rushcroft – Resident Comment 002

Hi with reference to the proposed plans for the new changes/improvement concerns are:

I am a resident of chaplin house flat 4 40 electric lane.

Where i reside, we have a private car park for the residents of chaplin house. I have indicated the location by marking a yellow x on your ordnance survey.

The residents of chaplin house currently have an on going problem of non residents parking their cars frequently for substantial amounts of time and leaving their cars abandoned there. This happens even though the entrance to the carpark,has signs clearly saying no parking 24 hour access. The illegal parking is at its worst during the club nights of the local pubs and bars on coldharbour lane,with a 3am license. starting from Wednesday to Sunday. On many occasions i have personally had to go to 6 different bars/club to enquire if anybody sitting enjoying their drink has parked in the carpark entrance .and found the person responsible. My landlord metropolitan has recently introduced parking enforcement at the most basic level which is not automated by camera's etc due to the cost of implimenting that level of enforcement. The enforcement has made a slight improvement. But still not enough to reduce the chaos at times.

At present when a resident wishes to drive into the carpark and finds that it's blocked there is no option but to stop and wait to see if the person returns to the car that's blocking the entrance for access to the carpark. Whilst this is happening due to the street being very narrow on electric lane, no other cars can pass whilst the residents of chaplin house have to wait to enter into their own car park. Under your current contraflow, when this happens the cars waiting who cannot pass will/can turn around and exit onto coldharbour lane via the two directional flow on rushcroft. Your new plan will not allow motorists to turn around when the road is blocked because a resident is waiting to drive into the carpark i can forsee this being a massive problem and even more frustrating and tempers raised once the new contraflow is in place. This problem will no doubt result in lengthy traffic jam spanning the length of rushcroft and possibly backing onto coldharbour harbour lane itself. The only solution under your new contraflow is to stop cars being able to park their cars in this convenient Hotspot. From my imagination and what I've seen from other locations to a similar problem is to have rising pillars to stop/enable acces for residents only .or to have instant tow away for cars obstructing access. . The area of the illegal parking is on private land, so due to budgets my landlord is currently at the mercy of drivers not parking in this area and taking note of the signs.

I'm also concerned what the new plans will mean for the flow of traffic passing chaplin house and any added noise pollution. . Currently there is no double glazing at chaplin house and the noise pollution and pollution in general is horrendous. I personally have double glazing and i am the only resident to have double glazing at chaplin house, but even this standard of double glazing has unfortunately not been sufficient to reduce the pollution at chaplin house boarding onto coldharbour lane. From investigation the better solution is to have tripple or secondary glazing. My second enquiry is,are there any grants for glazing that the council have for residents who need this protection of pollution/noise pollution due to the ongoing business developments in the area. My flat is above satay bar and there is 6 flats there in total. These are the flats that are directly opposite the premier Inn hotel.. there is no less than 8 heavy goods lorries doing delivery parked directly outside my flat everyday at present and many times with the engine/refrigerator running on the lorries. The pollution has increased dramatically due to the hotel and other businesses. .

I welcome your response to my suggestions and concerns about your proposed business development for the electric lane/coldharbour lane section.

Officer response:

To address the driver behaviour issues we will review the function of the free parking bay and undertake a statutory consultation on changes to the loading restrictions on the corners of the junctions with Electric Lane and Rushcroft Road.

In addition provision of a cycle hanger in the free parking bay area will be investigated as part of the cycle hangar programme.

To address the engine idling and air pollution concerns appropriate signage will be investigated for inclusion, to enable Enforcement Officers to address these incidents.

The Council does not have any double or triple glazing schemes for residents in place.

3. General – Resident Comment 003

I live in Evesham Walk.

When you are planning to put a crossing path in Brixton Road at the point of Mostyn Road? I can see plenty of pedestrians crossing the road there. They risk their lives!!! it is a shame the people walking from mostyn road that head to Stockwell tube station, have to cross the road without a crossing path (closer crossing is far)

4. General – Resident Comment 004

I have read your proposals for Brixton and am amazed that there is absolutely nothing in them about air pollution from traffic. This causes far more damage than the issues you do address and should be top priority eg by banning all parking and deliveries most of the day in Atlantic road as they create huge congestion and pollution.

Officer response:

Atlantic Road forms part of the Brixton Liveable Neighbourhoods project which seeks to transform this area and how it will operate in terms of vehicle access, to improve conditions for non-motorised users and wider environmental benefits. To address the engine idling and air pollution concerns appropriate signage will be investigated for inclusion, to enable Enforcement Officers to address these incidents.

5. General – Business Comment 005

Here are my comments on the proposed highways improvements and changes to parking etc. Rushcroft Road/ Electric Lane (South) - I fully support the move to one-way traffic. However I believe contraflow cycling should be allowed. Rushcroft Road is no narrower than other nearby roads which allow contraflow cycling, e.g. Gateley Road. If the concern is drivers coming around the corner at speed, then a speed hump should be installed at the corner. Banning contraflow cycling is unlikely to prevent people riding bikes along that bit of road.

