

Lambeth Country Show 2025 Transport Monitoring



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1 Introduction

Context

- 1.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during the Lambeth Country Show staged in Brockwell Park during June 2025. The survey methodology was derived in co-ordination with EventLambeth to address the following planning conditions:

“Monitoring and reporting to include;

a) Use of on-site vehicle parking (including the number of vehicles, type of vehicle, requirement for use of the space); and

b) Parking stress survey.

Reason: To ensure adequate information and measures are available for this and future events to promote sustainable modes of transport (policies T1, T2, T3, T4, T6 and T7 of the Lambeth Local Plan (2021)).”

- 1.2 The Lambeth Country Show (LCS) is one of the biggest free family festivals in the UK and boasts a unique line-up that celebrates the very best of the city and countryside. Approximately 120,000 people attend across the course of the weekend when it takes place.
- 1.3 This report presents the results of these surveys conducted on Saturday 7th and Sunday 8th June 2025

Report Structure

- 1.4 Following this introductory section, this report is broken down into the following key chapters:
- **Chapter 2:** Data Collection
 - **Chapter 3:** Parking Stress Surveys
 - **Chapter 4:** Pedestrian Movement Assessment
 - **Chapter 5:** Bus Stop Assessment
 - **Chapter 6:** On-site Vehicle Parking Analysis
 - **Chapter 7:** Summary and Conclusion

2 Data Collection

Introduction

- 2.1 The survey methodology was agreed with EventLambeth, as follows:
- Parking stress survey of surrounding roads;
 - Assessment of core pedestrian routes to/from the site;
 - Impact of the event on bus stops and surrounding highway/footways; and
 - Vehicle movements to the on-site car park.
- 2.2 A breakdown of the survey methodology is provided within the following sub-sections.

Parking Stress Surveys

- 2.3 A footprint for parking stress surveys was agreed with EventLambeth based on their knowledge of areas that experience higher parking stress during similar events held on Brockwell Park in previous years. The parking surveys were conducted three times per day across all event days commencing at:
- 11:00, 15:00 and 18:30.
- 2.4 A total of 58 roads were surveyed, spanning around the perimeter of Brockwell Park in order to gain a full understanding of parking demand in all directions. All parking restrictions on the roads to be surveyed were noted and have been used to provide more robust analysis, differentiating the parking stress between roads with different restrictions present.

Assessment of Key Pedestrian Routes

- 2.5 Pedestrian counts were undertaken across five locations shown in **Figure 2.1** by white arrows, the data was captured by video survey and recorded in five-minute intervals during ingress and egress. Pedestrian surveys were carried out across both survey dates, with the following time periods captured:
- Ingress - 14:00 – 18:00; and
 - Egress - 21:00 – 00:00.
- 2.6 Whilst it is acknowledged that Brockwell Park is usually an open park and therefore all pedestrian movements to/from the venue would not necessarily be captured within the five locations, it is understood that access into the park is limited to Herne Hill gate and Brixton Water Lane gate during Brockwell Live. These are shown by the blue and red stars respectively in **Figure 2.1** below, with the white arrows nearby highlighting where increased pedestrian footfall is consequently expected and has been surveyed. Not included in this figure is an additional survey for footfall on the A204 towards Brixton.

Figure 2.1: Site Location and Local Public Transport Nodes



- 2.7 The locations assessed represent key routes to/from local public transport nodes such as Herne Hill rail station and Brixton London Underground station. **Figure 2.1** also illustrates the location of bus stops within blue circles, with the letter code for each stop contained within.

Impact on Bus Stops and Associated Footways

- 2.8 The impact on bus stops and specifically the footway behind the bus stops was assessed at the 10 key locations identified within **Figure 2.1**. As per the pedestrian surveys, cameras were installed to capture the locations across both days, focusing on egress (21:00-00:00).
- 2.9 The footage collected has been assessed to identify any operational concerns, with a particular focus on footway capacity and Pedestrian Comfort Level (PCL). Each location has been assessed within a 15-minute time period of the surveyed times and coded within levels A to E in accordance with the TfL guidelines illustrated below within **Figure 2.2**.

Figure 2.2: TfL Level of Comfort Analysis



3 Parking Stress Surveys

Survey Data

- 3.1 Parking beat surveys were conducted three times per day across both event days, with counts taking place at 11:00, 15:00 and 18:30.
- 3.2 The initial counts occurred on each day at 11:00, a time considered as pre-event where attendees are not expected to have arrived yet, while the second counts for each day occurred at 15:00. A comparison of these two counts is indicative of the number of cars that have been parked by those attending the event on each respective survey date.
- 3.3 A total of 58 roads were surveyed, spanning the perimeter of Brockwell Park in order to gain a full understanding of parking demand in all directions. The area covering these roads is shown in **Figure 3.1**. **Figure 3.2** shows the individual roads and their surveyed parking restrictions. Private roads were not included.

Figure 3.1: Surveyed Area for Parking

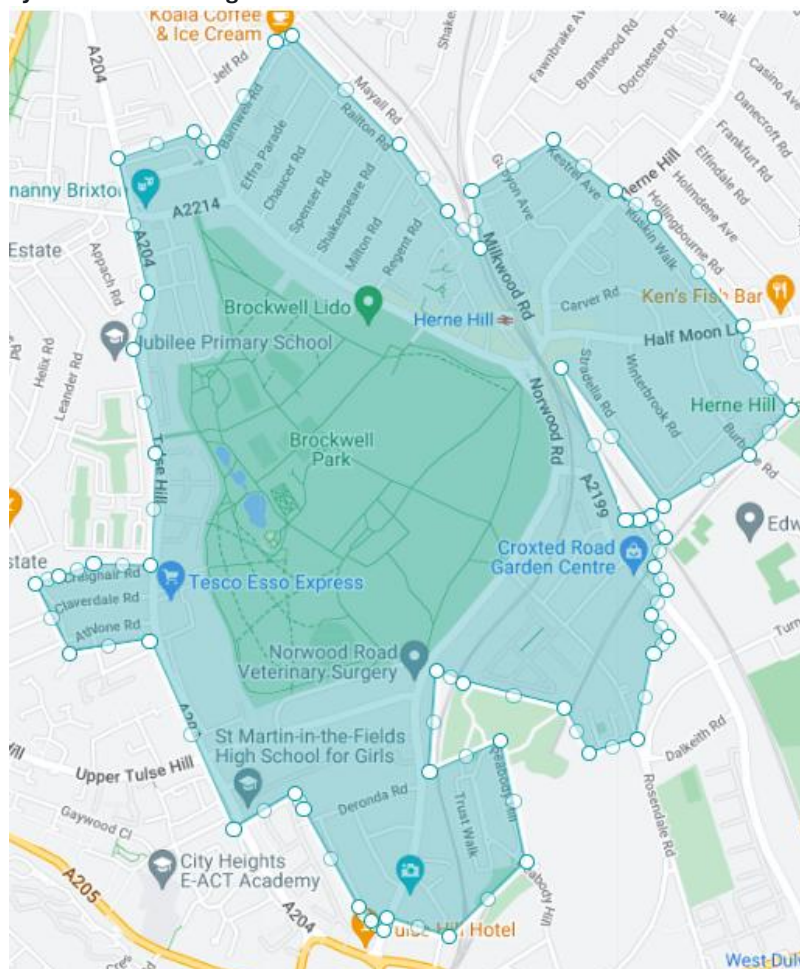
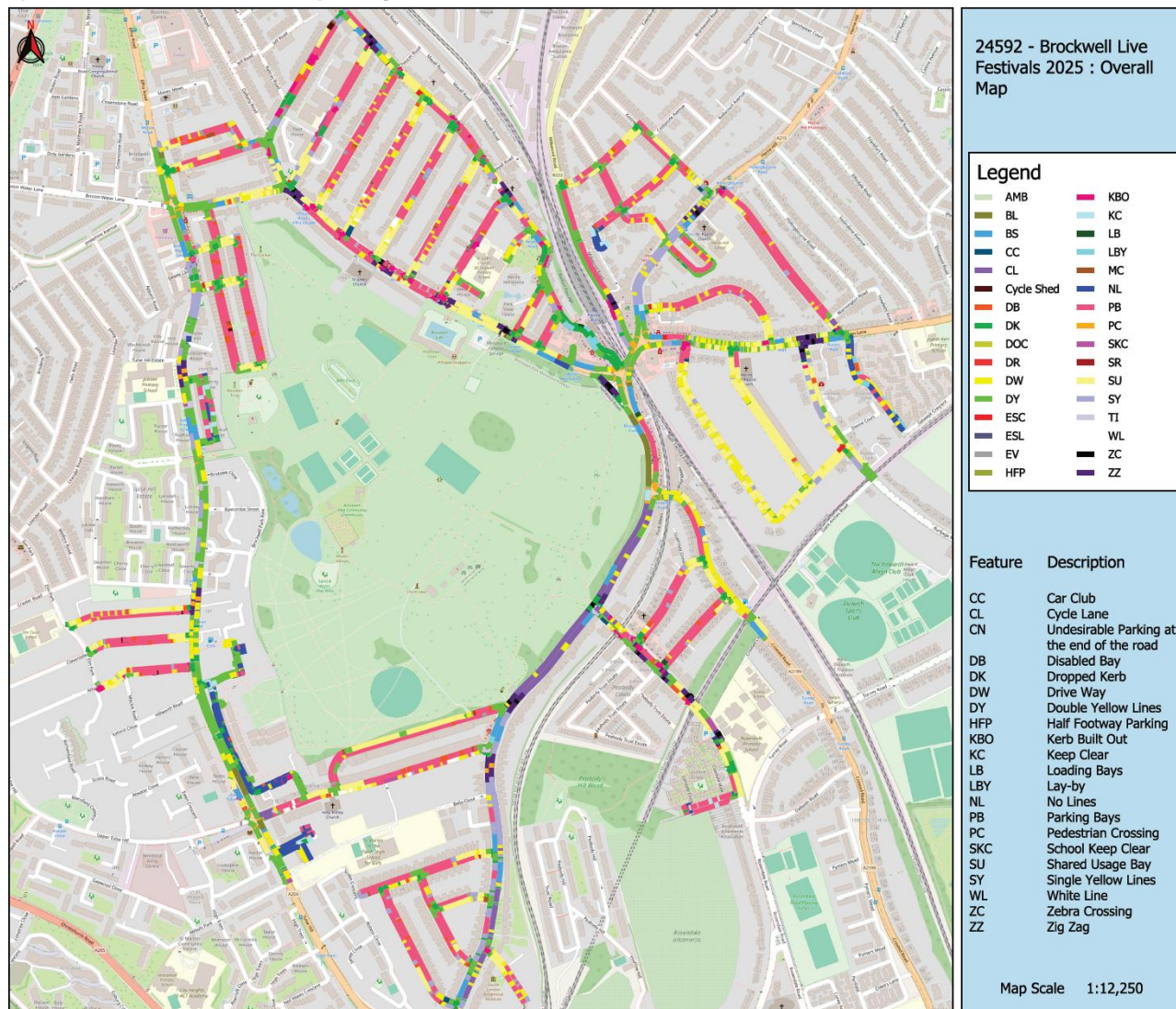


