BRIXTON URBAN SPACES
Manual
Contents
Introduction 3
Vision 8
Design Propositions 16
Introduction
The Brixton Business Improvement District (BID) represents over 700 businesses across the town centre. We provide additional services to support the development of the local economy in a number of key areas such as security, the environment, and marketing. With our historic street markets and open spaces, bustling high street and burgeoning night-time economy, our mission is to support Brixton’s growth as a premier London destination.

The Brixton Urban Spaces Manual presents a number of inspiring propositions to support the vision of a cleaner, greener, and culturally vibrant public realm. Our aim is to welcome increasing numbers of businesses, visitors, and residents to Brixton.

The Manual includes the following key components:

- **People and Places**: Understanding the challenges in championing our distinct character and heritage, at a time of rapid and exciting development.

- **The Vision**: A connected approach for our urban spaces, building upon the work of previous studies, highlighting the ambition for an enhanced public realm, better way-finding and increasing opportunities for walking and cycling through the town centre. This will help to deliver our overall vision for Brixton as a thriving destination in which to invest, work, live, shop, and dwell.

- **Design Propositions**: An inter-linked series of small-scale public realm proposals and opportunities for investors, the Council and other partners to make as part of the Future Brixton Masterplan.

The Manual has been prepared by OutDesign for the Brixton BID. The BID has developed the propositions to kick start further conversations and to develop the interventions through consultation and co-production with local stakeholders and key partners such as Lambeth Council, the Greater London Authority, Transport for London, local residents and businesses.

It provides a flexible framework for funders, creative partners and stakeholders to guide the incremental delivery of numerous design propositions over the short, medium and long term; and at various funding levels. The Brixton BID will support or collaborate with partners to ensure the successful delivery of the overall vision.
Brixton is a unique area of London and well positioned to become a 21st century urban exemplar. It is the ‘Civic Centre’ for the Borough of Lambeth, with a historic built environment, heritage markets and excellent transport connections and the preserved common spaces (Such as Rush Common).

The area is in a period of significant growth led by the development of independent retail, restaurants, bars and music venues catalysed by recently revitalised spaces such as Brixton Village and Market Row. It is internationally renowned for its cultural and creative diversity, and is one of the eight design districts featured in the annual London Design Festival.

The historic street markets on Electric Avenue, Pope’s Road and Brixton Station Road and the covered markets at Reliance Arcade, Market Row and Brixton Village, provide both essential and specialist goods to people from all over London. Recent initiatives such as the Impact Hub, Meanwhile Space, and Pop Brixton have helped to further diversify the evening and night time economies, providing low cost business accommodation for a number of start-ups and independent creative businesses. Brixton is also an attractive inward investment prospect; with a focus on the creative and digital sectors, increased local employment opportunities in hospitality, retail, and higher education pathways offered by Southbank UTC and Lambeth College.

Contemporary buildings of note include the award winning Black Cultural Archives by Pringle Richards Sharratt and the Evelyn Grace Academy by the late Zaha Hadid, situated within a short walk of the town centre on Shakespeare Road. The much-anticipated Ovalhouse Theatre, will be delivered as part of the Somerleyton Road development in 2019, while the new home for Squire and Partners architects, ‘The Department Store’ is due for completion in 2017.

Brixton also benefits from a recognisable townscape made up of Victorian streets, buildings and railway arches. This built heritage is acknowledged in the statutory and local listing of numerous buildings and architectural features. It is also a Conservation Area (CA26), which means that new developments should conserve and enhance the area’s existing qualities of place.

There are challenges in balancing the demands of a growing economy, with the preservation of the area’s unique character and delivering a welcoming and accessible environment. Brixton’s prime destinations can be hard to find for visitors. The warren of indoor and outdoor market streets can be difficult to identify. Street clutter, heavy traffic and congested footways, particularly along Brixton Road and around the entrance to the Underground Station, have a negative impact on the area’s environmental quality and can be confusing and difficult to navigate.
Brixton benefits from large public open spaces within easy walking distance. Max Roach Park defines the northern extent of the town centre. To the south, a cluster of open spaces including Windrush Square, St. Matthew’s Peace Gardens and Rush Common are enclosed and overlooked by some of Brixton’s finest architecture such as Lambeth Town Hall, the Tate Library, St. Matthew’s Church and the Black Cultural Archives. These buildings and open spaces combine here to create a townscape of unique character.

Trees provide an important contribution to the character of the town centre. Significant trees include the mature London plane at Windrush Square and the established trees associated with St. Matthew’s Peace Garden and Rush Common at Brixton Hill. Rush Common forms part of an historic linear open space that extends north along Brixton Hill to Brixton Underground Station via Windrush Square. It is managed by the Borough and is subject to an act of Parliament, which in practice limits the form of development that can take place on the common.

A semi-mature London Plane and recently planted olive trees at Canterbury Square help define the space while trees along Brixton Road and numerous private gardens elsewhere in the town centre help soften the townscape. The Trinity Garden Conservation Area Draft Character Appraisal (January 2016) acknowledges the mature tree planting at Trinity Gardens. This garden square to the west of central Brixton provides a focal point to the Trinity Garden Conservation Area.

Somerleyton Road also benefits from a substantial green space to the front of Southwyck House. This space provides some visual amenity with semi-mature tree planting. However, it lacks a clear role and function. Other open spaces in Brixton include; play spaces at Stockwell Skate Park, Railton Road Adventure Playground, and Pulross Road Play Area.
Vision

Windrush Square
Our vision is to promote Brixton as a dynamic destination to do business, shop and enjoy the numerous bars, restaurants, cultural spaces and venues. The vision seeks to improve the environmental quality of our open spaces and enhance Brixton’s status as a premier destination for leisure, entertainment and retail.

