



Brixton Town Centre for Southbound Bus Services

Consultation Report
October 2019

MAYOR OF LONDON



**TRANSPORT
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Contents

Executive summary	3
1. About the proposals.....	5
2. About the consultation	9
3. About the respondents.....	12
4. Summary of all consultation responses	14
5. Responses to Issues Raised	20
6. Next steps.....	27
Appendix A: Consultation Questions	30
Appendix B: Consultation Materials.....	32
Appendix C: List of Stakeholders Consulted	37

Executive summary

This document explains the processes, responses and outcomes of the consultation on the following scheme: Brixton Town Centre for Southbound Bus Services. The document also presents our responses to key issues raised during the consultation.

Between 12 October and 23 November 2018, we consulted on proposals for changes to the layout of bus stops in the centre of Brixton in order improve the efficiency of moving buses and people in this area. We received 74 responses to the consultation, of which 61 per cent supported or strongly supported our proposals.

The main themes are highlighted below, and further analysis is provided in Chapter 4.

Summary of issues raised during consultation

Eighty-five different issues were raised by respondents. Those raised most commonly were:

- The current layout does not work, because:
 - There is congestion and rat-running on the roads
 - The bus stops and pavement is crowded
 - People have road safety concerns
- The proposals will help to simplify/reduce confusion at bus stops
- The proposals will cause:
 - Crowded and unsafe bus stops
 - Too many buses approaching each stop
 - An increase in the distance between the bus and shops/the station
 - Worsened traffic congestion and air quality

Post Consultation

Following the conclusion of the consultation we reviewed and considered the comments made by respondents. We also continued to engage with key stakeholders such as London Borough of Lambeth (LB Lambeth) to finalise our design.

Next steps

Having considered all of the issues raised by respondents to the consultation, we have decided to proceed with the proposed scheme incorporating the following changes:

- We will retain three bus stops in the town centre
- Stop Q will remain unchanged
- Stop P will remain in its current location. and will be served by routes 3, 35, 355 and P4 This means that the two stops nearest to the junction with Coldharbour Lane serve routes continuing on Effra Road towards Herne Hill and Tulse Hill
- Stop N will be relocated further south and will serve routes 45, 59, 109, 118, 133, 159, 250, 333 to Brixton Hill and beyond. These routes carry the highest number of passengers in the scheme area. Walking distances to and from Brixton Underground station for passengers using these routes will be reduced by approximately 25 metres.

Walking distances when changing between buses using these stops will also be significantly reduced. They will be reduced from 50-85 metres to 15-45 metres depending on the exact route change being made.

Further details on these changes are set out in Chapter 6 of this report.

1. About the proposals

1.1 Introduction

Improving air quality is a key policy for TfL and the Mayor of London. Low Emission Bus Zones (LEBZs) are one of our major initiatives. They are being introduced in those areas where buses contribute most to high levels of air pollution.

The A23 LEBZ extends from the junction of Brixton Road and Camberwell New Road to the junction of Streatham High Road and Gleneldon Road.

Bus Priority schemes on LEBZs aim to contribute to a reduction in emissions through improving bus journey times and reliability, and by reducing idling, which leads to high emissions.

1.2 Purpose

Brixton Road is a busy road served by 16 bus routes during the day and seven bus routes at night. Customers using our bus services either visit Brixton Town Centre, or interchange with other local services including Tube, train and cycle hire.

We proposed improvements to the road layout which would speed up journey times of southbound bus services, and subsequently improve bus reliability.

The scheme as a whole is intended to have a positive impact on tens of thousands of bus passengers daily due to reduced southbound bus journey times. The bus lane changes will also benefit cyclists, taxis, coaches and motorcycles using the bus lane. There is not expected to be a noticeable impact on general traffic journey times through Brixton as a result of the proposals.

1.3 Detailed description

Our proposals comprised amendments to the bus-stopping arrangements in Brixton town centre and associated changes to the road layout and signage in the vicinity.

Some elements of the proposals consulted upon have been revised following feedback received during the consultation. The revised design is set out in Chapter 6 of this report. The proposals consulted on included:

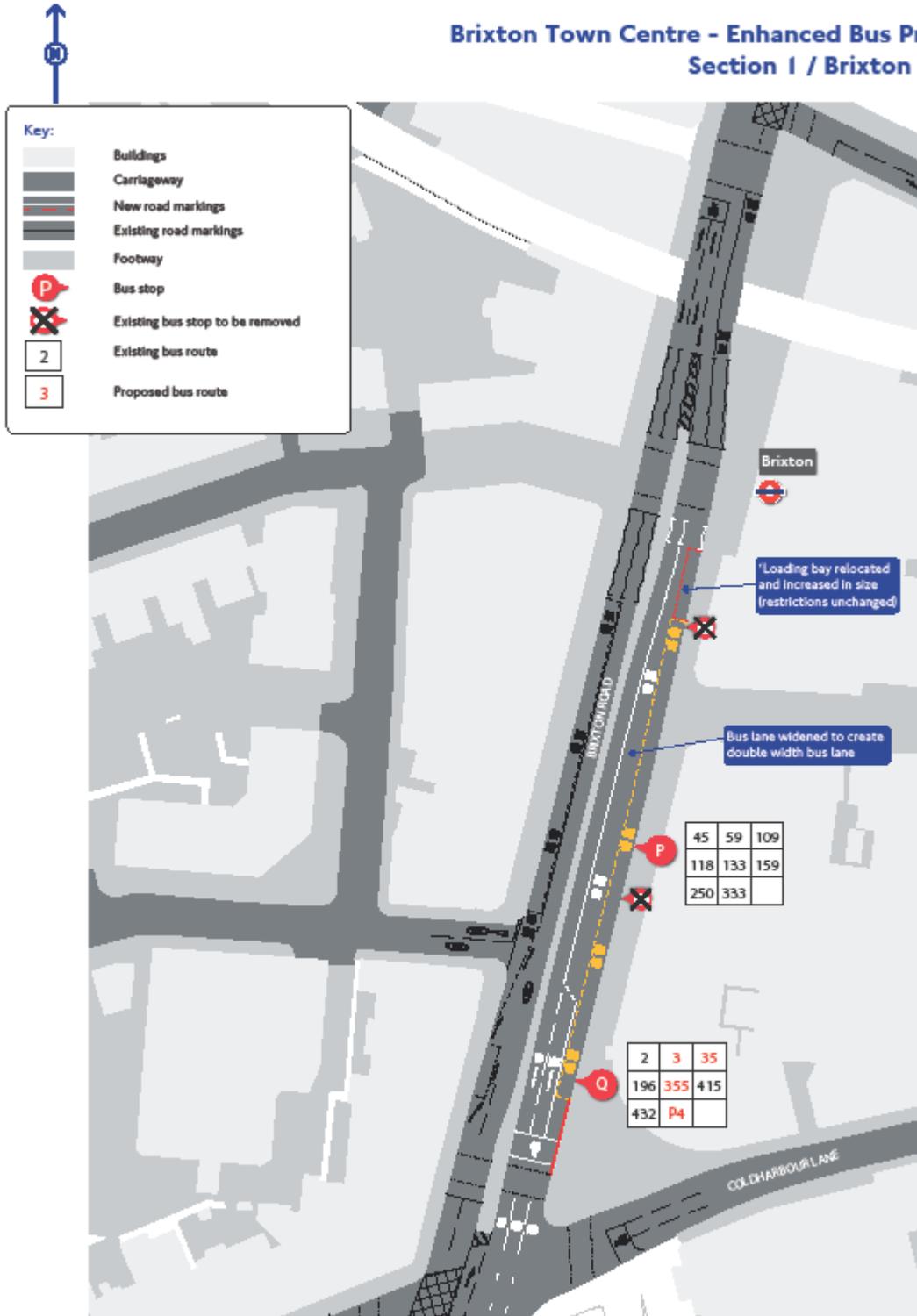
- Rationalising bus stopping arrangements for southbound services in Brixton town centre. Reducing the number of bus stops from three to two in order to better match destinations and improve interchange between bus services.