Figure 3.2: Parking Surveys – Roads included and their parking restrictions



- 3.4 All parking restrictions on the roads to be surveyed were noted and have been used to provide more robust analysis, differentiating the parking stress between roads with different restrictions present.
- 3.5 **Table 3.1** and **Table 3.4** show the total capacity of each 58 roads and the number of vehicles parked along each road at each specified survey period (11:00, 15:00 and 18:30). The analysis shows the subsequent percentage occupancy for each road. Where the percentage occupancy is over 100%, there were more vehicles parked than the road has capacity to accommodate in legal parking spaces, usually as a result of illegal parking.
- 3.6 **Table 3.2** and **Table 3.5** shows the percentage occupancy of parking space for each road at the specified time periods, for legal parking only. The capacity of each road is calculated based on an average vehicle length and the parking space available. The analysis also considers the parking restrictions for each location. Therefore, the percentage occupancy in the legal parking only analysis will not exceed 100%.
- 3.7 **Table 3.3** and **Table 3.6** shows the number of illegally parked cars on each road at each of the specified time periods.

Saturday 7th June 2025

Table 3.1: Saturday 7th June Parking Counts – Percentage Occupancy by Road

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	91	57	63%	54	59%	51	56%
Athlone Road	52	25	48%	32	62%	26	50%
Barnwell Road	53	31	58%	33	62%	35	66%
Berwyn Road	28	23	82%	19	68%	22	79%
Brailsford Road	116	79	68%	75	65%	71	61%
Brixton Water Lane	15	13	87%	12	80%	13	87%
Brockwell Park Gardens	105	65	62%	63	60%	67	64%
Brockwell Passage	0	1	0%	0	0%	0	0%
Burbage Road	48	5	10%	8	17%	6	13%
Carver Road	81	41	51%	37	46%	42	52%
Chaucer Road	82	45	55%	40	49%	47	57%
Claverdale Road	61	33	54%	38	62%	36	59%
Craignair Road	72	38	53%	54	75%	44	61%
Croxted Road	48	34	71%	46	96%	39	81%
Dalberg Road	9	7	78%	10	111%	10	111%
Deerbrook Road	51	29	57%	27	53%	27	53%
Delawyck Crescent	36	31	86%	32	89%	36	100%
Denesmead	33	15	45%	13	39%	13	39%
Deronda Road	69	48	70%	51	74%	49	71%
Dulwich Road	124	79	64%	78	63%	67	54%
Effra Parade	73	43	59%	41	56%	46	63%
Effra Road	0	0	0%	0	0%	0	0%
Ethelworth Court	12	5	42%	3	25%	3	25%

Gubyon Avenue	54	24	44%	26	48%	24	44%
Guernsey Grove	55	40	73%	40	73%	41	75%
Half Moon Lane	26	19	73%	16	62%	11	42%
Hardel Walk	38	32	84%	26	68%	30	79%
Hawarden Grove	57	35	61%	39	68%	41	72%
Herne Hill	0	1	0%	0	0%	1	0%
Herne Place	12	6	50%	5	42%	5	42%
Hurst Street	22	22	100%	20	91%	17	77%
Kestrel Avenue	46	20	43%	18	39%	25	54%
Lairdale Close	41	42	102%	43	105%	44	107%
Meath House	7	6	86%	6	86%	7	100%
Milkwood Road	24	20	83%	21	88%	10	42%
Milton Road	77	41	53%	42	55%	45	58%
Morval Road	49	21	43%	27	55%	25	51%
Norwood Road	38	34	89%	33	87%	31	82%
Oborne Close	4	3	75%	3	75%	5	125%
Papworth Way	9	15	167%	12	133%	12	133%
Railton Road	115	59	51%	56	49%	53	46%
Regent Road	56	29	52%	28	50%	30	54%
Romala Road	74	57	77%	59	80%	62	84%
Rosendale Road	59	39	66%	53	90%	33	56%
Ruskin Walk	115	58	50%	56	49%	59	51%
Rymer Street	15	10	67%	13	87%	12	80%
Shakespeare Road	80	47	59%	52	65%	50	63%
Shardcroft Avenue	46	22	48%	23	50%	21	46%
Skiffington Close	17	10	59%	9	53%	10	59%
Spenser Road	75	31	41%	34	45%	41	55%
St Faiths Road	23	16	70%	25	109%	18	78%
Stradella Road	128	73	57%	86	67%	73	57%
Tendring House	31	24	77%	28	90%	34	110%
Trelawn Road	51	31	61%	32	63%	30	59%
Trinity Rise	95	50	53%	64	67%	52	55%
Tulse Hill	18	10	56%	11	61%	13	72%
Winterbrook Road	100	47	47%	54	54%	56	56%
Woodquest Avenue	43	8	19%	11	26%	10	23%
TOTAL	2,959	1,749	59%	1,837	62%	1,781	60%