The vision will be realised through the delivery of both large-scale projects and the small-scale design propositions, which are the core of this document. These propositions focus on two interconnected themes: Cleaner & Greener Brixton and Creative Wayfinding.

The focus of this document is to present a number of scalable opportunities for public realm design interventions. The interventions should prove welcoming, supporting accessible green streets and thoughtfully designed retail spaces and amenities in line with Lambeth’s Masterplan ambitions.

These design propositions will be delivered in stages, allowing for consultation and testing in advance of major funding schemes. We are supportive of the collaborative delivery of projects to encourage stakeholders, creative businesses and local groups to take an active role in the co-creation of these design propositions.

We encourage designers to consider the place and movement function of Brixton’s streets in developing public realm schemes. High quality and innovative designs should demonstrably enhance the quality of each space commensurate with Brixton’s role as a ‘City Hub’.

Our streets, markets and urban spaces should be accessible and inclusive to all, irrespective of age, background and physical ability. An ageing population requires easy access to places and spaces with better quality footways and crossings. Our urban spaces should also aim to encourage physical and social activities and dwell time. Additionally creative lighting and reduced street clutter increase the feeling of safety and well-being.

This vision seeks to reduce air pollution through public realm improvements by creating accessible green streets encouraging walking and cycling as a priority. Rush Common runs south-to-north along Brixton Hill and Brixton Road. We propose a new ‘common’ to connect the town centre from east-to-west. This would link the underused green space on Coldharbour Lane/Somerleyton Road in the east with Coldharbour Lane/Acre Lane in the west.
DESIGN PROPOSITIONS PLAN

1. Windrush Square (complete)
2. Canterbury Square (complete)
3. Electric Avenue (complete)
4. Pope’s Road (pipeline)
5. Brixton Station Road (pipeline)
7. Somerleyton Road / Oval House (2018)
8. Brixton Central (2020)

1. Colourful Crossings @ Coldharbour Lane and Atlantic Road
2. Living Street @ Brighton Terrace
3. WC Under the Bridge @ Brixton Road
4. Brixton Orchard @ Rush Common
5. Green around the Block @ Southwyck House
6. Peace Garden @ St. Matthew’s Church
7. Pocket Park @ Nursery Road
8. Pocket Park @ Trinity Gardens
9. Redesign @ Atlantic Road
10. Brixton Village Square @ Coldharbour Lane
11. Market Entrances @ Brixton Village, Market Row and Reliance Arcade
12. Cycle Street @ St. Matthew’s Road
13. Play:Music @ Antonia Walk

* We Build Bridges
* Power in the Lights
We aim to create a safe and inviting public realm. Although Brixton benefits from some great public spaces, further green interventions and links to wider green infrastructure should help to promote better air quality, by lowering local emissions, and at the same time mitigating against significant levels of traffic pollution, arising from the busy A23, the strategic arterial road running through Brixton.

We encourage proposals for micro-gardens and street trees to improve air quality and encourage people to dwell. Public spaces and streets can be retrofitted with water sensitive drainage to slow the flow of rainwater, allowing it to slowly soak into the ground, thereby reducing the potential for local flooding. This may take the form of attenuating planters, permeable paving stones, rain gardens, swales and green roofs.

The recent Green Infrastructure Audit identified thirty-nine greening opportunities within the Brixton BID area. We are also exploring potential sites for urban beehives. The roof of the Brixton Recreation Centre has already been identified as one such potential site.

Brixton is exceptionally well connected for transport to Central London and to the outlying counties to the south and east of London. There is increasing demand from commuters, residents and visitors for secure all weather cycle parking close to the Underground and rail stations. Research shows that the availability of well located, secure cycle parking is essential to encourage cycling.

Underground cycle storage schemes such as the Eco Cycle system are being used extensively in Japan. This innovative solution to providing secure cycle storage for residents and the general public could help to free up valuable public space and reduce street clutter. We welcome proposals exploring the provision of underground cycle facilities. Suitable locations have already been identified including the basement beneath the Brixton Recreation Centre and the planned basement at the Oval House Theatre.
Sculpture, Brixton Station
CREATIVE WAYFINDING

An innovative, multi-layered approach to wayfinding, local orientation and place-making, utilising Brixton’s historic townscape and key architectural features such as bridges, abutments, pavements and decorative towers is a key feature of this manual. We aim to combine lighting, a visual language of super graphics, pavement designs and storytelling into a strategy that enhances heritage, embraces creativity and is unique to Brixton. This would be used alongside existing Legible London signage at key decision points in the town centre, a system that is already familiar to many Londoners.

People who know Brixton know their way around the landmarks that have become a vital part of informal wayfinding. For those who are new to the area or visiting, clearer directions are needed to specific destinations. Clear identification of some local destinations like the indoor markets is also important.
Design Propositions

Timeline highlighting past interventions and future additions
The following section presents a collection of integrated propositions that seek to deliver the vision, with the provision for future additions as identified opportunities and needs arise:

- Canterbury Square
- Electric Avenue Street Market
- Moorlands Estate Seating
- Brixton Voice
- WC Under the Bridge @ Brixton Road
- Brixton Orchard @ Rush Common
- Pocket Park @ Nursery Road
- Redesign @ Atlantic Road
- Brixton Village Square @ Coldharbour Lane
- Market Entrances @ Brixton Village,
- Market Row and Reliance Arcade
- We Build Bridges
- Power in the Lights
- Play:Music @ Astoria Walk
- Yarden and Cajun Drums
- Colourful Crossings @ Coldharbour Lane
- and Atlantic Road
- Your New Town Hall Development
- Somerleyton Road Development
- Brixton Railway Arches Development

- Living Street @ Brighton Terrace
- Green around the Block @ Southwyck House
- Peace Garden @ St. Matthew’s Church
- Pocket Park @ Trinity Gardens
- Cycle Street @ St. Matthew’s Road
- Pope Road Street Market and Public Realm Improvements
Plan view of the proposed public realm improvements at Brighton Terrace

Sketch view of the proposed public realm improvements at Brighton Terrace

Brighton Terrace viewed from Brixton Road
Brighton Terrace is a side street providing left-in left-out vehicle access onto Brixton Road. It is dominated by traffic with on-street parking on both sides of the road. The proposition outlined here creates pedestrian priority by removing on-street parking and reallocating road space to increase pavement. If brought forward, the project would need to work closely with local residents to allay concerns over vehicular access to their homes.