One bus stop would serve routes to Herne Hill and Tulse Hill etc and the other would serve routes to Brixton Hill and beyond

- Adding a second bus lane on Brixton Road (southbound only) . This will make a 'double-width bus lane' comprising of two lanes and reduce the number of general traffic lanes to one
- Extending the southbound bus lane on the A23, so that it starts just south of Effra Road.
- Relocating and slightly increasing the length of a loading bay in the southbound bus lane
- Providing signage and line markings which would make it clearer which lanes vehicles should use at the Acre Lane/Coldharbour Lane and Effra Road junction. This would improve safety.

The plans below provide further details of the proposals consulted upon.

Brixton Town Centre - Enhanced Bus Priority Section 1 / Brixton Road

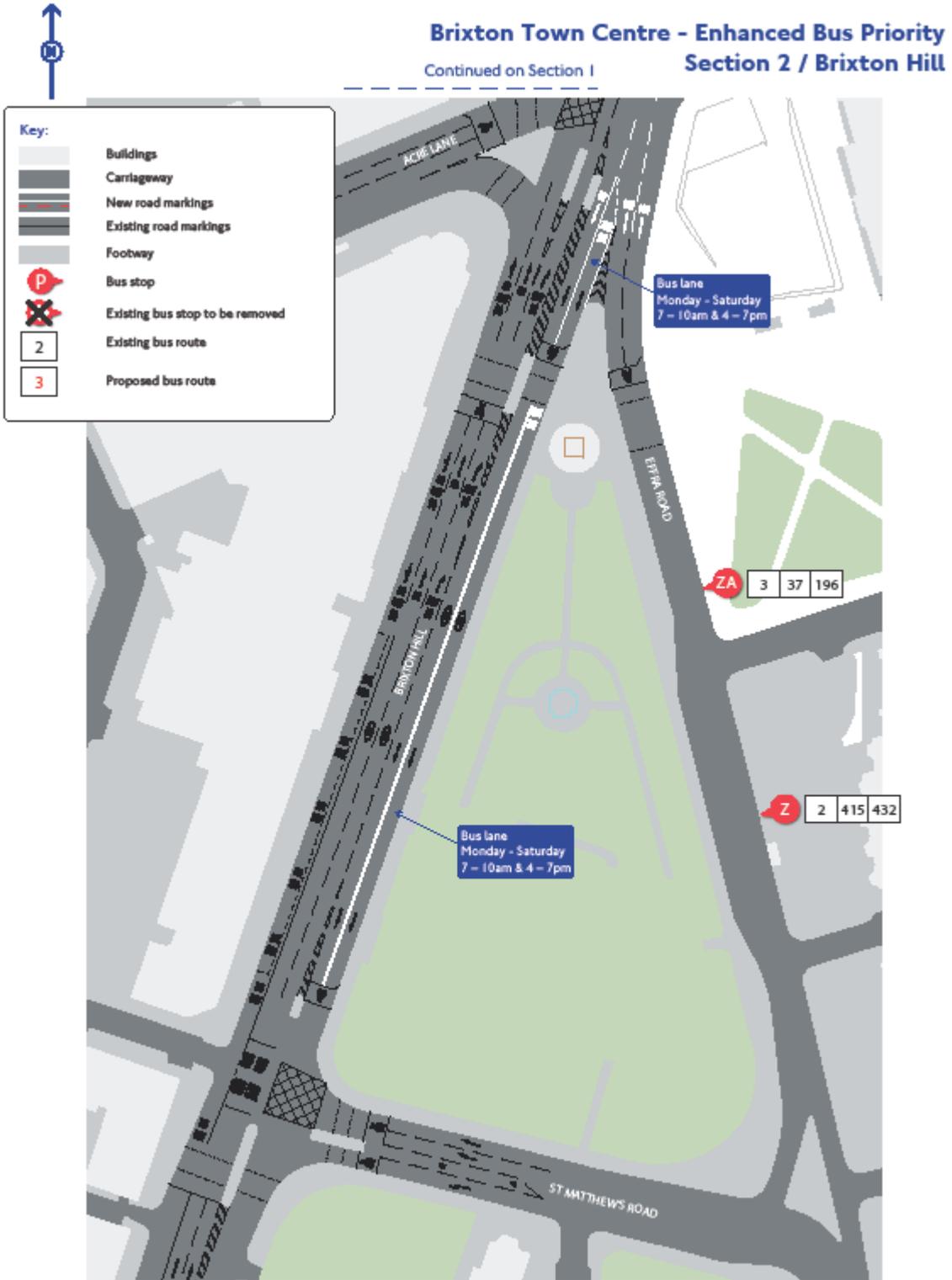


Continued on Section 2



Brixton Town Centre - Enhanced Bus Priority Section 2 / Brixton Hill

Continued on Section 1



2. About the consultation

2.1 Purpose

The objectives of the consultation were to:

- Give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- Allow us to understand the level of support or opposition to the proposals
- Allow us to understand any issues about the proposals of which we were not previously aware, including concerns or suggestions for change

2.2 Potential outcomes

Following careful consideration of the responses to the consultation, the potential outcomes were:

- we decide to proceed with the scheme as set out in the consultation
- we modify the proposals in response to issues raised and proceed with a revised scheme
- we decide not to proceed with the scheme

Our conclusion and next steps are set out in the Executive Summary and Chapter 6.

2.3 Consultation history

TfL did not undertake any prior or related consultations directly relevant to this scheme.

Engagement with LB Lambeth to discuss the proposals commenced prior to the consultation exercise and continued afterwards. LB Lambeth will continue to have a role in approving the proposed scheme's construction.

2.4 Who we consulted

We sent a letter to 132 residences and businesses in the immediate vicinity of the proposed changes, to explain our proposals and promote the consultation. Additionally an email was sent to key stakeholder organisations. Further detail is provided in Section 2.8 below.

2.5 Dates and duration

The consultation took place from 12 October 2018 to 23 November 2018.

2.6 What we asked

We asked three closed questions to assess the level of support for the scheme. One question regarding the scheme as a whole, and one relating to each of its core components – ie reducing the number of bus stops and expanding the bus lane into two lanes.