Coldharbour Lane/ Belinda Road - the raised table should be sufficiently "raised" - with a significant ramp - to cause drivers to slow sufficiently. Too many speed humps installed across the borough in recent years have very smooth and low, and don't actually slow drivers down to any significant extent. If the raised table is not sufficiently "raised" - with a significant ramp - the scheme will not work and will be a waste of time and money. The new cycle lane is described as a "cycle track" on the plans, but it is unclear whether it is a track (which is separated from the road) or a lane, which is merely a painted line on the road. This facility should be a cycle track, which is stepped or otherwise segregated from the traffic, or there is little point in installing it. If the ambition is for this lane/track to be part of the future Liveable Neighbourhood cycling routes, then it needs to be stepped or otherwise segregated from the traffic in order to attract new cyclists, including more vulnerable users such as children, elderly and disabled people, otherwise they will have to mix with intimidating traffic and will be less likely to use the route. Stepping or segregating the cycle lane/track would also prevent illegal parking on the lane. Parking should be banned from the lane 24 hours per day, 7 days per week, otherwise the lane is useless at other times and will force cycling users into intimidating traffic.

Business Parking - I can understand the need for more business parking, but I believe this shouldn't result in overall increase in the number of local parking spaces. Increasing the number of local parking spaces is contrary to the council's policies on environment, transport and climate change and will result in more traffic and pollution. If more business parking is required, then the number of residents' and/or casual on-street parking spaces should be reduced by a similar number, in order to keep the number of parking spaces constant. In reality, we should really be reducing the overall number of parking spaces in the area in order to meet the council's policies on environment, transport and climate change. Otherwise traffic will be increased on all these local roads with drivers looking for additional spaces. These additional spaces also narrow the roads and destroy the streetscape for pedestrians and other users, e.g. cyclists. I fundamentally object to increasing the overall number of parking spaces, but if some new spaces are pursued, then this should be done with a view to keeping pedestrians and other vulnerable road users safe. For example, the new spaces at the end of Kellett Road could prevent drivers seeing the junction properly and not having time to anticipate pedestrians crossing the road ahead (on what is a very busy bit of pavement) or cyclists heading southbound along Effra Road. Mervan Road - these new space should be business only. We shouldn't be creating new casual/resident spaces for the reasons stated above. They are contrary to council policy. **Saltoun Road - these new spaces will block the Vida Walsh Centre and Vida Cafe, preventing people from seeing this community facility and understanding where it is. The road will be too narrow and dangerous here if this parking is installed.** I object to these three new spaces.

Officer response:

Rushcroft Road

Contraflow cycling will not be signed for as the conflict points for vulnerable road users at the main junctions would remain. Electric Avenue is too narrow to permit this and Rushcroft Road is too narrow if a Heavy goods vehicle is travelling westbound. Should cyclists choose to cycle contra-flow on the new one-way this would be a personal decision. Post implementation, following a settling in period, a vehicle speed survey would be carried out to see if vertical traffic calming would be of benefit.

Belinda Road

There are specific standard dimensions for speed tables and the ramps that transition between the carriageway and the newly raised area. This is primarily to comply with London Buses requirements and the design will comply with this. In addition, a balance needs to be retained between the difference in longitudinal gradients and horizontal (cross-section) gradients for drainage. This not only refers to the carriageway, but the footways and proximity of the existing buildings to ensure adequate drainage is maintained. As such, the existing conditions often dictate an acceptable middle ground for vertical traffic calming.

Business Parking

When the Civic Centre was redeveloped and parking removed from Buckner Road, there was a loss of 28 parking spaces which business permit holders could access. Therefore, these additional bays are proposed to assist in alleviating parking pressure for business permit holders in this central Brixton location to mitigate the effects of the lost parking.

Consideration not to was taken obscure sightlines for all road users and we maintained sufficient natural passing gaps for vehicles moving in opposing directions to pass.

6. Resident Comment 006

Any chance of a quick reply, please, with a spot of clarification on the Coldharbour Collision Reduction plan for Belinda Road? The plans say that a 'Cycle Track' will be installed, but my interpretation of the plans is that a 'Cycle Lane' is to be provided - i.e. a painted line rather than protected space / grade level change etc. Please can you let me know which it is planned to be?

Officer response:

To clarify, as cycle lane is proposed, not a cycle track.

1. Brixton Society – Stakeholder 001

BRIXTON “BUSINESS DISTRICT” – Highways and Parking changes:

Flawed Consultation:

I am responding to your e-mail of 31 October, notifying us of the current consultation on the above proposals. Our major concern is the short notice, given that the consultation closes today! Surely the time to alert us should have been at the start of the process, supposedly on 11 October?