The new space could include street trees, rain gardens, cycle parking and seating. The widened footways would provide space for businesses to spill out and activate the street.

The carriageway would be raised to create a level surface with flush channels to help delineate cycle paths and, if required, vehicle thoroughfare. Introduction of a ‘Copenhagen’ style level crossing at Brixton Road would create a continuous level surface and indicate pedestrian priority. Surface water and water from the down-pipes of adjacent buildings would be diverted to irrigate rain gardens, thereby reducing the pressure on traditional piped drainage systems. The rain gardens would be planted with suitable native species to attract pollinators.

We have also highlighted the Piano House workspace, an imposing Victorian warehouse and former storage space for the Bon Marche department store, with new signage and lighting.

The material palette would reflect those chosen for Electric Avenue with granite sets and channels. Footway crossovers along Brixton Road would replicate the road’s existing granite paving slabs. We propose multi-stemmed trees with ornamental bark such as Acer davidii ‘George Forrest’. The rain gardens would be planted with suitable native species to attract pollinators. Sawn timber benches would frame the rain gardens and provide seating.

Challenges to the delivery of this scheme include

- Successful engagement and consultation with key stakeholders including local businesses, residents, and the highway authority. Residents have previously flagged concerns, which would need to be addressed directly.
- Ensuring any proposed changes to the highway network are subject to traffic modelling and rigorous analysis of existing traffic flows, servicing arrangements, collision data and potential improvements to bus journey times.

This scheme is suitable for experimental, temporary road closures to test the approach and gather feedback from residents and visitors in advance of a permanent scheme. This may take the form of closures and the reallocation of highway space to other uses such as tree and shrub planting, seating and cycle parking. Colourful crossings may be installed to signal the intention to change the nature of the street in the longer term.

Stages to completion include

- Agree funding opportunities, consultation strategy and key stakeholders.
- Obtain information on ownership, and commission topographic and other surveys.
- Prepare concept designs for review, including their technical and financial implications and traffic modelling and engage with residents, community and business groups.
- Install and test temporary scheme and gather feedback.
- Develop detailed design proposals following feedback on the temporary scheme indicating proposed spatial arrangement, materials and prepare outline specification and cost information.
- Develop detailed technical designs and prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement scheme.
- Undertake maintenance and monitoring.

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>Living Street @ Brighton Terrace</th>
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<tbody>
<tr>
<td>Funding Opportunities</td>
<td>TfL, LB Lambeth</td>
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<tr>
<td>Project Curator</td>
<td>LB Lambeth</td>
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<tr>
<td>Time Frame</td>
<td>Med Term 3-5yr</td>
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<tr>
<td>Cost</td>
<td>£££</td>
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The London Overground line crosses Brixton Road on a high-level bridge approximately 50m south of the London Underground Station. The space underneath the bridge is currently used for cycle parking, a cash machine and phone boxes. However, poor maintenance and persistent bird fouling makes the space unattractive. The site could be considered as a new location for a public toilet, subject to a feasibility study and available funding.

Nevertheless the space offers a good opportunity to deal with street urination in the vicinity of the Underground Station by providing a new public convenience here. We also propose to reinvigorate the space through bird control measures to the bridge soffit to reduce fouling and introducing a creative planting scheme to enhance this busy area. Cycle stands should continue to be provided as part of the proposal.

Challenges to the delivery of this scheme include

- Successful engagement with key stakeholders including Network Rail, London Underground Limited, local businesses and the highway authority to ensure project buy-in by all parties.
- Providing a long term maintenance regime.
- Maintaining sight lines and pedestrian comfort levels along this busy part of Brixton Road.

Stages to completion include

- Agree funding opportunities, and engage with key stakeholders.
- Develop a high level capacity study and business case, including exploring other potential sites.
- Obtain information on ownership, and commission topographic and other surveys.
- Undertake pre-application consultation with the planning authority to agree requirements for planning application, statutory requirements and consents.
- Prepare concept design for review and consultation.
- Develop detailed design proposals including spatial arrangement, and materials and prepare outline specification and cost information for agreement.
- Prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal, production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement scheme.
- Undertake maintenance and monitoring.

<table>
<thead>
<tr>
<th>Design Proposition</th>
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<td>WC Under the Bridge @ Brixton Road</td>
<td>TfL, LB Lambeth</td>
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<tr>
<th>Project Curator</th>
<th>Time Frame</th>
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<tr>
<td>Brixton BID/LB Lambeth</td>
<td>Short Term 1-2 yrs</td>
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Brixton Urban Spaces Manual
The Orchard is located to the south of St. Matthew’s Church. Currently an unloved and underused amenity, this area is now in the process of being transformed into a productive community green space with a grid of fruiting orchard trees under-planted with a wide variety of native plants.

Plants have been selected with year round flowering in mind to encourage bees and other pollinators. Trees are an important source of pollen and nectar for bees in London and the Orchard could potentially support a community beehive.