We then asked if people had any specific comments that they would like us to consider as part of our proposal development. A free text box was provided for this. Respondents were also asked to give us their name, email address and postcode, and certain demographic information; although all of these questions were voluntary

A copy of these questions can be found in Appendix A: Consultation Questions.

2.7 Methods of responding

People were invited to respond to our consultation by completing an online questionnaire at <https://consultations.tfl.gov.uk/buses/brixton-town-centre/>. They could also email consultations@tfl.gov.uk or write to our freepost address 'Freepost TfL Consultations' with their feedback.

2.8 Consultation materials and publicity

We used a range of channels to raise awareness of the consultation. All of the tools we used to publicise the consultation encouraged people to visit our website or contact us to find out more about the scheme.

Copies of the different items used to publicise the consultation can be found in Appendix B.

2.8.1 Website

Our website (<https://consultations.tfl.gov.uk/buses/brixton-town-centre/>) provided detailed information about the consultation, including overview maps.

2.8.2 Letters and leaflets

A letter was sent to all residents and business in the immediate vicinity of the proposed changes on the day of the consultation launch (12 October 2018).

Our letter made clear that the consultation had launched and included an overview of the proposals and information on how to respond. A copy of the letter can be found in Appendix B.

2.8.3 Emails to stakeholders

Emails were sent to stakeholders likely to be interested in the proposals. A copy of the email text can be found in Appendix B. A list of the organisations sent this email can be found in Appendix C

2.9 Analysis of consultation responses

All comments and suggestions received, whether by email, letter or through our online questionnaire were reviewed in order to identify the issues raised by respondents.

We developed a 'code frame' for the open questions. A code frame is simply a list of the issues raised during the consultation; together with the frequency each was raised. Every open text response was analysed and either a new code was created or the response was added to one or more of the existing codes within the code frame. Each response could be coded into multiple codes, depending on the number of issues raised by the individual.

One duplicate response was identified, and this was removed from the analysis.

3. About the respondents

3.1 Number of respondents

In total we received 74 responses from members of the public. We did not receive any responses from stakeholder organisations.

3.2 How respondents heard about the consultation

We asked members of the public how they found out about the consultation. Sixty-three respondents answered this question. Eleven respondents did not answer this question. .

There were six individuals (13 per cent) who selected “Other” as an option; this was for a variety of different reasons, including hearing of the consultation from a friend, or when responding to a different TfL consultation.

How respondents heard	Total	%
Saw it on the TfL website	32	51
Received an email from TfL	10	16
Received a letter from TfL	1	2
Read about in the press	1	2
Social media	11	17
Other (please specify)	8	13
Total	63	100

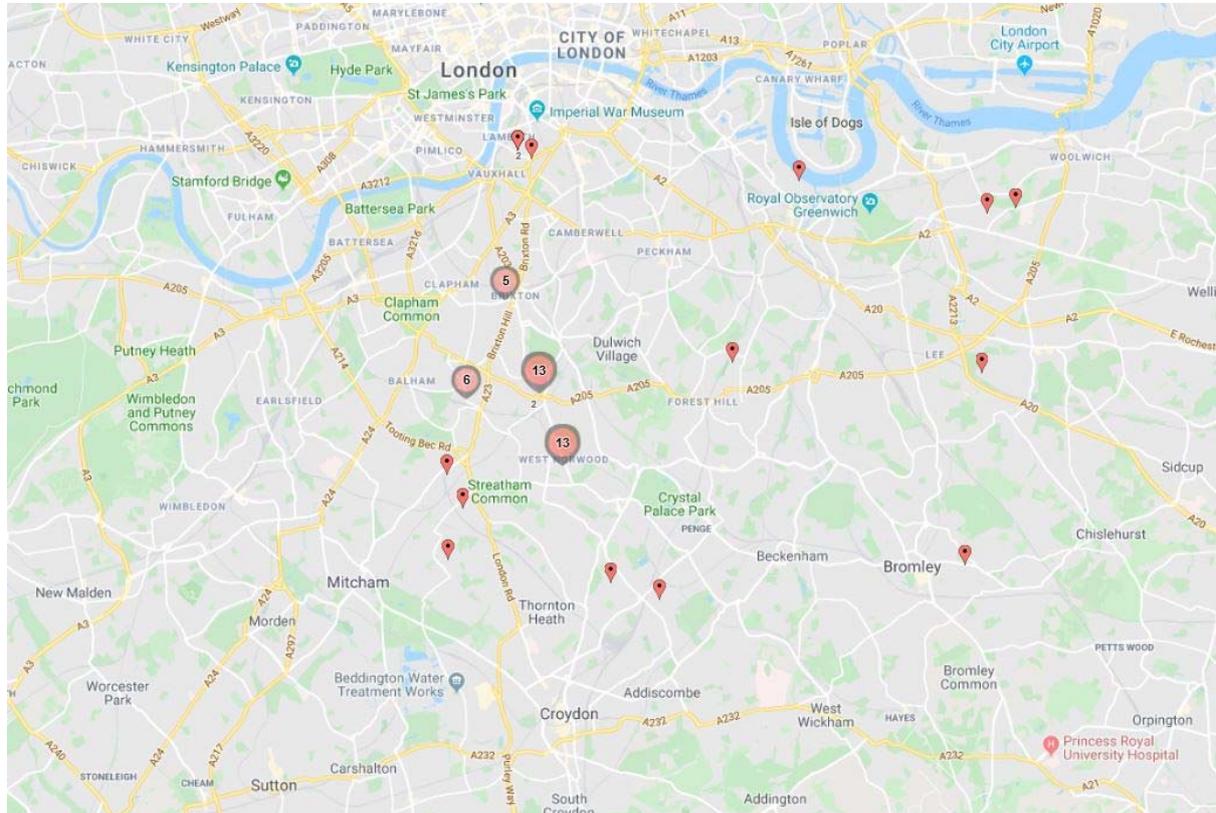
3.3 Methods of responding

Seventy-one out of 74 respondents responded via the online questionnaire. The remaining three replied by email.

Methods of responding	Total	%
Website	71	97
Email	3	3
Total	74	100

3.4 Postcodes of respondents

Fifty-five respondents supplied a postcode, almost all of which were in south London. Thirty-eight per cent of the postcodes provided (21 responses) were in the SW2, SW4, SW9, SE24 or SE5 areas, which cover Brixton and its near surrounds.



4. Summary of all consultation responses

We received 74 responses to the consultation 71 of these were received via the online portal and three were received by email. An additional duplicate response was received via the online questionnaire and has been discounted from this analysis.

No stakeholder organisations responded to the consultation.

Seventy-one of the 74 respondents provided a response to all three of the closed questions. Fifty-eight respondents replied to the open question; including three who replied to this section only.

The tables below summarise the response to the three closed questions.