By publishing proposals under the Brixton Business District heading, the Council has disguised the fact that most of the proposed parking changes affect residential streets, thereby depriving residents of the opportunity to comment.

The Council has also missed the opportunity to present these proposals to last month’s meeting of the Brixton Neighbourhood Forum, which fell on the 24th, squarely within your supposed consultation period.

Rushcroft Road Proposals:

As proposed, the one-way working would prevent cycle movement from Windrush Square towards Vining Street. We prefer the approach being adopted elsewhere of making one-way streets two-way for cyclists. This would also reduce the risk of cyclists taking to the pavements instead and imperilling pedestrians.

This should be continued with a defined cycle route through Vining Street, where the present layout is ambiguous in respect of pedestrian safety. All of this would allow cyclists to avoid the busy western section of Coldharbour Lane between Atlantic and Brixton Roads.

Consideration also needs to be given to vehicles using the western arm of Rushcroft Road to deliver to the Tate Library, or to events on Windrush Square, which usually need to reverse back to the junction with Electric Lane to exit.

Officer response

Please accept my apologies for the lack of response period, it appears that there was a lack of coordination in the electronic communication. However all responses to the consultation will be included up to the date of the consultation report being signed off (February 2020)

Contraflow cycling will not be signed for as the conflict points for vulnerable road users at the main junctions would remain. Electric Avenue is too narrow to permit this and Rushcroft Road is too narrow if a Heavy goods vehicle is travelling westbound. Should cyclists choose to cycle contra-flow on the new one-way this would be a personal decision. Saltoun Road is a suitable alternative.

Heavy Goods Vehicles current use of the road will remain unchanged, the existing bays have been adjusted to improve the turning movements into Electric Lane.

Business Parking:

The proposed changes in Saltoun, Kellett and Mervan Roads are acceptable. Our impression is that there has been a small long-term decline in car ownership here, reflecting the predominance of small flats and HMOs, rather than family-size dwellings.

No objection is seen to the additional business bays in Trinity Gardens, alongside established business uses.

In Porden Road, we are alarmed at the loss of the Car Club bay outside Maugham House/ Somerset Place. This is one of a number of recent housing developments that have been promoted as “car-free”, but that is only practical if residents have occasional access to motor vehicles by Car Club or similar arrangements.

We also deplore the use of a shared pedestrian/cycle route at this point, alongside the new Civic Centre, as discussed below.

Officer Response

Prior to the redevelopment of the Civic Centre there were 2 car club bays on Porden Road, these were relocated around the corner to Acre Lane. The Car Club bay introduced as part of the development is not required by our Car Club operator, which is why it has been vacant since its introduction and therefore we have elected to repurpose the space to motorcycle parking instead. Additionally, car club operators are introducing more floating car club cars which do not require a specific bay.

Pedestrian/ Cyclist Conflict:

The present Collision Reduction approach under-reports pedestrian/ cyclist collisions and near misses. We deplore any measures which increase or tolerate cyclists and pedestrians being obliged to share routes. Distinct cycle lanes are always preferred, to reduce the hazard to pedestrians, particularly pensioners and young children.

Officer response:

The Porden Road shared pedestrian/cycle path was introduced under a separate process, it is not part of this consultation.

2. Lambeth Cyclist (LCC) – Stakeholder 002

This is the formal response of Lambeth Cyclists, the 1000 strong borough group of the London Cycling Campaign.

Road Danger Reduction measures on Coldharbour Lane

We support the proposed changes to the circulation plan and implementation of a one way system for motor vehicles.

However, we object to the reduction in permeability that banning contraflow cycling represents. Vehicle movements on Rushcroft Road should be so low so that allowing cycling here would not represent a significant danger (it is permitted at present). If vehicle movements are not low then the source of those movements should be addressed. It is likely that much of the traffic on this road is seeking visitor parking. This should be actively discouraged at this location in central Brixton and residents parking restrictions should apply at all times (or at least significantly later than the 1830 at which restrictions currently cease to apply).

Officer Response:

Contraflow cycling will not be signed for as the conflict points for vulnerable road users at the main junctions would remain. Electric Avenue is too narrow to permit this and Rushcroft Road is too narrow if a Heavy goods vehicle is travelling westbound. Should cyclists choose to cycle contra-flow on the new one-way this would be a personal decision. Saltoun Road is a suitable alternative.

Provision of additional on-street parking bays to increase parking capacity on Rushcroft Road, Porden Road, Saltoun Road, Kellett Road and Mervan Road.

We object to any provision of additional on street parking. This is in direct contravention of the guiding principles of the Lambeth Transport Strategy and will work against the borough targets to reduce car ownership and use.

Specifically, the Transport Strategy has as a success criteria "Reduction in street space required for car parking. Prioritisation of alternative kerbside uses, such as shared vehicles, cycle parking, green and social space."