Hanami or ‘flower viewing’ is a popular Japanese custom where people meet and enjoy the fleeting beauty of flowering cherries, often whilst enjoying a picnic under the cherry blossom. Perhaps the people of Brixton will enjoy similar pastimes in the future.

Challenges to the delivery of this scheme include

- Successful engagement with stakeholders including the highway authority and local residents to ensure project buy-in by all parties.
- Mobilising local residents to help prepare the space and plant the orchard.
- Create a strategy to ensure long-term governance and maintenance of the Orchard to ensure the successful establishment of the fruit trees.

Stages currently underway include

- Agree funding opportunities, and engage with key stakeholders.
- Undertake pre-application consultation with the planning authority to agree requirements for planning application, statutory requirements and consents.
- Develop detailed design proposals including spatial arrangement, materials, specification and cost information.
- Prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal, production drawings and detailed specification.
- Appoint the contractor, mobilise local residents and implement the scheme.
- Undertake maintenance and monitoring.

BRIXTON ORCHARD @ RUSH COMMON

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<th>Design Proposition</th>
<th>Brixton Orchard @ Rush Common</th>
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<tr>
<td>Funding Opportunities</td>
<td>Brixton BID, Cross-River Partnership, GLA, LB Lambeth</td>
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<tr>
<td>Project Curator</td>
<td>Brixton BID</td>
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<tr>
<td>Time Frame</td>
<td>Short Term 1-2 yrs</td>
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<td>Cost</td>
<td>££</td>
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Visualisation of 'Breaking Down the Barriers' courtesy Zac Munro Architects
As outlined earlier in the Vision section of this document, Coldharbour Lane has the potential to become an important east-west walking and cycling corridor to Windrush Square and Rush Common. This scheme would be the first step to realising that vision. This scheme would be realised incrementally, over time, as funding becomes available and following testing of the proposals.

**Challenges to the delivery of this scheme include**

- Successful engagement with key stakeholders including local residents, housing association and the highway authority to ensure project buy-in by all parties.
- Establishing revenue budgets to support the long-term maintenance of the green space.
- Mobilising the local community to help deliver the project.

**Stages to completion include**

- Agree funding opportunities, and engage with key stakeholders.
- Establish project phasing, management plan and procurement route.
- Undertake pre-application consultation with the planning authority to agree requirements for planning application, statutory requirements and consents.
- Prepare concept design for public consultation.
- Develop detailed design proposals including spatial arrangement, materials, specification and cost information.
- Prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal, production drawings and detailed specification.
- Appoint the contractor, mobilise local residents and implement the scheme.
- Undertake maintenance and monitoring.

**Green around the Block @ Southwyck House**

- **Design Proposition**: Green around the Block @ Southwyck House
- **Funding Opportunities**: LB Lambeth, GLA
- **Project Curator**: Brixton BID
- **Time Frame**: Med Term 3-5yr
- **Cost**: £££
St. Matthew’s Churchyard
St. Matthew’s Churchyard and Peace Garden sit opposite the ‘New Town Hall’ development that will transform the southern end of the town centre. St. Matthew’s Church is architecturally and historically one of the most important buildings in the Borough. These propositions are intended to start a new conversation with the Church and the wider community about the potential opportunity for the space.

Renovation proposals are encouraged to promote wider use, more inclusive access for all and stronger links between the Churchyard and with adjacent open spaces including; Windrush Square, Brixton Orchard and Rush Common. St Matthew’s Churchyard has the potential to become a calm oasis in the centre of Brixton. Proposals may include:

- Restoration of historic connection from the northern entrance to the Church and the restaurant at crypt level.
- Restoration of historic features such as the Grade II listed Budd Mausoleum and gate piers.
- New lighting to improve perception of safety and feature up-lighting the Church.
- Improved access to the Church’s eastern entrance from Effra Road.
- Renovation of the much loved fountain, which has fallen into disrepair.
- Renovation of the play area to promote natural play.
- New seating and tree and shrub planting, including large canopy trees around the perimeter.

**Challenges to the delivery of this scheme include**

- Proposals should balance the needs of conservation of the Grade II* listed building with the introduction of new social and recreational spaces.
- Successful engagement with key stakeholders including Diocese of Southwark, LB Lambeth, English Heritage, church users and the local community to ensure project buy-in by all parties.
- Establishing revenue budgets to support the long-term management and maintenance of the Churchyard.
- Balancing revenue generating uses with the historic nature of the Churchyard.
- Consideration of the requirements of the Rush Common Act including restrictions on above ground construction and the retention of green space.

**Stages to completion include**

- Agree funding opportunities, and engage with key stakeholders including Diocese of Southwark, LB Lambeth, English Heritage, church users and the local community.
- Establish project brief.
- Prepare management plan and procurement route.
- Undertake pre-application consultation with the planning authority to agree requirements for planning applications and other statutory requirements and consents.
- Prepare concept design for public consultation.
- Develop detailed design proposals including spatial arrangement, construction materials and appearance and prepare specification and cost information.
- Prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal and prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement scheme.
- Undertake maintenance and monitoring.

**Design Proposition** Peace Garden@ St.Matthew’s Church

**Funding Opportunities**

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<tr>
<th>Funding Opportunities</th>
<th>Description</th>
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<tr>
<td>Diocese of Southwark, LB Lambeth, English Heritage, Heritage Lottery Fund, CLA</td>
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**Project Curator** Diocese of Southwark

**Time Frame** Med Term 3-5yr

**Cost** £££
POCKET PARK @ NURSERY ROAD

This space is located at the eastern end of Dorrell Place between the end of a terrace of Victorian houses and the railway bridge and access to businesses situated within the railway arches. The space is a small barren space suitable for reinvention as a pocket park.