Table 1 -Responses to closed questions (frequency)

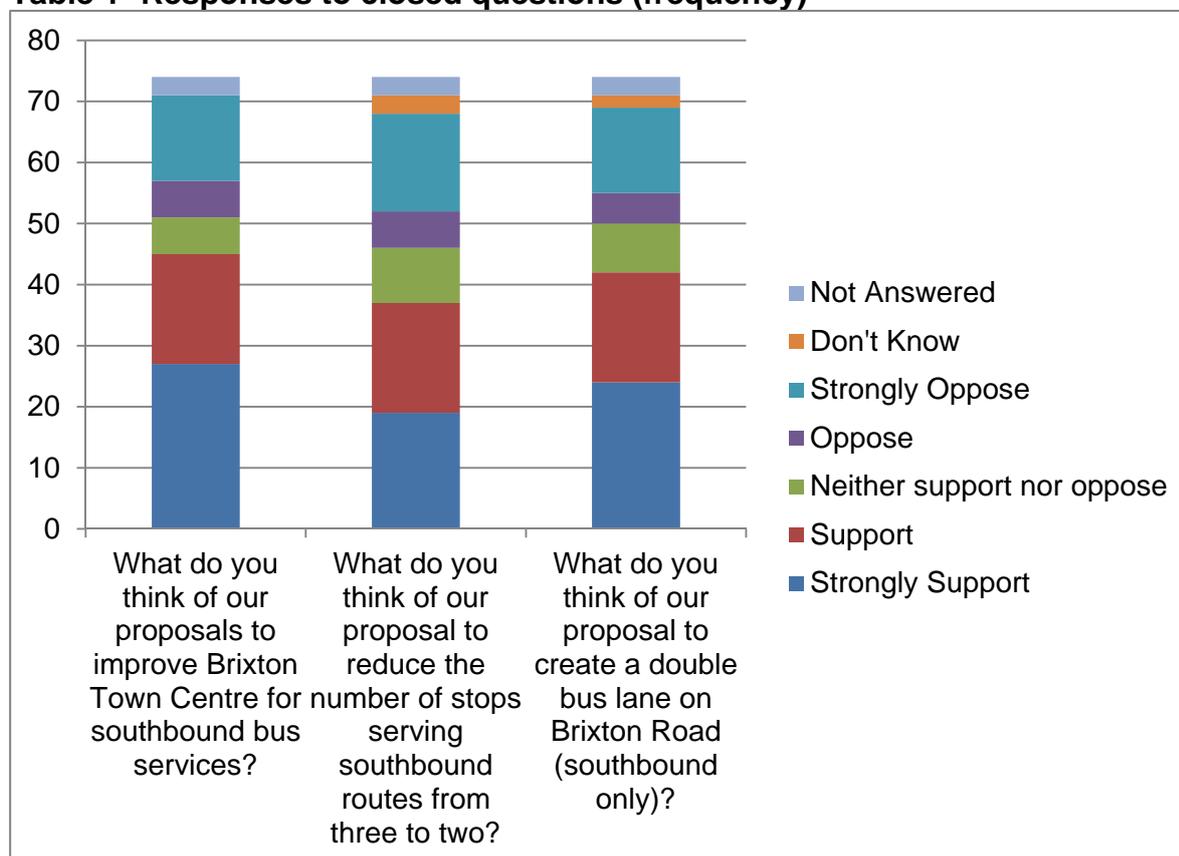
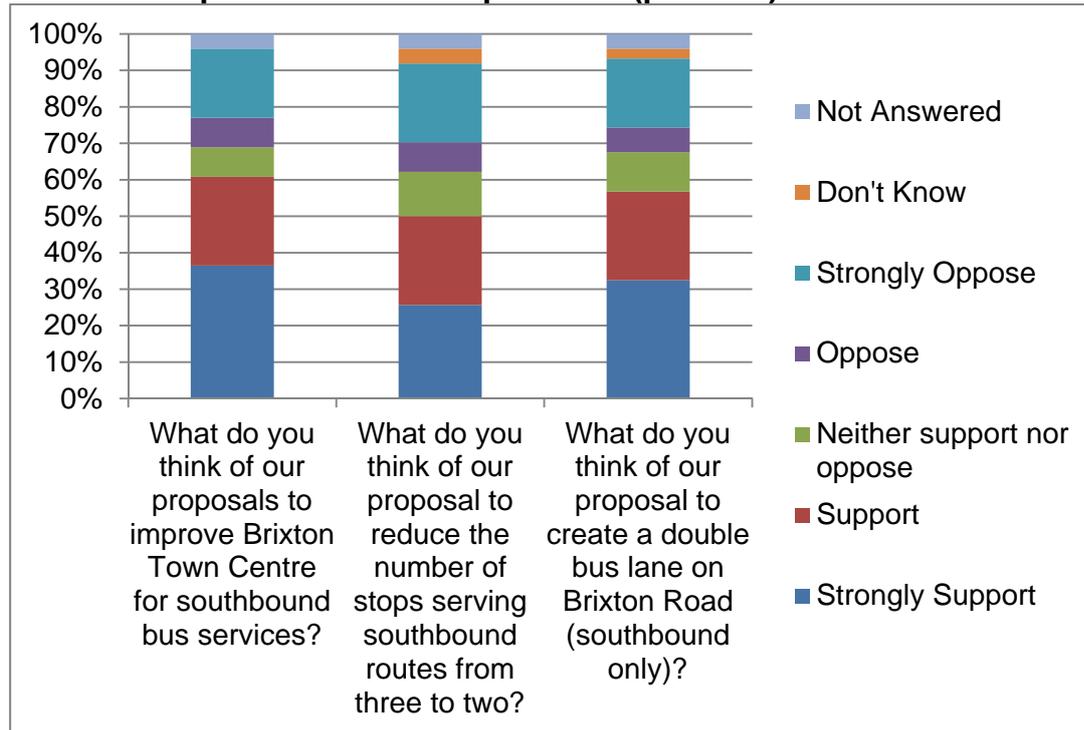


Table 2 -Responses to closed questions (per cent)



Sections 4.1 - 4.4 of this chapter provide further detail on these questions and the free-text comments provided by respondents.

4.1 Summary of responses to Question 1: 'What do you think of our proposals to improve Brixton Town Centre for southbound bus services?'

We asked respondents to tell us whether they supported our proposals. Of the 74 respondents, 71 answered this question.

As can be seen in the table below, 45 respondents (63 per cent of those who answered this question) supported or strongly supported the proposals. In comparison, 20 respondents (28 per cent of those who answered this question) opposed or strongly opposed it.

	All responses	Public	Stakeholder
Strongly Support	27	27	0
Support	18	18	0
Neither support nor oppose	6	6	0
Oppose	6	6	0
Strongly Oppose	14	14	0

Don't Know	0	0	0
Not Answered	3	3	0
Total	74	74	0

4.2 Summary of Question 2: 'What do you think of our proposal to reduce the number of stops serving southbound routes from three to two?'

We asked respondents to tell us whether they supported the element of our proposals which reduced the number of bus stops in the town centre. Of the 74 respondents, 71 answered this question.

As can be seen in the table below, 37 respondents (52 per cent of those who answered this question) supported or strongly supported the proposals. In comparison, 22 respondents (31 per cent of those who answered this question) opposed or strongly opposed it.