Table 3.2: Saturday 7th June Parking Counts – Legal Parking

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	91	57	63%	52	57%	51	56%
Athlone Road	52	25	48%	32	62%	26	50%
Barnwell Road	53	30	57%	32	60%	33	62%
Berwyn Road	28	20	71%	18	64%	19	68%
Brailsford Road	116	74	64%	70	60%	65	56%
Brixton Water Lane	15	13	87%	12	80%	13	87%
Brockwell Park Gardens	105	64	61%	62	59%	66	63%
Brockwell Passage	0	0	0%	0	0%	0	0%
Burbage Road	48	4	8%	4	8%	6	13%
Carver Road	81	40	49%	36	44%	39	48%
Chaucer Road	82	44	54%	39	48%	46	56%
Claverdale Road	61	33	54%	38	62%	36	59%
Craignair Road	72	38	53%	54	75%	44	61%
Croxted Road	48	31	65%	43	90%	38	79%
Dalberg Road	9	7	78%	10	111%	10	111%
Deerbrook Road	51	29	57%	27	53%	27	53%
Delawyck Crescent	36	30	83%	29	81%	34	94%
Denesmead	33	15	45%	13	39%	13	39%
Deronda Road	69	48	70%	50	72%	48	70%
Dulwich Road	124	79	64%	77	62%	66	53%
Effra Parade	73	41	56%	41	56%	43	59%
Effra Road	0	0	0%	0	0%	0	0%
Ethelworth Court	12	5	42%	3	25%	2	17%
Gubyon Avenue	54	24	44%	26	48%	24	44%
Guernsey Grove	55	38	69%	40	73%	41	75%
Half Moon Lane	26	18	69%	16	62%	10	38%
Hardel Walk	38	31	82%	26	68%	29	76%
Hawarden Grove	57	34	60%	38	67%	40	70%
Herne Hill	0	0	0%	0	0%	0	0%
Herne Place	12	6	50%	5	42%	5	42%
Hurst Street	22	20	91%	19	86%	15	68%
Kestrel Avenue	46	20	43%	18	39%	25	54%
Lairdale Close	41	40	98%	39	95%	40	98%
Meath House	7	6	86%	6	86%	6	86%
Milkwood Road	24	17	71%	18	75%	10	42%
Milton Road	77	40	52%	42	55%	44	57%
Morval Road	49	21	43%	26	53%	25	51%

Norwood Road	38	28	74%	31	82%	31	82%
Oberne Close	4	2	50%	2	50%	3	75%
Papworth Way	9	8	89%	7	78%	7	78%
Railton Road	115	55	48%	53	46%	49	43%
Regent Road	56	29	52%	27	48%	29	52%
Romala Road	74	55	74%	57	77%	59	80%
Rosendale Road	59	39	66%	53	90%	32	54%
Ruskin Walk	115	58	50%	56	49%	59	51%
Rymer Street	15	10	67%	12	80%	11	73%
Shakespeare Road	80	47	59%	52	65%	49	61%
Shardcroft Avenue	46	22	48%	23	50%	21	46%
Skiffington Close	17	10	59%	9	53%	10	59%
Spenser Road	75	31	41%	34	45%	41	55%
St Faiths Road	23	16	70%	25	109%	18	78%
Stradella Road	128	70	55%	81	63%	69	54%
Tendring House	31	18	58%	22	71%	26	84%
Trelawn Road	51	31	61%	31	61%	30	59%
Trinity Rise	95	48	51%	63	66%	50	53%
Tulse Hill	18	10	56%	10	56%	12	67%
Winterbrook Road	100	47	47%	53	53%	56	56%
Woodquest Avenue	43	8	19%	11	26%	10	23%
TOTAL	2,959	1,684	57%	1,773	60%	1,711	58%

Table 3.3: Saturday 7th June Parking Occupancy - Illegal Parking

Road Names	11:00	15:00	18:30
Arlingford Road	0	2	0
Athlone Road	0	0	0
Barnwell Road	1	1	2
Berwyn Road	3	1	3
Brailsford Road	5	5	6
Brixton Water Lane	0	0	0
Brockwell Park Gardens	1	1	1
Brockwell Passage	1	0	0
Burbage Road	1	4	0
Carver Road	1	1	3
Chaucer Road	1	1	1
Claverdale Road	0	0	0
Craignair Road	0	0	0
Croxted Road	3	3	1

Dalberg Road	0	0	0
Deerbrook Road	0	0	0
Delawyck Crescent	1	3	2
Denesmead	0	0	0
Deronda Road	0	1	1
Dulwich Road	0	1	1
Effra Parade	2	0	3
Effra Road	0	0	0
Ethelworth Court	0	0	1
Gubyon Avenue	0	0	0
Guernsey Grove	2	0	0
Half Moon Lane	1	0	1
Hardel Walk	1	0	1
Hawarden Grove	1	1	1
Herne Hill	1	0	1
Herne Place	0	0	0
Hurst Street	2	1	2
Kestrel Avenue	0	0	0
Lairdale Close	2	4	4
Meath House off Regent Road	0	0	1
Milkwood Road	3	3	0
Milton Road	1	0	1
Morval Road	0	1	0
Norwood Road	6	2	0
Oborne Close	1	1	2
Papworth Way	7	5	5
Railton Road	4	3	4
Regent Road	0	1	1
Romala Road	2	2	3
Rosendale Road	0	0	1
Ruskin Walk	0	0	0
Rymer Street	0	1	1
Shakespeare Road	0	0	1
Shardcroft Avenue	0	0	0
Skiffington Close	0	0	0
Spenser Road	0	0	0
St Faiths Road	0	0	0
Stradella Road	3	5	4
Tendring House off Tulse Hill	6	6	8

Trelawn Road	0	1	0
Trinity Rise	2	1	2
Tulse Hill	0	1	1
Winterbrook Road	0	1	0
Woodquest Avenue	0	0	0
TOTAL	65	64	70

Sunday 8th June 2025

Table 3.4: Sunday 8th June Parking Counts – Percentage Occupancy by Road

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	91	45	49%	67	74%	74	81%
Athlone Road	52	30	58%	48	92%	45	87%
Barnwell Road	53	31	58%	39	74%	36	68%
Berwyn Road	28	15	54%	27	96%	24	86%
Brailsford Road	116	69	59%	93	80%	103	89%
Brixton Water Lane	15	13	87%	10	67%	13	87%
Brockwell Park Gardens	105	73	70%	99	94%	123	117%
Brockwell Passage	0	1	0%	3	0%	0	0%
Burbage Road	48	10	21%	12	25%	13	27%
Carver Road	81	38	47%	38	47%	57	70%
Chaucer Road	82	42	51%	42	51%	51	62%
Claverdale Road	61	36	59%	57	93%	48	79%
Craignair Road	72	46	64%	67	93%	66	92%
Croxted Road	48	31	65%	52	108%	55	115%
Dalberg Road	9	7	78%	10	111%	10	111%
Deerbrook Road	51	32	63%	42	82%	43	84%
Delawyck Crescent	36	35	97%	38	106%	39	108%
Denesmead	33	16	48%	17	52%	25	76%
Deronda Road	69	45	65%	62	90%	69	100%
Dulwich Road	124	81	65%	112	90%	112	90%
Effra Parade	73	43	59%	39	53%	66	90%
Effra Road	0	0	0%	0	0%	0	0%
Ethelworth Court	12	6	50%	6	50%	7	58%
Gubyon Avenue	54	19	35%	26	48%	33	61%
Guernsey Grove	55	37	67%	56	102%	57	104%
Half Moon Lane	26	16	62%	28	108%	29	112%
Hardel Walk	38	25	66%	35	92%	30	79%
Hawarden Grove	57	30	53%	55	96%	52	91%
Herne Hill	0	0	0%	0	0%	0	0%
Herne Place	12	9	75%	9	75%	6	50%