This space was identified in Brixton BID’s recent Green Infrastructure Audit. Within close proximity of the Underground and facilities on the Brixton Road, this could become a quiet location away from the hustle and bustle of the High Street. Proposals for this small space may include herbaceous planting to enhance biodiversity and improve the visual appearance of the area.

Challenges to the delivery of this scheme include

- Physical constraints relating to the adjacent Network Rail Bridge and housing.
- Access way leaves and underground services.
- Establishing revenue budgets to support the long-term management and maintenance of the pocket park.

Stages to completion include

- Agree funding opportunities, and engage with the local community.
- Establish project brief, and prepare a management plan and agree procurement route.
- Prepare concept design for consultation indicating layout, materials, specification and cost information.
- Develop detailed design proposals and construct scheme in partnership with local community and implement scheme.
- Undertake on-going maintenance and monitoring.

Design Proposition | Pocket Park @ Nursery Road
Funding Opportunities | LB Lambeth, TfL, GLA
Project Curator | Brixton BID
Time Frame | Short Term 1-2yr
Cost | £
Trinity Gardens is one of Brixton’s traditional Georgian squares, located off the southern end of Brixton Road and the eastern end of Acre Lane. Through traffic has been restricted for many years as the result of resident consultation and further restrictions could result from the proposed intervention at Brighton Terrace.

The central open space is poorly designed with large areas of hardstanding and is underused by residents. The garden could be transformed into a quiet green space for passive recreation with informal play space for younger children.

**Challenges to the delivery of this scheme include**

- Successful engagement with stakeholders including residents, garden users, community groups and LB Lambeth to develop a clear brief for the space.
- Establishing revenue budgets to support the long-term management and maintenance of the Garden.

**Stages to completion include**

- Agree funding opportunities, and engage with the local community.
- Establish project brief, and prepare a management plan and agree procurement route.
- Prepare concept design for consultation indicating layout, materials, specification and cost information.
- Develop detailed design proposals following feedback and construct scheme in partnership with local community and implement the scheme.
- Undertake on-going maintenance and monitoring.

**Design Proposition**

Pocket Park @ Trinity Gardens

**Funding Opportunities**

LB Lambeth, TfL, GLA

**Project Curator**

LB Lambeth

**Time Frame**

Short Term 1-2yr

**Cost**

££
Atlantic Road is an important street providing access to the markets for people coming from Brixton Road, Railton Road and Somerleyton Road. It also provides an important link in the cycle network for cyclists travelling across Brixton Road via Ferndale Road/Stockwell Avenue. The borough is preparing a major public realm improvement scheme for Atlantic Road.

The scheme will look at how Atlantic Road can be transformed from a traffic dominated highway to a public space that prioritises pedestrians and cyclists whilst maintaining the bus route and servicing needs of adjacent businesses and markets. Public realm improvements to Atlantic Road would positively benefit Electric Avenue and Brixton Station Road as shopping and entertainment destinations by encouraging more footfall along the street.

The Somerleyton Road development scheme includes plans for a new theatre, the Ovalhouse, to be located adjacent to Carlton Mansions opposite the southern entrance to Brixton Village. The theatre will be set back from the road with an open space fronting the street, mirroring the layout of Brixton Village. The design of the theatre and the surrounding public realm is progressing, however, we would like the designer to consider how these two spaces can be designed as a single space that happens to be separated by Somerleyton Road.

The signalised junction at Coldharbour Lane and Somerleyton Road and the rail bridge provides a very poor pedestrian environment. The Major Scheme provides the opportunity to greatly improve pedestrian crossings underneath the rail bridge and between Brixton Village and the new theatre.

**Challenges to the delivery of this scheme include**

- Successful engagement with key stakeholders including local residents, businesses, disability groups, bus and taxi operators, and the highway authority to ensure project buy-in by all parties.
- Balancing the needs of pedestrians, cyclists, service vehicles and bus users.
- Minimise disruption to local businesses and residents during construction.
- Provide passive provision for a proposed new lift at the mainline station.
- Accommodate changes to Network Rail’s arches.
- The successful integration of this project with the Somerleyton Road regeneration scheme and Brixton Village Square at Coldharbour Lane.

**Stages to completion include**

- There is an opportunity to presage the major scheme with small-scale improvements which herald future changes to the street. This may take the form of colourful crossings at both ends of Atlantic Road as well as the introduction of parklets, street trees, planting and applied carriageway graphics. This could highlight the route taken by people interchanging between the Railway Station and the London Underground Station.

- Agree funding opportunities, and engage with key stakeholders.
- Obtain information on ownership, and commission topographic and other surveys undertake analysis of road traffic collision data.
- Establish project phasing, management plan and procurement route.
- Prepare concept design for public consultation and revise proposals following feedback.
- Undertake design development for preferred option in accordance with TfL Major Scheme requirements including traffic modelling. Design to indicate layout, materials, specification and cost information.
- Prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement the project.
- Undertake phased construction.
- Undertake on-going long-term maintenance and monitoring.

### Design Proposition
Redesign @ Atlantic Road

### Funding Opportunities
TfL, LB Lambeth

### Project Curator
LB Lambeth

### Time Frame
Short Term 2-3yrs

### Cost
£££
As part of the public realm works for Atlantic Road designs are being prepared for the forecourt of Brixton Village. The proposals aim to make this space more accessible to the streets around it and improve the quality of its street furniture. The scheme will tie into improved pedestrian crossings at Coldharbour Lane.

This anticipates the arrival of the Ovalhouse Theatre and the Somerleyton Road regeneration across the road, which will bring new activity to this part of Brixton.