	All responses	Public	Stakeholder
Strongly Support	19	19	0
Support	18	18	0
Neither support nor oppose	9	9	0
Oppose	6	6	0
Strongly Oppose	16	16	0
Don't Know	3	3	0
Not Answered	3	3	0
Total	74	74	0

4.3 Summary of Question 3: 'What do you think of our proposal to create a double bus lane on Brixton Road (southbound only)?'

We asked respondents to tell us whether they supported the creation of a double bus lane as part of our proposals. Of the 74 respondents, 71 answered this question.

As can be seen in the table below, 42 respondents (59 per cent of those who answered this question) supported or strongly supported the proposals. In comparison, 19 respondents (27 per cent of those who answered this question) opposed or strongly opposed it.

	All responses	Public	Stakeholder
Strongly Support	24	24	0
Support	18	18	0
Neither support nor oppose	8	8	0
Oppose	5	5	0
Strongly Oppose	14	14	0
Don't Know	2	2	0
Not Answered	3	3	0
Total	74	74	0

4.4 Summary of Question 4: 'Please provide any further comments about the proposals in the text box below'

The questionnaire provided the opportunity for people to provide free text comments in relation to our proposals.

There were 58 respondents who provided free-text comments: this includes three responses provided by email, which were analysed as if they had responded via the open text box in the questionnaire

Please note that the sum of the numbers given in this section is not equivalent to the total responses to this question. This is because most responses raised multiple issues.

The 58 respondents to the consultation who provided comment in response to Q4 provided made 232 comments on 85 different issues

4.4.1 Key Categories:

These 85 issues were split into six key topics to aid analysis and understanding. These categories and the headlines of the comments made on them are provided below.

- Current Situation: Fifty-four comments (23 per cent of those made) related to the current situation in Brixton town centre. There were no positive comments about the current situation
- Proposal Opposition: Seventy-nine comments (34 per cent of those made) were opposed to/negative about the proposals.

- Proposal Support: Thirty-one comments (13 per cent of those made) were positive (including conditionally positive) about the proposals.
- Proposal Suggestions: Thirty-nine comments (17 per cent of comments made) provided suggested improvements to the proposals.
- Factual Comments: Thirteen comments (six per cent of those made) provided statements of fact about either the respondent or the proposal location
- Comments unrelated to the proposals: Sixteen comments (seven per cent of comments made) did not relate to the proposals –for example identifying characteristics or suggestions for other locations.

4.4.2 Common Comments

The thirteen most commonly raised issues are listed below. Each of these was raised more than five times (ie in two per cent or more of the comments made):

- The current situation is problematic because of:
 - Congestion at bus stops and on footways (18 comments)
 - Rat runs (18 comments)
 - Road safety concerns (six comments)
- The proposal is bad because it will make:
 - More crowded and unsafe bus stops (14 comments),
 - Too many buses trying to use each stop (six comments),
 - Increased distance from bus stop to station/shops (six comments)
 - Worsened congestion and air quality as a result of additional bus lane space (17 comments)
- The proposal is good because it:
 - Will simplify/reduce confusion at bus stops (nine comments)
 - Has the respondent's general conditional support (nine comments)
- The proposal needs:
 - More cycling facilities (six comments)
- Factual statements regarding:
 - Respondent characteristics (six comments)
 - Location characteristics (seven comments)

4.5 Summary of stakeholder responses

No stakeholders responded to this consultation.

4.6 Comments on the consultation

Sixty-six respondents (89 per cent) provided a comment on the quality of the consultation and associated materials. The main topics were:

Fifty four respondents (73 per cent of all respondents) answered the closed question that they were neutral or positive about the consultation materials. Twelve respondents (16 per cent of all respondents) were not satisfied with the quality of the consultation.

Seventeen respondents (23 per cent of all respondents) made comments in the open text field relating to the quality of the consultation. Fourteen of these 17 comments expressed a desire for either greater advertising of the consultation or more/clearer detail about the proposals

5. Responses to Issues Raised

We have considered all of the issues raised by respondents to the consultation.

Some of the issues raised called for changes to the proposals. We have considered these and, where we believed that the changes would enhance and improve the scheme, we have adopted them. In other cases, we have judged that the suggested changes would either not be possible, or that they would reduce the effectiveness of our proposals in improving journey times for southbound bus services within Brixton Town Centre.

Below are our responses to the key issues raised about our proposals, including whether or not we could make the changes suggested, and setting out our reasoning.

We judged that some other comments made by respondents to the consultation were out of scope of our proposals, and have not been addressed here. Similarly, statements of support for the scheme are not responded to in the below, although we noted these in every case.

Theme	Issue raised	TfL response
Negative Comments		
Proposals will make local traffic and air quality worse	The overall scheme would increase / not improve traffic congestion and pollution	Our traffic modelling shows a two minute reduction in bus journey times across the scheme area, with limited impact to general traffic journey times. This will make an important contribution to the proposals set out in the Mayors Transport Strategy (MTS), particularly in encouraging reducing peoples dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Air quality modelling has not been undertaken for this scheme. However we believe that air quality is unlikely to worsen as a result of these changes. PM peak journey times for general traffic through Brixton Town Centre may increase by up to 10 per cent, which may result in a slight increase in emissions from general traffic at that time. However by improving the efficiency of bus movements through the area the scheme will reduce bus idling and thus reduce bus emissions.
	Pollution reduction should be the priority	
	Traffic and pollution need to be reduced in the area	
	The double / extended bus lane would cause worse traffic congestion (and therefore worse air quality), displacement to nearby roads and delays to buses	
	The location of the loading bay will cause congestion	
Proposals will make bus stops more crowded/ confusing/ unsafe	The reduction in the number of bus stops would worsen the existing pedestrian and bus customer congestion / crowding / disorganisation on / along the (partly narrow) footway and at the bus stops, including for older and disabled people, children in pushchairs and people with heavy shopping, particularly at peak hours -making it more dangerous than now.	We recognise that the bus stops in Brixton Town Centre are some of the busiest bus stops in London. The aim of this scheme is to improve the efficiency of the bus stops, to better match stops to destinations, to improve interchange between bus services, and to reduce southbound bus journey times. In light of the comments made during consultation, we will retain three bus stops in the town centre. The number of routes at each stop will remain the same, but the stopping arrangements will be adjusted to better match destinations and improve interchanges between bus services using the three stops
	Reducing the number of bus stops is	

Theme	Issue raised	TfL response
	not helpful	<p>Bus stop N will be relocated further south and will serve routes continuing south on Brixton Hill (45, 59, 109, 118, 133, 159, 250 and 333). Bus stop P and Q will remain where they are currently. Stop P will serve routes 3, 35, 355 and P4 towards Herne Hill, and Stop Q will serve routes 2, 196, 415 and 432 towards Tulse Hill.</p>
	Unclear how this will improve the crowded bus stops	
	The double bus lane would make pedestrian safety worse	
	The reduction in the number of bus stops would mean more buses queuing to serve each stop, making it more difficult for people (especially those with mobility restrictions or poor eyesight) to see / reach the correct bus / know where it will stop, creating more confusion, particularly at peak hours, leading to customers missing their buses / bus drivers failing to wait for all customers and / or buses having to stop twice, and causing delays and buses driving round each other.	
	The double bus lane would make it harder for customers (especially those with poor vision) to see / hail buses	
	Bus drivers would need to be patient for all customers to board their buses if many buses arrive at the same time.	