Hurst Street	22	21	95%	22	100%	18	82%
Kestrel Avenue	46	22	48%	29	63%	29	63%
Lairdale Close	41	42	102%	43	105%	45	110%
Meath House	7	5	71%	7	100%	7	100%
Milkwood Road	24	20	83%	25	104%	35	146%
Milton Road	77	47	61%	53	69%	52	68%
Morval Road	49	18	37%	26	53%	30	61%
Norwood Road	38	35	92%	39	103%	37	97%
Oborne Close	4	4	100%	5	125%	6	150%
Papworth Way	9	20	222%	18	200%	18	200%
Railton Road	115	56	49%	60	52%	67	58%
Regent Road	56	34	61%	46	82%	45	80%
Romala Road	74	63	85%	68	92%	69	93%
Rosendale Road	59	46	78%	59	100%	65	110%
Ruskin Walk	115	52	45%	59	51%	63	55%
Rymer Street	15	13	87%	17	113%	19	127%
Shakespeare Road	80	41	51%	45	56%	50	63%
Shardcroft Avenue	46	21	46%	28	61%	26	57%
Skiffington Close	17	9	53%	13	76%	12	71%
Spenser Road	75	38	51%	38	51%	44	59%
St Faiths Road	23	18	78%	26	113%	23	100%
Stradella Road	128	68	53%	98	77%	92	72%
Tendring House	31	27	87%	34	110%	44	142%
Trelawn Road	51	29	57%	34	67%	34	67%
Trinity Rise	95	56	59%	73	77%	101	106%
Tulse Hill	18	15	83%	19	106%	13	72%
Winterbrook Road	100	48	48%	66	66%	73	73%
Woodquest Avenue	43	12	28%	13	30%	16	37%
TOTAL	2,959	1,761	60%	2,252	76%	2,419	82%

Table 3.5: Sunday 8th June Parking Counts – Legal Parking

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	44	48%	65	71%	72	79%	44
Athlone Road	30	58%	46	88%	43	83%	30
Barnwell Road	29	55%	36	68%	34	64%	29
Berwyn Road	13	46%	24	86%	22	79%	13
Brailsford Road	65	56%	86	74%	93	80%	65
Brixton Water Lane	13	87%	10	67%	13	87%	13
Brockwell Park Gardens	72	69%	93	89%	113	108%	72
Brockwell Passage	0	0%	0	0%	0	0%	0

Burbage Road	8	17%	8	17%	10	21%	8
Carver Road	38	47%	36	44%	52	64%	38
Chaucer Road	41	50%	40	49%	50	61%	41
Claverdale Road	35	57%	57	93%	47	77%	35
Craignair Road	46	64%	65	90%	65	90%	46
Croxted Road	31	65%	48	100%	47	98%	31
Dalberg Road	7	78%	10	111%	9	100%	7
Deerbrook Road	32	63%	41	80%	42	82%	32
Delawyck Crescent	31	86%	35	97%	34	94%	31
Denesmead	16	48%	17	52%	25	76%	16
Deronda Road	43	62%	59	86%	65	94%	43
Dulwich Road	81	65%	107	86%	107	86%	81
Effra Parade	42	58%	39	53%	64	88%	42
Effra Road	0	0%	0	0%	0	0%	0
Ethelworth Court	6	50%	6	50%	7	58%	6
Gubyon Avenue	19	35%	25	46%	33	61%	19
Guernsey Grove	36	65%	52	95%	49	89%	36
Half Moon Lane	16	62%	28	108%	27	104%	16
Hardel Walk	25	66%	33	87%	28	74%	25
Hawarden Grove	30	53%	52	91%	50	88%	30
Herne Hill	0	0%	0	0%	0	0%	0
Herne Place	8	67%	8	67%	6	50%	8
Hurst Street	19	86%	21	95%	17	77%	19
Kestrel Avenue	22	48%	29	63%	29	63%	22
Lairdale Close	39	95%	41	100%	40	98%	39
Meath House	5	71%	7	100%	7	100%	5
Milkwood Road	14	58%	17	71%	26	108%	14
Milton Road	46	60%	52	68%	51	66%	46
Morval Road	18	37%	26	53%	27	55%	18
Norwood Road	34	89%	36	95%	33	87%	34
Oborne Close	3	75%	3	75%	4	100%	3
Papworth Way	10	111%	9	100%	10	111%	10
Railton Road	47	41%	50	43%	59	51%	47
Regent Road	33	59%	44	79%	43	77%	33
Romala Road	57	77%	62	84%	62	84%	57
Rosendale Road	46	78%	54	92%	56	95%	46
Ruskin Walk	52	45%	59	51%	63	55%	52
Rymer Street	13	87%	16	107%	16	107%	13
Shakespeare Road	41	51%	45	56%	50	63%	41

Shardcroft Avenue	21	46%	28	61%	25	54%	21
Skiffington Close	9	53%	12	71%	12	71%	9
Spenser Road	36	48%	37	49%	43	57%	36
St Faiths Road	18	78%	24	104%	22	96%	18
Stradella Road	68	53%	98	77%	91	71%	68
Tendring House	22	71%	26	84%	30	97%	22
Trelawn Road	29	57%	33	65%	32	63%	29
Trinity Rise	54	57%	69	73%	94	99%	54
Tulse Hill	15	83%	16	89%	12	67%	15
Winterbrook Road	48	48%	66	66%	72	72%	48
Woodquest Avenue	11	26%	13	30%	15	35%	11
TOTAL	1,687	57%	2,119	72%	2,248	76%	1,687

Table 3.6: Sunday 8th June Parking Occupancy - Illegal Parking

Road Names	11:00	15:00	18:30
Arlingford Road	1	2	2
Athlone Road	0	2	2
Barnwell Road	2	3	2
Berwyn Road	2	3	2
Brailsford Road	4	7	10
Brixton Water Lane	0	0	0
Brockwell Park Gardens	1	6	10
Brockwell Passage	1	3	0
Burbage Road	2	4	3
Carver Road	0	2	5
Chaucer Road	1	2	1
Claverdale Road	1	0	1
Craignair Road	0	2	1
Croxted Road	0	4	8
Dalberg Road	0	0	1
Deerbrook Road	0	1	1
Delawyck Crescent	4	3	5
Denesmead	0	0	0
Deronda Road	2	3	4
Dulwich Road	0	5	5
Effra Parade	1	0	2
Effra Road	0	0	0
Ethelworth Court	0	0	0
Gubyon Avenue	0	1	0
Guernsey Grove	1	4	8

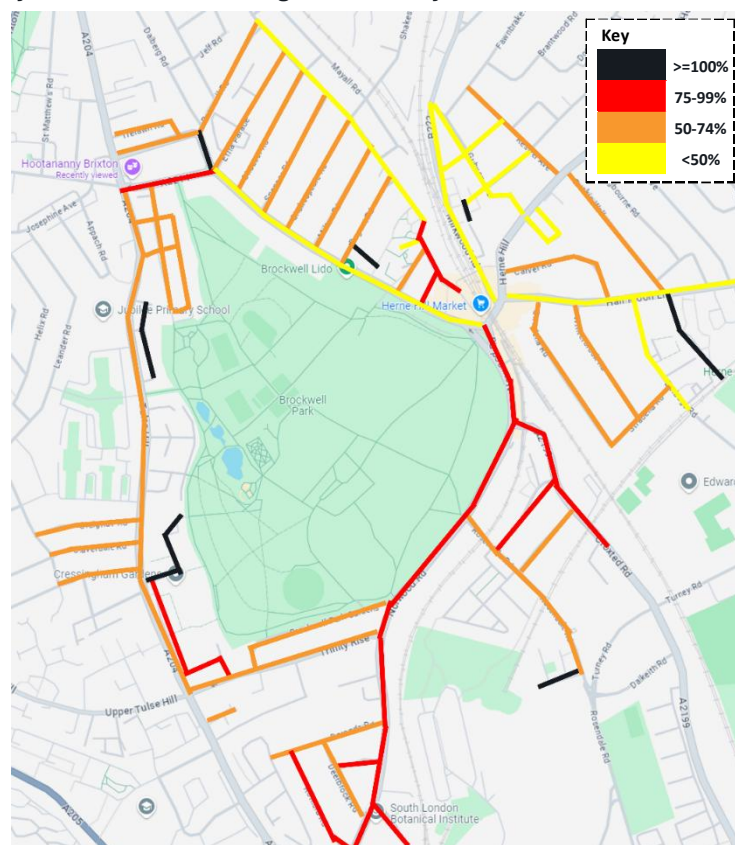
Half Moon Lane	0	0	2
Hardel Walk	0	2	2
Hawarden Grove	0	3	2
Herne Hill	0	0	0
Herne Place	1	1	0
Hurst Street	2	1	1
Kestrel Avenue	0	0	0
Lairdale Close	3	2	5
Meath House off Regent Road	0	0	0
Milkwood Road	6	8	9
Milton Road	1	1	1
Morval Road	0	0	3
Norwood Road	1	3	4
Oborne Close	1	2	2
Papworth Way	10	9	8
Railton Road	9	10	8
Regent Road	1	2	2
Romala Road	6	6	7
Rosendale Road	0	5	9
Ruskin Walk	0	0	0
Rymer Street	0	1	3
Shakespeare Road	0	0	0
Shardcroft Avenue	0	0	1
Skiffington Close	0	1	0
Spenser Road	2	1	1
St Faiths Road	0	2	1
Stradella Road	0	0	1
Tendring House off Tulse Hill	5	8	14
Trelawn Road	0	1	2
Trinity Rise	2	4	7
Tulse Hill	0	3	1
Winterbrook Road	0	0	1
Woodquest Avenue	1	0	1
TOTAL	74	133	171