**Challenges to the delivery of this scheme include**

- Successful engagement with key stakeholders including Groupe Geraud and the highway authority to ensure project buy-in by all parties.
- The successful integration of this project with the proposed Atlantic Road scheme.

**Stages to completion include**

- Undertake design development for preferred option indicating layout, materials, specification and cost information.
- Develop detailed technical design proposal including layout, materials and workmanship and prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement the project.
- Undertake maintenance and monitoring.
- Agree funding opportunities, and engage with key stakeholders.
- Obtain information on ownership, and commission topographic and other surveys.
- Establish project phasing, management plan and procurement route.
- Prepare concept design for public consultation and revise proposals following feedback.

**Funding Opportunities**

- Groupe Geraud, TFL, LB Lambeth

**Project Curator**

- LB Lambeth

**Time Frame**

- Short Term 1-2yrs

**Cost**

- £££
Market Entrances @ Brixton Village, Market Row and Reliance Arcade

1. Reliance Arcade, Brixton Road
2. Reliance Arcade, Electric Lane
3. Market Row, Electric Lane
4. Market Row, Coldharbour Lane
5. Market Row, Atlantic Road
6. Brixton Village, Atlantic Road
7. Brixton Village, Coldharbour Lane
8. Brixton Village, Pope’s Road
Brixton's indoor markets can be difficult to find with entrances on different streets. Brixton Village has three entrances; at Pope’s Road, Atlantic Road and Coldharbour Lane. Market Row has three entrances; Coldharbour Lane, Atlantic Road and Electric Lane, and Reliance Arcade can be accessed from Brixton Road and Electric Lane.

We recommend that improvements be undertaken to all entrances to highlight their presence in the town centre, improve legibility and the quality of the surrounding streetscape:

Challenges to the delivery of this scheme include:

- Successful engagement with key stakeholders including Groupe Geraud, the planning and highway authority to ensure project buy-in by all parties.
- Minimise disruption to businesses and local residents during construction.

Stages to completion include:

- Agree funding opportunities, and engage with key stakeholders.
- Obtain information on ownership, and commission topographic and other surveys.
- Undertake pre-application consultation with the planning authority to agree requirements for planning applications and other statutory requirements and consents.
- Establish project phasing, management plan and procurement route.
- Prepare concept design for public consultation.
- Develop detailed design proposals following feedback to include spatial arrangement, materials and appearance and prepare outline specification and cost information.
- Prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal including layout, materials and workmanship.
- Prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement the scheme.
- Undertake maintenance and monitoring.

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>Market Entrances @ Brixton Village, Market Row and Reliance Arcade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Opportunities</td>
<td>Land Owners including Groupe Geraud</td>
</tr>
<tr>
<td>Project Curator</td>
<td>Brixton BID</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Short Term 1-2 yrs</td>
</tr>
<tr>
<td>Cost</td>
<td>£££</td>
</tr>
</tbody>
</table>

Brixton Urban Spaces Manual 37
The Victorian railway infrastructure contributes to the impressive built form and character of Brixton. Raised viaducts and bridges support the Chatham Main Line, the London Overground Line and the Thameslink Line.

The bridges carry the railway lines over numerous streets with the town centre including Atlantic Road which is home to the railway station and numerous local businesses housed within the arches. The bridges present a fantastic opportunity for place making and way-finding.

We have identified the following bridges that would benefit from artist-led proposals to improve way-finding and enhance spaces in the town centre that presently attract anti-social behaviour.

- Brixton Road Rail Bridge
- Electric Lane High-Level Rail Bridge
- Pope’s Road South, High-Level Rail Bridge
- Brixton Road High-Level Rail Bridge
- Coldharbour Lane Rail Bridge

Initial design ideas for some of these structures are presented in the following pages.
View of the Brixton Road Bridge from Brixton Station Road
The Chatham Main Line railway bridge is situated in a prominent location over Brixton Road. The bridge parapets are subject to long views from the north and south of Brixton Road and the bridge abutments are visible from Atlantic Road and Brixton Station Road.

The bridge parapet displays the 'B' Our Guest mural, which is now in a state of disrepair. The bridge soffit and abutments are unattractive and poorly maintained and the abutments are subject to uncoordinated advertising, both official and unofficial. Given the bridge's prominent location we propose to remove the haphazard advertising, clean up the abutments and replace the parapet signage. The western abutment has three recesses that provide an opportunity for artworks to help improve the quality of the environment.

The artworks and refurbishment to the bridge structure may come forward as part of a competition run by Brixton Design Trail. Regardless of what form these works ultimately take, the opportunity exists to provide a coherent approach to the improvement of the entire structure.

### BRIXTON ROAD RAIL BRIDGE

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>Brixton Road Rail Bridge</th>
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</thead>
<tbody>
<tr>
<td>Funding Opportunities</td>
<td>LB Lambeth, Network Rail, Brixton BID</td>
</tr>
<tr>
<td>Project Curator</td>
<td>Brixton BID</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Short Term 1-2 yrs</td>
</tr>
<tr>
<td>Cost</td>
<td>£</td>
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</table>
View of the proposed artwork by Studio Moross
Brixton Star Gazing is being taken forward as part of the Brixton Design Trail. It heralds the development of a bold visual language for Brixton that can be used for way-finding on the bridge abutments and brightening anti-social spaces in the town centre.

As part of Brixton Design Trail 2016, Studio Moross have prepared a concept design for a mural at the high-level bridge at Electric Lane. The mural will improve the legibility of the area and encourage visitors to use this part of Electric Lane to move between the street market on Electric Avenue and the shops and businesses on Atlantic Road. The mural is designed to run from the back of the footway and over the bridge abutment to the top of the Wahaca facade on the opposite side of the road. The design works from multiple angles allowing the viewer to interact with it from anywhere along the street.