Theme	Issue raised	TfL response
It will be too far from the bus stops to the shops/station	The reduction in the number of bus stops, with the stop nearest the Tube station / shopping area being removed, would mean further to walk from the Tube station / shopping area to catch buses, and inconvenience and frustration at missing buses, especially affecting people with mobility restrictions, children in pushchairs and people with heavy shopping.	<p>In response to comments made during consultation, we are now planning to retain three bus stops in the town centre. Passengers using the four routes stopping at the existing stop N location will have an additional walk of approximately 50 metres, if approaching from the north, from Brixton underground station. Passengers approaching from the south will save 50 metres.</p> <p>The eight routes which currently serve stop P carry the highest number of passengers in the scheme area. These routes will serve the newly located stop N in future, 25 metres nearer to Brixton underground station.</p> <p>There will be no change for passengers using stop Q.</p> <p>Interchanges between stops are also reduced significantly (depending on stops used), from 50-85 metres to 15-45 metres.</p>
	The bus stops should be moved closer to the station (and the loading bay moved to the other end of the bus stops)	
Proposals won't work / won't work for everyone	The overall scheme would not benefit all road users	<p>This is a bus priority scheme with the primary aim of improving bus journey time and providing better interchanges for bus passengers in the Brixton Town Centre area.</p> <p>Our traffic modelling indicates that the final scheme design will significantly decrease in bus journey times by up to 2 minutes. It also shows that:</p> <ul style="list-style-type: none"> • There will be limited change to general traffic journey times in the scheme area • Journey times for taxis and cyclists will be marginally faster through the scheme area as they will be able to use another bus lane
	The overall scheme would not benefit help public transport capacity	
	The overall scheme has no provision for cycles and would not improve cycle safety	
	The overall scheme has no provision for taxis	
	It does not make sense to merge routes 35 and 355 onto one stop	
	The extended/double lane is not needed/will not help	

Theme	Issue raised	TfL response
		<ul style="list-style-type: none"> The creation of the double width bus lane and the extension of the southbound bus lane on Brixton Road south of the junction with Coldharbour Lane provides cyclists with some additional protection through the town centre
Suggestions		
Use alternative bus stop locations/design	Bus stops should be extended to cope with the number of customers without blocking the footway.	We recognise that the bus stops in Brixton Town Centre are some of the busiest bus stops in London. The aim of this scheme is to improve the efficiency of the bus stops, to better match stops to destinations, to improve interchange between bus services, and to reduce southbound bus journey times.
	The number of bus stops should be increased not decreased	
	Three stops should be retained, with the positions of bus stops P and Q swapped so that Brixton Hill buses leave from the southernmost stop and Tulse Hill and Herne Hill buses leave from the middle stop, but with no change of stop for route 3.	In light of comments made during the consultation, we are planning to retain three bus stops in the town centre. The number of routes at each stop has remained the same, but the scheme proposes changes to the stopping arrangements to better match destinations and improve interchange between bus services. Bus stop N will be moved further south and will serve routes continuing south on Brixton Hill (45, 59, 109, 118, 133, 159, 250 and 333). Bus stop P and Q remain where they are currently. Bus stop P will serve routes 3, 35, 355 and P4 towards Herne Hill, and bus stop Q will serve routes 2, 196, 415 and 432 towards Tulse Hill.
	The positions of bus stops P & Q should be swapped, with both stops moved closer to the Tube station.	
Amend bus vehicle/management practices	Express bus routes should be introduced, and / or the number of stops on all or some bus routes should be reduced.	
	Buses should approach on the inside lane only so that customers can easily see them.	

Theme	Issue raised	TfL response
	Bus driver employment practices, driving standards and customer care should be improved.	
Have a tailored lane management approach	Taxis should be allowed to use the bus lanes	The scheme has been designed using the existing traffic rules and practices for bus lanes already in place.
	The additional bus lane should operate in peak hours only	Taxis, buses, motorcyclists and cyclists will all be able to use the new bus line in Brixton Town Centre, just as they can use the existing one.
	Traffic should be split into different lanes depending on direction	
Improve/include cycling infrastructure	There should be provision / more space / safer / dedicated facilities for cycles.	This is a bus priority scheme with a primary objective to improve bus journey time and provide better interchange for bus passengers in the Brixton Town Centre area. The creation of the double width bus lane and the extension of the southbound bus lane on Brixton Road south of the junction with Coldharbour Lane provides cyclists with some additional protection through the town centre. We are considering longer term changes to improve conditions for cyclists in Brixton as part of the Cycling Action Plan
	More space allocated to cyclists would reduce demand for buses and therefore improve journey times.	
Improve pavement layout	The footway should be increased and the number of traffic lanes decreased / the central reservation removed with limited crossing points provided.	The main objective of this scheme is to improve bus journey times on this corridor. Changes to the footway, central reservation and number of traffic lanes are not necessary to achieve this. We recognise the importance of pedestrians and pedestrian facilities in Brixton town centre and will continue to monitor safety and conditions in the town centre.
Use technology to improve proposals	Bus route numbers should be added to the bus side mirrors to ensure they	Existing and emerging technologies have an important role to play in our transport system.

Theme	Issue raised	TfL response
	are still visible when buses are close together.	Adding bus route numbers to side mirrors, the addition of more CCTV cameras and countdown screens are outside the immediate scope of this scheme.
	More CCTV cameras should be added	
	Zero Emission buses should be used	
	Countdown screens should be added to bus stops	

6. Next steps

After considering all responses from the consultation, and revising our design with additional input from LB Lambeth, we plan to proceed with the scheme as proposed but with the following changes:

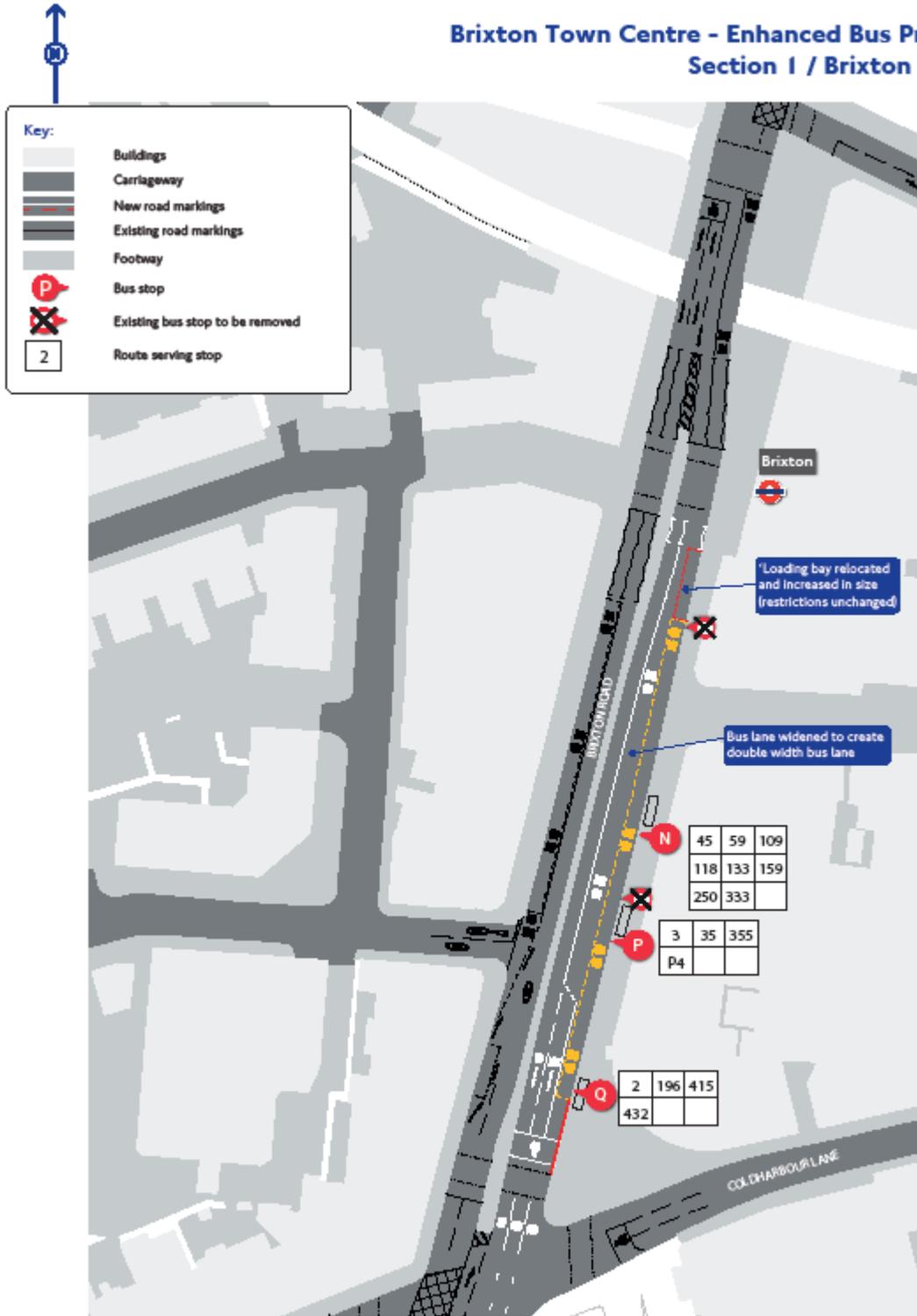
- We will retain three bus stops in the town centre
- Stop Q will remain unchanged
- Stop P will remain in its current location. and will be served by routes 3, 35, 355 and P4 This means that the two stops nearest to the junction with Coldharbour Lane serve routes continuing on Effra Road towards Herne Hill and Tulse Hill
- Stop N will be relocated further south and will serve routes 45, 59, 109, 118, 133, 159, 250, 333 to Brixton Hill and beyond. These routes carry the highest number of passengers in the scheme area. Walking distances to and from Brixton Underground station for passengers using these routes will be reduced by approximately 25 metres.

Walking distances when changing between buses using these stops will also be significantly reduced. They will be reduced from 50-85 metres to 15-45 metres depending on the exact route change being made.

A map illustrating the revised scheme is provided below.

Works are expected to commence in early 2020, if all planning permissions have been received from LB Lambeth.

Brixton Town Centre - Enhanced Bus Priority Section 1 / Brixton Road

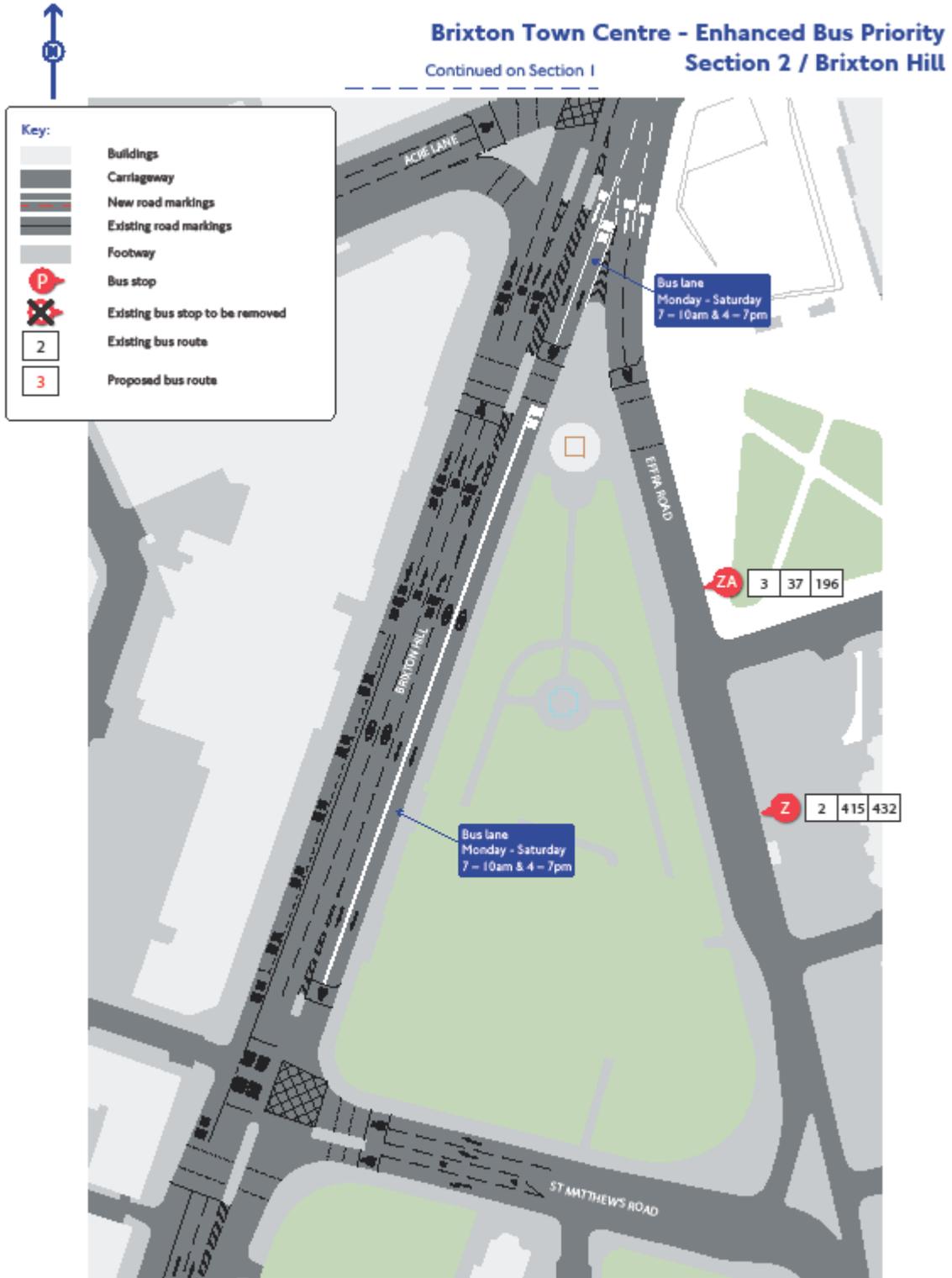


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Brixton Town Centre - Enhanced Bus Priority Section 2 / Brixton Hill

Continued on Section 1



Appendix A: Consultation Questions

Questions about our proposals

The first three questions were all closed questions.