If further business parking spaces are needed the council should reduce resident parking accordingly, recognising that any new developments within the area would be car free, and that existing resident parking should be reduced over time. If kerbside space needs to be reduced for purposes of traffic calming then it should be repurposed as either cycle parking or additional greenery added using 'pocket parks'.

There is strong evidence both in Brixton and other areas that business parking bays are essential to very few businesses, and are predominantly used by business owners to enable them to commute to work by car (with the permit cost charged as a business expense).

Officer response:

When the Civic Centre was redeveloped and parking removed from Buckner Road, there was a loss of 28 parking spaces which business permit holders could access. Therefore, these additional bays are proposed to assist in alleviating parking pressure for business permit holders in this central Brixton location to mitigate the effects of the lost parking.

3. RoadPeace – Stakeholder 003

I am writing in response to your letter of 11 October 2019, regarding the above collision reduction measures, as part of the Council's Collision Reduction Programme.

RoadPeace is the national charity for road crash victims in the UK. We provide information and support services to people bereaved or seriously injured in road crashes and engage in evidence based policy and campaigning work to fight for justice for victims and reduce road danger. We are based locally, at the junction between Coldharbour Lane and Shakespeare Road.

We welcome this proposed measure, aimed at reducing vehicle speed, introducing informal crossing points to enhance pedestrian safety and providing a new cycle lane, which connects with other Liveable Neighbourhood cycling routes.

4. Transport for London (Network Sponsorship) – Stakeholder 004

Coldharbour Lane Proposals

We welcome the mandatory cycle lane and removal of loading

Could you please confirm if the raised table at the junction of Belinda Road is acceptable for buses?

Rushcroft Road Drawing

No comments

Brixton Parking Bays – Porden Road – existing double yellow lines converted to residents parking – this will narrow the road quite significantly and a passing gap will be required. I understand there is probably pressure to provide parking however I think this doesn't look like an ideal solution on this road. In relation to the provision of business only parking throughout the area. With these locations being in close proximity to Brixton Town Centre and the transport links here, are these bays necessary or could they be EV bays

Officer response

The new layout does include a 12 metre passing gap adjacent to property no's 8 and 10 Porden Road. To further assist the free movement of traffic, the double yellow line at Porden Road's junction with Acre Lane have been extended from 6 metres to 10 metres.

When the Civic Centre was redeveloped and parking removed from Buckner Road, there was a loss of 28 parking spaces which business permit holders could access. Therefore, these 4 bays are required to assist in alleviating parking pressure for business permit holders in this central Brixton location.

Porden Road is a relatively short road at 75 metres in length, with relatively low traffic volumes, couple with the proposed passing gap and the extension of double yellow lines at its junction with Acre Lane, Porden should be able to maintain the free movement of traffic.

5. Helen Hayes (MP) – Stakeholder 005

Dear Andrew,

Mr Guy Clark 8 Chaplin House 42 Electric Lane SW9 8LZ

I have recently been contacted by my constituent, Mr Guy Clark, regarding the proposals to turn Rushcroft Road and Electric Lane into a one way system.

Mr Clark is very supportive of these measures and believes they will have a positive impact for residents. However, he is concerned that the proposed road markings will allow two vehicles to wait on the street for a parking space. He tells me that regularly vehicles will stall on double yellow lines if there is no parking spaces currently available. I am told that very often drivers will leave their engines on contributing to increased traffic noise and air pollution. Mr Clark is also concerned by the number of vehicles leaving their engines on whilst parked.

Mr Clark is supportive of enforcement action to prevent this.

I would be grateful if you could look into this matter on their behalf and respond to their concerns.

I look forward to hearing from you.

Yours sincerely,

Helen

Sent on behalf of Helen Hayes MP

Member of Parliament for Dulwich and West Norwood

Officer response (Direct to Stakeholder)

Dear Helen

Thank you for your constituent's comments and feedback. These comments will also form part of the consultation response report which is being finalised.

The Stage 1 Road Safety Audit (RSA) did not raise concerns regarding this aspect, however a stage 2 RSA will soon be commissioned and I will add this concern to the brief.

6. Brixton Society Stakeholder 006

Earlier this afternoon, I received notice by email of this consultation inviting the Brixton Society to "Have your say" on this long list of proposals:

<https://www.lambeth.gov.uk/consultations/have-your-say-on-our-proposals-for-brixton-business-district-highways-improvements-and?medium=email&source=GovDelivery>

I would be writing to thank you for the invitation were it not for the fact that the consultation closes at 11:00 am TOMORROW MORNING!

Officer response

Please accept my apologies for the lack of response period, it appears that there was a lack of coordination in the electronic communication. However all responses to the consultation will be included up to the date of the consultation report being signed off (February 2020)