The concept design plays on the idea of star gazing. Viewing the mural from below, people can stand under the bridge and search for the names in the design. The viewer might know a few of the artists already but are encouraged to look up to the stars, and see what other names they can discover.

The viewer is encouraged to discover them even where they are not obvious at first glance. Each letter would be nearly 1 metre wide, with multiple bright colours to create a visually striking patchwork that stands out against the old brick and street.
View of Brixton Village entrance and Pope's Road street market from Brixton Station
A secondary entrance to Brixton Village at Pope’s Road is poorly located beneath the high-level rail bridge and is easy to miss. This is, in part, due to market stalls on Pope’s Road obscuring the view of the entrance. However, the large brick built bridge abutment provides an opportunity to highlight the entrance to the market through artistic lighting and signage, and potentially, a large mural.

All materials specified for Brixton’s streets and spaces should be functional, durable and beautiful.

The abutment is also visible from the elevated platforms of Brixton Railway Station and improvements here would help signal the presence of the street market and the Brixton Village market to rail passengers alighting at Brixton. In the short term a light projection onto the abutment could be provided here as part of the Brixton Design Trail.

**Challenges to the delivery of these schemes include**

- Successful engagement with key stakeholders including Network Rail, the planning and highway authority to ensure project buy-in by all parties.

**Stages to completion include**

- Agree funding opportunities, and engage with key stakeholders to establish planning requirements and consents.
- Obtain information on ownership, and commission topographic and other surveys.
- Establish management plan and procurement route.
- Prepare concept design for public consultation.
- Develop detailed design proposals including spatial arrangement, construction materials and prepare outline specification and cost information.
- Develop detailed technical design proposal including layout, materials and workmanship and prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement each scheme.
- Undertake maintenance and monitoring.

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>We Build Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Opportunities</td>
<td>LB Lambeth</td>
</tr>
<tr>
<td>Project Curator</td>
<td>Brixton BID</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Short Term 1-2 yrs</td>
</tr>
<tr>
<td>Cost</td>
<td>££</td>
</tr>
</tbody>
</table>
Plan of landmark buildings

1. 618-522 Brixton Road (McDonald’s)
2. 410 Brixton Road (Speedy Cash)
3. 20 Atlantic Road former Railway Hotel (Wahaca)
4. 248-250 Ferndale Road (Toplin House)
5. 411-417 Coldharbour Lane
6. Carlton Mansions
7. 57 Atlantic Road
8. 413 Brixton Road (San Marino)
9. 441-447 Brixton Road (Iceland)
People who know Brixton know their way around. We have a great stock of historic streets and buildings which help to orientate people and aid navigation. However finding your way around can be confusing if you are new to the area. Particularly if you are looking for that hard to reach venue that’s just opened off Brixton Road behind the markets. Some people need clear direction to specific destinations, others like to take their time and stroll through Brixton orientating themselves by buildings, rail arches and bridges to discover something new.

We recognise this in our Vision and encourage proposals that combine lighting, signage and public realm improvements to address different needs and requirements. We wouldn’t want to put signs on every street corner, increasing clutter and reducing the useable footway space. Our approach to wayfinding builds on Brixton’s historic townscape.

It’s been noted that corner features and decorative towers contribute to the quality and character of Brixton’s fine townscape. Some buildings such as Brixton Recreation Centre, the Ritzy Cinema and the Brixton Academy use lighting to draw attention to themselves and we would like to bring forward sensitive architectural lighting schemes to help enhance the buildings and improve orientation.

Key buildings already under consideration include Lambeth Town Hall and St. Matthew’s Church however, we encourage proposals to highlight the following buildings, which are less celebrated, but prominently located at important junctions. The forthcoming Brixton Design Trail could provide the impetus to create temporary lighting to some of these key buildings to improve legibility and help animate the town centre.

- 518-522 Brixton Road (McDonald’s)
- 410 Brixton Road (Speedy Cash)
- 20 Atlantic Road former Railway Hotel (Wahaca)
- 248-250 Ferndale Road (Toplin House)
- 411-417 Coldharbour Lane
- Carlton Mansions
- 57 Atlantic Road
- 413 Brixton Road (San Marino)
- 441-447 Brixton Road (Iceland)

Challenges to the delivery of this scheme include

- Successful engagement with key stakeholders including landowners, the planning and highway authority and conservation bodies to ensure project buy-in by all parties.

Stages to completion include

- Agree funding opportunities, and engage with key stakeholders.
- Obtain information on ownership, access, and way leaves and commission building and other surveys.
- Undertake pre-application consultation with the planning authority to agree requirements for planning applications and other statutory requirements and building consents.
- Establish management plan and procurement route.
- Prepare concept design for public consultation.
- Develop detailed design proposal indicating proposed spatial arrangement, construction materials and appearance and prepare outline specification and cost information.
- Where required prepare and submit planning application and address any planning conditions.
- Develop detailed technical design proposal including layout, materials and prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement the scheme.
- Undertake maintenance and monitoring.

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>Power in the Lights</th>
</tr>
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<tbody>
<tr>
<td>Funding Opportunities</td>
<td>Brixton BID, Developer Contributions, Business Contributions, LB Lambeth (Townscape Heritage Initiative)</td>
</tr>
<tr>
<td>Project Curator</td>
<td>BID/LB Lambeth</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Short Term 1-2 yrs</td>
</tr>
<tr>
<td>Cost</td>
<td>£ - ££</td>
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</tbody>
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Plan view of the proposed two-way cycle track along St Matthews Road between Porden Road and Mervan Road.
Lambeth’s Cycling Strategy sets out the overarching ambition for cycling in the borough and delivery of the Strategy is recognised as a Local Implementation Plan (LIP) priority. Although resolving the network lies beyond the scope of this document, we have focused on the known issues and have drafted a proposition for a cycle network for the town centre to start discussions with Lambeth Council and Transport for London.