- What do you think of our proposals to improve Brixton Town Centre for southbound bus services? *Strongly support / Support / Neither support nor oppose / Oppose / Strongly Oppose / Don't know*
- What do you think of our proposal to reduce the number of stops serving southbound routes from three to two? *Strongly support / Support / Neither support nor oppose / Oppose / Strongly Oppose / Don't know*
- What do you think of our proposal to create a double bus lane on Brixton Road (southbound only)? *Strongly support / Support / Neither support nor oppose / Oppose / Strongly Oppose / Don't know*

The fourth and final question about our proposals was an open question:

- Please provide any further comments about the proposals in the text box below:

All questions regarding the proposals were optional.

Questions about the respondent

All questions regarding the consultee were optional.

These questions were:

- What is your name?
- What is your email address?
- What is your postcode?
- If responding on behalf of an organisation, business or campaign group, please provide us with the name:
- What types of transport do you normally use locally (please tick all boxes that apply)? *Private car, Taxi, Van, Lorry, Bus, Coach, Bicycle, Walk, Tube, Train, Motorcycle/scooter*
- How did you hear about this consultation? *Email from TfL, Letter from TfL, Social media, Media/press, Other*
- Do you have any comments about this consultation (e.g. printed materials, website, events etc.)?

Additional Questions

Additionally voluntary questions were asked for the purposes of equality monitoring and communications. These are not analysed as part of the consultation.

Appendix B: Consultation Materials

Website

Go to this Consultation's Dashboard | Logged in with chriscalders@tfl.gov.uk | Manage Consultations | Support | Log Out

Transport for London | Search consultations

Consultation Hub | Find Consultations | Subscribe to / unsubscribe from our mailing list

Have your say on proposed changes to Brixton Town Centre for southbound bus services

Overview

Brixton Road is a busy road served by 16 bus routes during the day and seven bus routes at night. Customers using our bus services either visit Brixton Town Centre, or interchange with other local services including Tube, train and cycle hire.

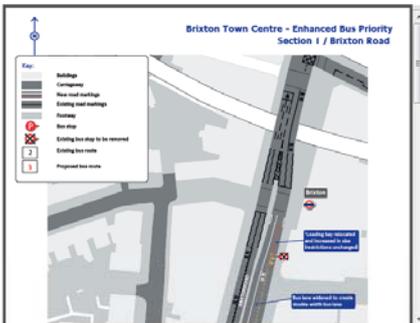
We recognise the importance that buses play in the town centre. We are proposing improvements to the road layout which will speed up journey times of southbound bus services, and subsequently improve bus reliability.

What are we proposing?

Our proposals include:

- Rationalising bus stopping arrangements for southbound services in Brixton Town centre. We will reduce the number of bus stops from three to two which will better match destinations and improve interchange between bus services. One bus stop will serve routes to Herne Hill and Tulse Hill etc and the other will serve routes to Brixton Hill and beyond.
- Creating a double bus lane on Brixton Road (southbound only). This will reduce the number of general traffic lanes to one.
- Starting the southbound bus lane on the A23, south of the junction Acre Lane, Coldharbour Lane and Effra Road earlier
- Relocating and slightly increasing the length of a loading bay in the southbound bus lane
- Providing signage and line markings which will make it clear which lanes vehicles should use at the Acre Lane/Coldharbour Lane and Effra Road junction. This will improve safety.

Please refer to the plans below for further details.



[Brixton Town Centre bus services - proposed changes \(PDF 3.94MB\)](#)

The scheme as a whole would have a positive impact on tens of thousands of bus passengers daily due to reduced southbound bus journey times. The bus lane changes will also benefit cyclists, taxis, coaches and motorcycles using the bus lane. There is not expected to be a noticeable impact on general traffic journey times through Brixton as a result of the proposals.

Have your say

We would like to know what you think about our proposals.

Please give us your views by completing the online survey below by **23 November 2018**.

Alternatively, you can:

- Email us at consultations@tfl.gov.uk
- or write to us at FREEPOST TFL CONSULTATIONS

You can also request paper copies of all the consultation materials and a response form by emailing consultations@tfl.gov.uk, or writing to FREEPOST TFL CONSULTATIONS.

Consultation Letter

Transport for London



Transport for London
Local Communities and
Partnerships

5 Endeavour Square
London
E20 1JN

0343 222 1234*
tfl.gov.uk/contact

12 October 2018

Dear Sir or Madam

Proposals to Improve Brixton Town Centre for southbound bus services

We are seeking your views to improve Brixton Town Centre for southbound bus services.

Brixton Road is a busy road served by 16 bus routes during the day and seven bus routes at night. Customers using our bus services either visit Brixton Town Centre, or interchange with other local services including Tube, train and cycle hire.

We recognise the importance that buses play in the town centre. We are proposing improvements to the road layout which will speed up journey times of southbound bus services, and subsequently improve bus reliability.

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MAYOR OF LONDON



UKT number 756 2769 90

- Providing signage and line markings which will make it clear which lanes vehicles should use at the Acre Lane / Coldharbour Lane and Effra Road junction. This will improve safety

Please refer to the enclosed plans for further details.

The scheme as a whole would have a positive impact on tens of thousands of bus passengers daily due to reduced southbound bus journey times. The bus lane changes will also benefit cyclists, taxis, coaches and motorcycles using the bus lane. There is not expected to be a noticeable impact on general traffic journey times through Brixton as a result of the proposals.

For further information and to let us know your views, please visit our website <https://consultations.tfl.gov.uk/buses/brixton-town-centre/> and complete our online survey by 23 November 2018.

Yours faithfully

Claire Alleguen
Community Partnerships Specialist
Transport for London

*Service and network charges may apply. See tfl.gov.uk/terms for details

Consultation email -Stakeholders

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Please refer to the attached plans for further details.

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For further information and to let us know your views, please visit our website <https://consultations.tfl.gov.uk/buses/brixton-town-centre/> and complete our online survey or write to use at this email address by 23 November 2018.

Yours faithfully

Claire Alleguen
Community Partnerships Specialist
Transport for London

Appendix C: List of Stakeholders Consulted

Brixton Business Improvement District

Chuka Umunna MP

Kate Hoey MP

Lambeth Borough Council

Lambeth Cyclists

London Cycling Campaign

London TravelWatch

Wheels for Wellbeing