Data Analysis

Saturday 7th June 2025

- 3.8 1,749 vehicles were counted across the 58 roads at 11:00, representing a 59% occupancy relative to the number of legal parking spaces. 96% of these vehicles were parked legally. By 15:00, the number of parked vehicles had risen to 1,837, representing a 62% occupancy relative to the number of legal parking spaces. Of these 1,837 vehicles, 64 (3.5%) had parked illegally. By 18:30, the number of parked vehicles had dropped slightly to 1,781, of which 70 (4%) were parked illegally.
- 3.9 There were illegally parked vehicles on 30 of the 58 surveyed roads (51%) at 11:00, dropping to 28 (48%) of the roads by 15:00 and then 26 (45%) by 18:30. Tendring House, off Tulse Hill, was the road with the highest amount of illegal parking, with those who parked illegally possibly hoping they would be less likely to be penalised there due to it being away from the main road network.
- 3.10 **Figure 3.3** shows the distribution of parking levels that roads experienced relative to their legal parking capacities from the 15:00 parking stress survey for on Saturday 7th June, which was the count with the highest number of vehicles on this date. This is done on an individual road basis, so a road with a parking capacity of 20 that has 15 vehicles parked along it would be in the same category as a road with a parking capacity of 4 that has 3 vehicles parked along it, as they both experience 75% parking stress.
- 3.11 Roads in immediate proximity of Brockwell Park experience 50-75% parking stress levels, reaching above 75% along Norwood Road and Brixton Water Lane. The road near to Herne Hill Rail station, east of Brockwell Park, show lower levels of parking in general (below 50%).

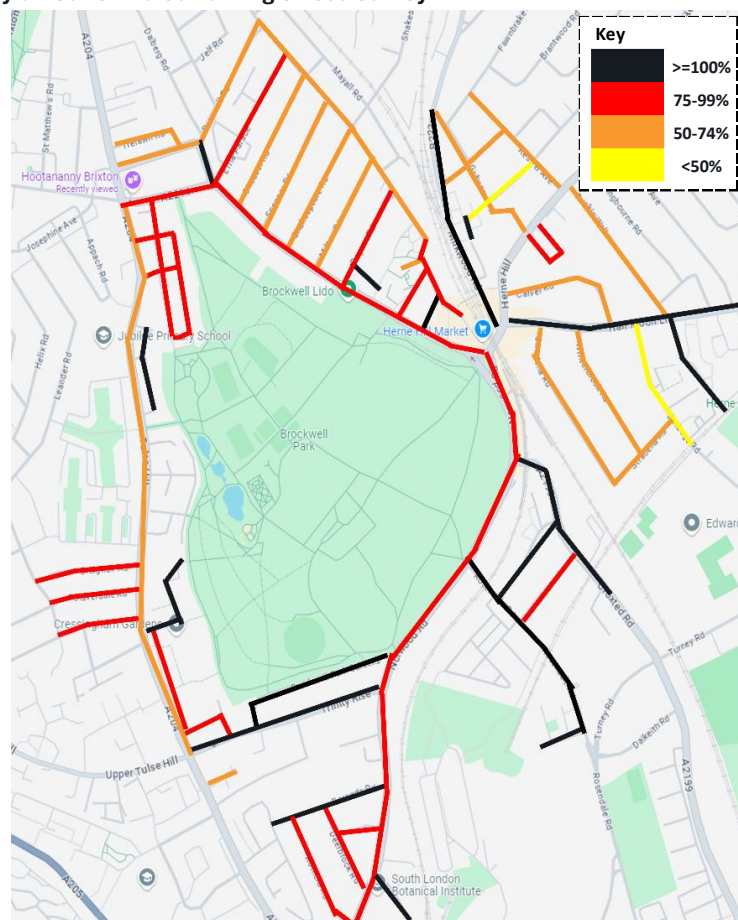
Figure 3.3: Saturday 7th June – 15:00 Parking Stress Survey



Sunday 8th June 2025

- 3.12 1,761 vehicles were counted across the 58 roads at 11:00, representing a 60% occupancy relative to the number of legal parking spaces. 96% of these vehicles were parked legally. By 15:00, the number of parked vehicles had risen to 2,252, representing a 76% occupancy relative to the number of legal parking spaces. Of these 1,837 vehicles, 133 (5.9%) had parked illegally. By 18:30, the number of parked vehicles had further increased to its weekend peak (of surveyed times) of 2,248, of which 171 (7.1%) were parked illegally.
- 3.13 There were illegally parked vehicles on 30 of the 58 surveyed roads (51%) at 11:00, dropping to 28 (48%) of the roads by 15:00 and then 26 (45%) by 18:30. Tendring House, off Tulse Hill, was the road with the highest amount of illegal parking, with those who parked illegally possibly hoping they would be less likely to be penalised there due to it being away from the main road network.
- 3.14 **Figure 3.4** shows the distribution of parking levels that roads experienced relative to their legal parking capacities from the 18:30 parking stress survey for on Sunday 8th June, which was the count with the highest number of vehicles on this date.
- 3.15 The number of vehicles parked at the time of this count (2,419) was 31% higher than the Saturday peak count of 1,837 at 15:00, and 41% higher than the respective count at 18:30 on the Saturday. This increase is likely to have been influenced by factors related and non-related to the LCS, given there would be more local residents likely parking in the roads on a Sunday compared to a Saturday. It should be noted that CPZ restrictions in place within the survey area only apply from Monday to Friday, not operating within our survey dates.

Figure 3.4: Sunday 8th June – 18:30 Parking Stress Survey



- 3.16 The average parking occupancy level across all surveyed roads was 76% at 15:00 and 82% at 18:30. 31 of the 58 roads (53%) were over 80% occupancy at 18:30, whilst 17 roads were at 100% occupancy or higher at this time. A summary of these roads is provided in **Table 3.7** alongside their parking stress levels at the counts earlier in the day.

Table 3.7: Roads Over 100% Occupancy - Sunday 8th June (18:30)

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Brockwell Park Gardens	105	73	70%	99	94%	123	117%
Croxted Road	48	31	65%	52	108%	55	115%
Dalberg Road	9	7	78%	10	111%	10	111%
Delawyck Crescent	36	35	97%	38	106%	39	108%
Deronda Road	69	45	65%	62	90%	69	100%
Guernsey Grove	55	37	67%	56	102%	57	104%
Half Moon Lane	26	16	62%	28	108%	29	112%
Lairdale Close	41	42	102%	43	105%	45	110%
Meath House	7	5	71%	7	100%	7	100%
Milkwood Road	24	20	83%	25	104%	35	146%
Oborne Close	4	4	100%	5	125%	6	150%
Papworth Way	9	20	222%	18	200%	18	200%
Rosendale Road	59	46	78%	59	100%	65	110%
Rymer Street	15	13	87%	17	113%	19	127%
St Faiths Road	23	18	78%	26	113%	23	100%
Tendring House	31	27	87%	34	110%	44	142%
Trinity Rise	95	56	59%	73	77%	101	106%

- 3.17 The number of illegally parked cars increases throughout the day; 74 at 11:00; 133 at 15:00 and 171 at 18:30. The illegally parked cars are distributed fairly evenly across all surveyed roads, the vast majority never had more than 3 illegally parked cars. Roads that experienced 5 or more illegally parked vehicles across at least one of the timed counts are summarised in **Table 3.8**.