We have worked with Urban Movement in preparing the following intervention that provides a two-way cycle track along the northern side of St. Matthew’s Road. This would provide significantly safer network benefits for cyclists in avoiding hostile junctions such as the eastbound crossing of the A23 at Acre Lane into Coldharbour Lane.

To maximise the benefits from such a facility it is recommended that the junction of Porden Road with Acre Lane is also reviewed with the intention of assisting cyclists. One option could be to fully signalise this junction or, alternatively, to relocate the existing signalised crossing on Acre Lane currently located midway between the junctions with Porden Road and Buckner Road.

These initial proposals for a two-way cycle track on St. Matthew’s Road require further design development, testing and justification.

It is suggested that data including existing collision record and patterns, traffic flows, degree of saturation, signal timings, pedestrian and cycle flows are analysed. From this analysis, an estimate should be made of the likely health, safety and congestion impacts of the proposals and, in combination with a more detailed scheme cost estimate, a first year rate of return will be calculated. The borough would then present this to Transport for London for further design development funding and implementation funding.

Challenges to the delivery of this scheme include

- Successful engagement with key stakeholders including TfL, the highway authority and cycling groups to ensure project buy-in by all parties.

<table>
<thead>
<tr>
<th>Design Proposition</th>
<th>Cycle Street @ St. Matthew’s Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Opportunities</td>
<td>TfL</td>
</tr>
<tr>
<td>Project Curator</td>
<td>TfL, LB Lambeth</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Medium Term 3-5 yrs</td>
</tr>
<tr>
<td>Cost</td>
<td>£££</td>
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</table>
Astoria Walk is currently houses the service areas of businesses on Brixton Road and its proximity to the O2 Academy creates a connection to Brixton’s significant music heritage. Brixton Academy has been a key player in the UK’s rich musical heritage since 1929 – attracting almost half a million visitors every year, over 125,000 of which have travelled from outside London.

With the queue for entry into events at Brixton Academy running along the neglected Astoria Walk, these visitors are therefore given a very poor first impression of our area. This is a space that lends itself to restricting access for creative installations and innovative test beds in advance of a major public realm improvement scheme.

**Challenges to the delivery of this scheme include**

- Successful engagement with key stakeholders including the Brixton Academy, local residents, businesses, and the planning and highway authority to ensure project buy-in by all parties.
- Minimise disruption to Brixton Academy and servicing to local businesses during construction and operation of cultural events.

**Stages to completion include**

- There is an opportunity for this project to be delivered over multiple stages with small-scale interventions and cultural events to highlight the potential changes.
- Prepare concept designs including programme of cultural events, agree funding opportunities, and engage with key stakeholders.
- Undertake pre-application consultation with the planning authority to agree requirements for planning applications and other statutory requirements and building consents.
- Undertake public consultation and revise proposals following feedback.
- Undertake design development to indicate layout, materials, specification and cost information and prepare production drawings and detailed specification.
- Where required prepare and submit planning application and address any planning conditions.
- Prepare tender documents, appoint the contractor and implement the scheme.
- Undertake on-going long-term maintenance and monitoring.

**Design Proposition**  
**Play:Music @Astoria Walk**

**Funding Opportunities**  
O2, Academy

**Project Curator**  
LB Lambeth

**Time Frame**  
Short Term 1-2yr

**Cost**  
£££
Above / top right: Colourful crossings at Atlantic Road installed as part of the 2016 Brixton Design Trail. Courtesy: Eley Kishimoto and Dolman Bowles

57 Atlantic Road viewed from Coldharbour Lane
We propose colourful crossings at the following key junctions at the threshold to the market triangle;

- Atlantic Road/Electric Avenue
- Brixton Road/Coldharbour Lane
- Brixton Road/Atlantic Road

The completed colourful crossing at the junction of Atlantic Road/Coldharbour Lane, designed by Eley Kishimoto/Dolman Bowles for Brixton Design Trail 2016, successfully demonstrates the potential for further crossings at significant pedestrian desire lines in other areas; to encourage footfall into the street markets and to provide a safer crossing link between the Overground station and the Underground.

Key issues to consider when designing colourful crossings are the impact on existing road markings as proposals should not reduce the level of understanding of existing markings. The design should not be easily mistaken for road signs, so words, letters, numerals and triangles or circles that look like road markings should be avoided. Finally the design should not suggest to pedestrians that it is any safer to enter the road than any other location. Experience elsewhere in London, such as the recent arts-led initiative at Bankside, suggest that pedestrian crossings can be painted without adverse road safety implications.

We have also shown the potential to light key buildings that overlook the junction including the Dog Star, 389 Coldharbour Lane and 57 Atlantic Road which provides the terminus for long views along Atlantic Road. Lighting this building would improve legibility and footfall along Atlantic Road during the evening.

Stages to completion include

- Undertake design development to indicate layout, materials, specification and cost information.
- Engage with the highway authority and gain consent for the design.
- Prepare production drawings and detailed specification.
- Prepare tender documents, appoint the contractor and implement the scheme.
- Undertake monitoring and agree procedure for removal of temporary markings.

We propose colourful crossings at the following key junctions at the threshold to the market triangle;

- Atlantic Road/Electric Avenue
- Brixton Road/Coldharbour Lane
- Brixton Road/Atlantic Road

Design Proposition | Colourful Crossings
Funding Opportunities | TfL, LB Lambeth
Project Curator | Brixton BID
Time Frame | Short Term 1-2yr
Cost | £