Table 3.8: Roads with 5 or more illegally Parked Cars - Sunday 8th June

	11:00	15:00	18:30
Brailsford Road	4	7	10
Brockwell Park Gardens	1	6	10
Carver Road	0	2	5
Croxted Road	0	4	8
Delawyk Crescent	4	3	5
Dulwich Road	0	5	5
Guernsey Grove	1	4	8
Lairdale Close	3	2	5
Milkwood Road	6	8	9
Papworth Way	10	9	8
Railton Road	9	10	8
Romola Road	6	6	7
Rosendale Road	0	5	9
Tendring House	5	8	14
Trinity Rise	2	4	7

4 Pedestrian Movement Assessment

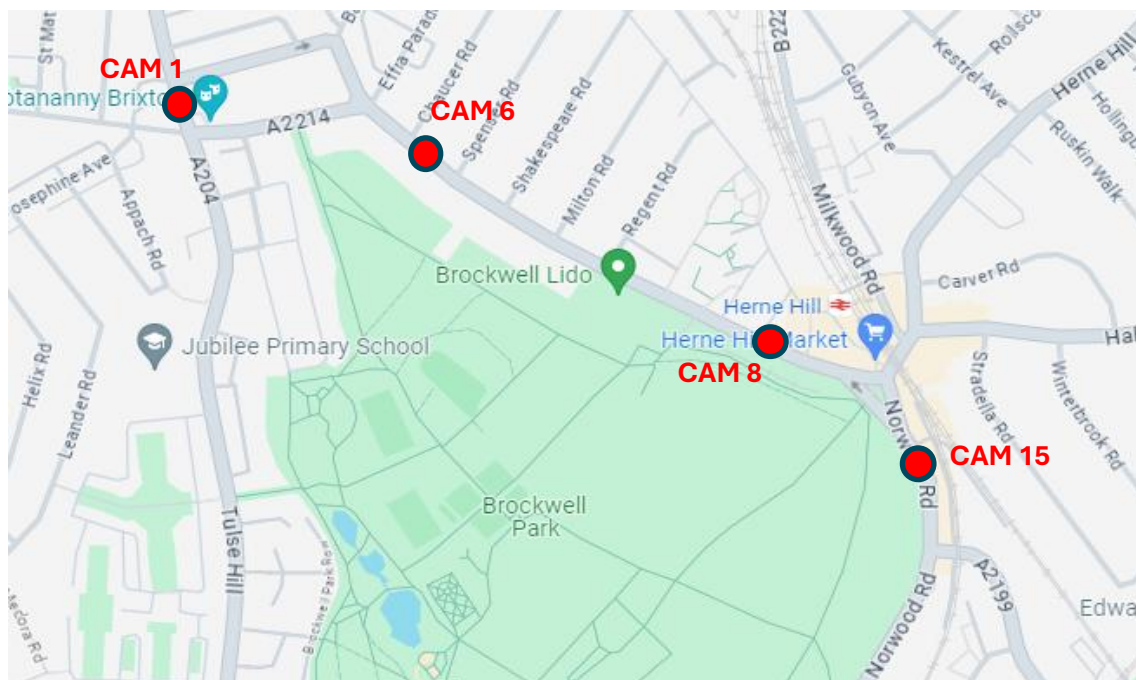
Pedestrian Surveys

4.1 Pedestrian Counts were undertaken on both event days (Saturday 7th June and Saturday 8th June) during the following periods:

- 14:00 – 18:00 to identify daytime pedestrian movements
- 21:00 – 00:00 to identify evening pedestrian movements

4.2 The location of survey points is identified within **Figure 4.1** below.

Figure 4.1: Survey Location Plan – Pedestrian Counts



Data was collected at all locations on both event days.

4.3 Whilst it is acknowledged that Brockwell Park is an open park and therefore all pedestrian movements to/from the venue will not necessarily be captured within the recorded locations, the locations assessed represent key routes to/from local public transport nodes. It is also noted that the counts do not differentiate those visitors to the park not associated with LCS.

Total Hourly Movements by Location

4.4 A summary of hourly pedestrian counts at each location, for both directions, is provided for Saturday 7th June in **Table 4.1** and for Sunday 8th June in **Table 4.2**.

Table 4.1: Hourly Pedestrian Movements – Saturday 7th June

	CAM 6		CAM 1		CAM 15		CAM 8	
	East	West	North	South	North	South	East	West
14:00	166	131	262	550	364	212	291	217
15:00	144	119	233	501	342	282	308	219
16:00	114	169	310	304	343	341	329	268
17:00	89	168	330	161	217	352	321	322
Daytime	513	587	1,135	1,516	1,266	1,187	1,249	1,026
21:00	59	130	253	178	126	195	218	167
22:00	41	100	225	158	45	93	55	72
23:00	17	54	145	162	30	62	45	71
Evening	117	284	623	498	201	350	318	310
Total	630	871	1,758	2,014	1,467	1,537	1,567	1,336
% Total	6%	8%	16%	18%	13%	14%	14%	12%

- 4.5 It should be noted that the counts at each location should not be considered together as an absolute total due to probable double counting across multiple CAM locations.
- 4.6 The highest number of total movements (3,772) was observed on CAM 1, (A204 Effra Road, to the immediate northwest of the northern tip of Brockwell Park). The majority of demand at this location was moving southbound (57%) during the daytime. During the evening, the majority of demand was moving northbound (56%) towards Brixton Station.
- 4.7 The distribution of movements between the survey locations is relatively balanced, highlighting that both daytime and evening movements go in all directions from LCS. Camera 6 had the lowest total number of movements, but this is likely due to its location relative to the directions in which individuals would travel from the park to the local public transport nodes of Brixton LU station and Herne Hill rail station.

Table 4.2: Hourly Pedestrian Movements – Sunday 8th June

	CAM 6		CAM 1		CAM 15		CAM 8	
	East	West	North	South	North	South	East	West
14:00	413	142	273	1,330	769	816	443	293
15:00	331	184	455	1,234	697	810	551	320
16:00	257	253	663	774	625	787	483	433
17:00	177	240	650	517	590	585	424	388
Daytime	1,178	819	2,041	3,855	2,681	2,998	1,901	1,434
21:00	75	462	1,001	112	146	430	348	447
22:00	56	106	224	115	44	94	134	111
23:00	15	43	138	80	29	61	124	76
Evening	146	611	1363	307	219	585	606	634
Total	1,324	1,430	3,404	4,162	2,900	3,583	2,507	2,068
% Total	6%	7%	16%	19%	14%	17%	12%	10%

- 4.8 As with Saturday 7th June, the highest number of movement (7,566) was observed on CAM 1, travelling from Brixton during the daytime and towards Brixton during the evening. This location was proportionally busier on the Sunday than the Saturday, recording over double the number of pedestrians.
- 4.9 CAM 15 (Norwood Road south of Half Moon Lane) and CAM 8 (Dulwich Road, West of Brockwell Passage) were the next busiest locations (6,483 and 4,575 respectively). However, the splits of demand in each direction during the daytime and evening were more balanced.

Counts by Time of Day

- 4.10 Counts by time of day and date are illustrated within the figures overleaf. As above, it should be reiterated that these are not absolute total counts by hour for LCS because the CAMs are positioned such that pedestrians may be counted across multiple CAMs. Instead, this analysis presents an idea of footfall across the observation period.
- 4.11 As shown in **Figure 4.2**, movement of pedestrians during the daytime on Saturday 7th June remained relatively consistent and without significant peaks or troughs. During the evening, the busiest period of movement was observed between 21:00-22:00, but there was still consistent movement after this time as shown in **Figure 4.3**.
- 4.12 As shown in **Figure 4.4**, observed pedestrian movements stayed relatively consistent during the daytime on Sunday 8th June, similarly to Saturday. **Figure 4.5** suggests a higher concentration of movements in the evening, with a high level of observed movement between 21:00-22:00, which tailed off quickly due to the event finishing at 21:00.

Figure 4.2: Saturday 7th June Pedestrian Counts – Daytime

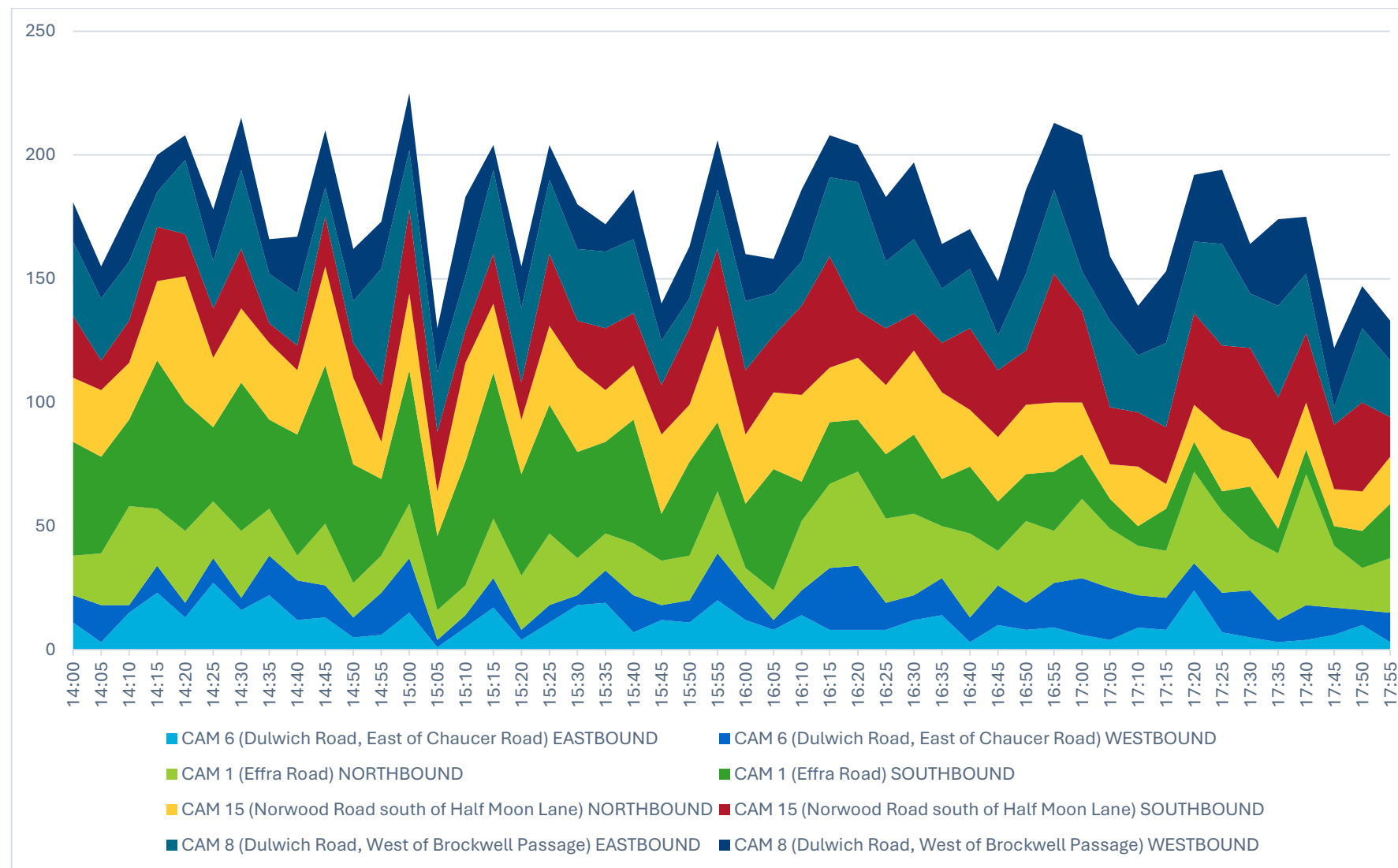


Figure 4.3: Saturday 7th June Pedestrian Counts – Evening

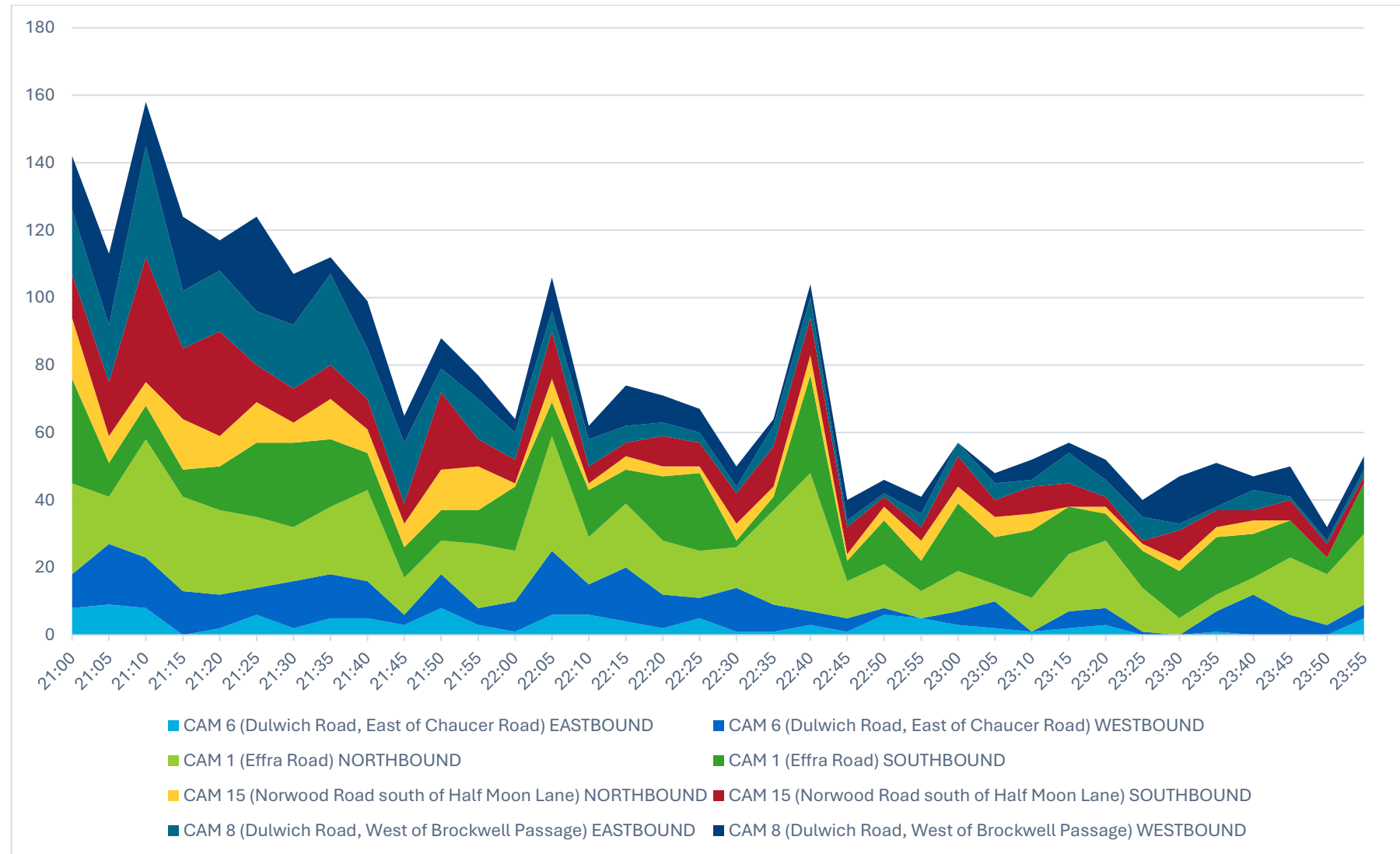


Figure 4.4: Sunday 8th June Pedestrian Counts – Daytime

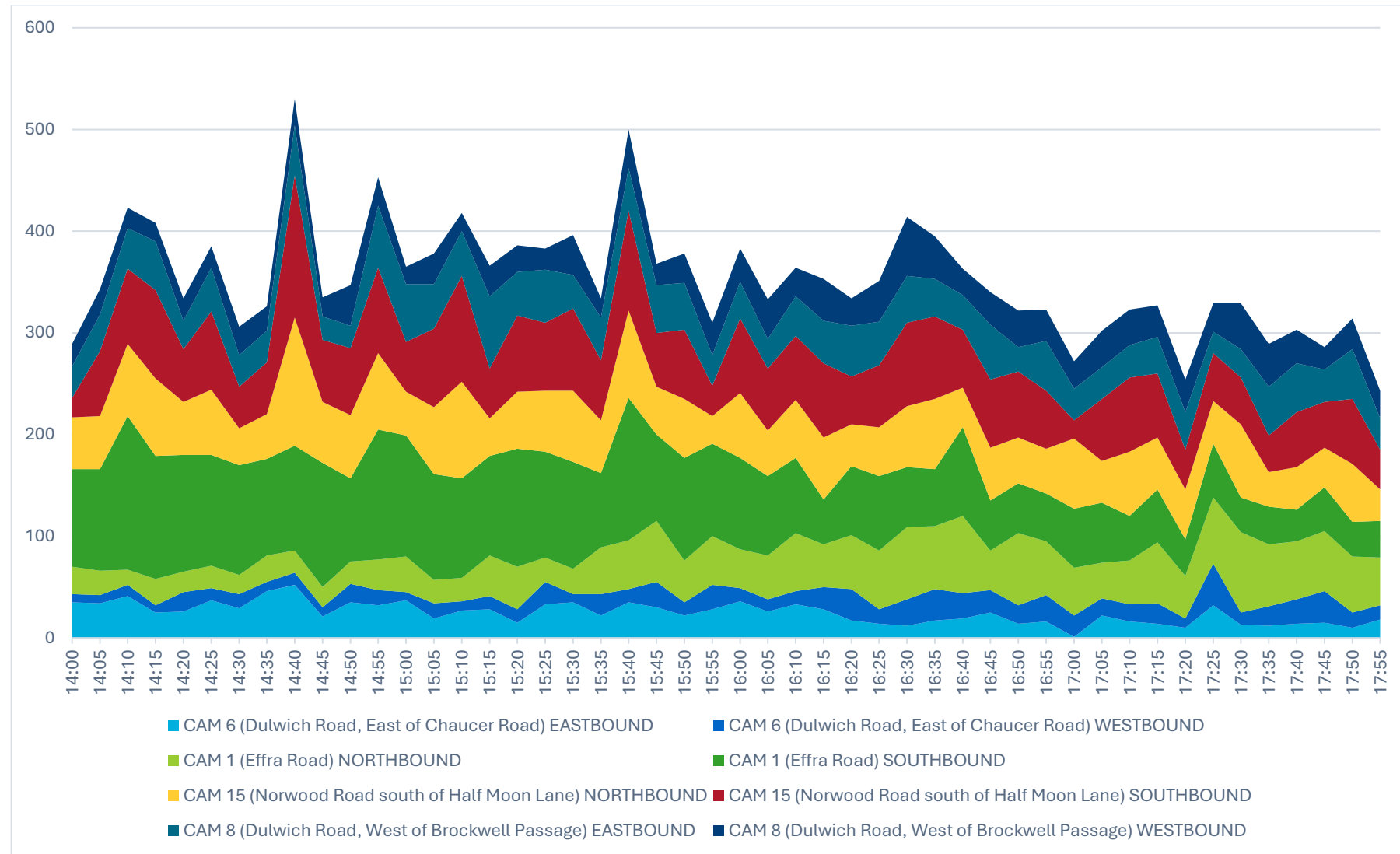
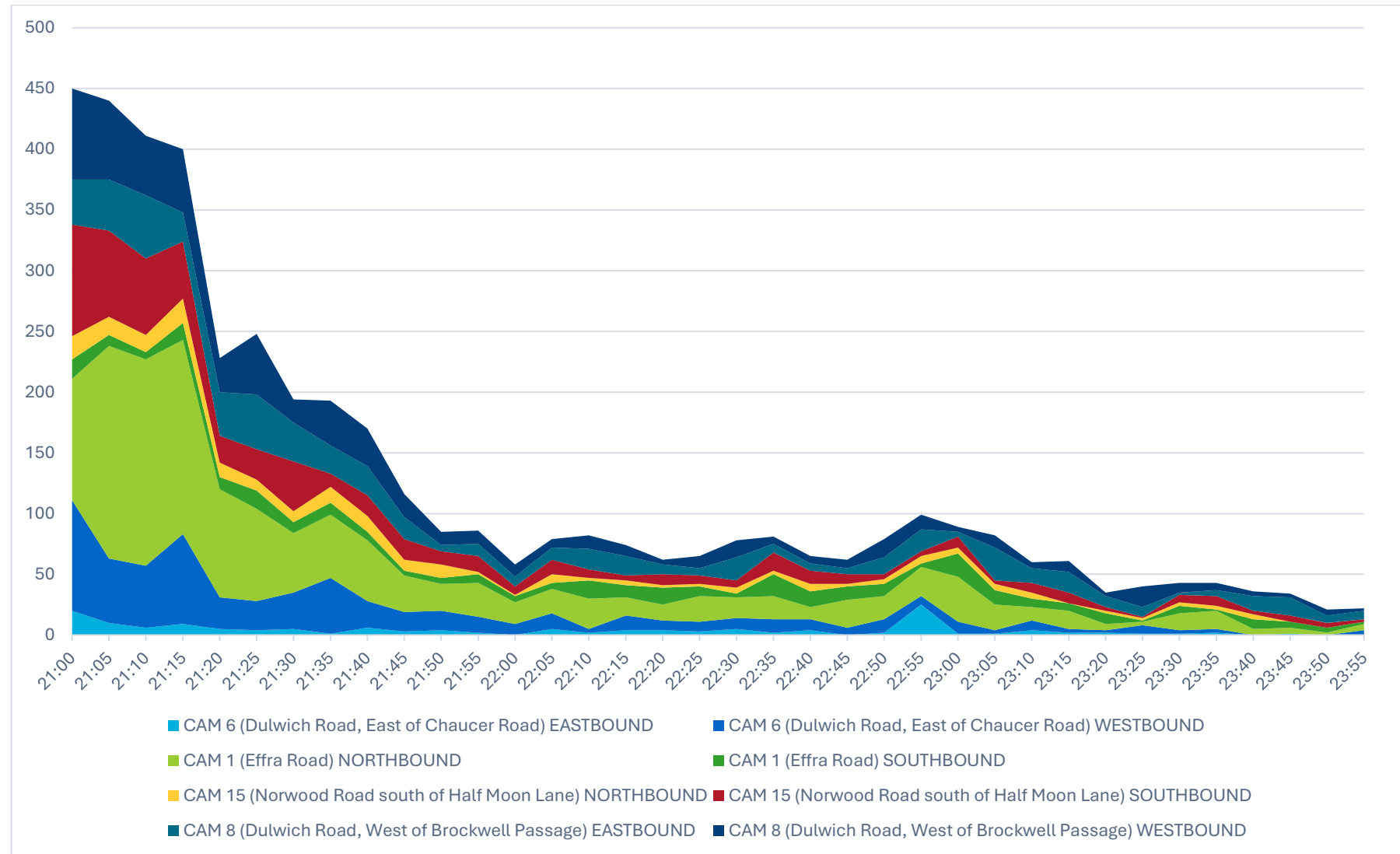


Figure 4.5: Sunday 8th June Pedestrian Counts – Evening



5 Bus Stop Assessment

PCL Analysis

- 5.1 The following Tables summarise the outputs from the Pedestrian Comfort Level analysis conducted at each bus stop. The location of bus stops surveyed is provided in **Figure 2.1** within the methodology section of this report.

Table 5.1: Bus Stop M (Tulse Hill A204 northbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	A
Sunday 8th June	21:15	A
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.2: Bus Stop V (Brixton Water Lane westbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	A
Sunday 8th June	21:15	A
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.3: Bus Stop Q (Dalberg Road southbound)– PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A

Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	A
Sunday 8th June	21:15	A
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.4: Bus Stop T (Dulwich Road northbound)– PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	A
Sunday 8th June	21:15	A
Sunday 8th June	21:30	A
Sunday 8th June	21:45	B
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A

Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.5: Bus Stop Z (Dulwich Road southbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	B
Sunday 8th June	21:15	B
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.6: Bus Stop L (Dulwich Road/Herne Hill station northbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A

Saturday 7th June	21:45	B
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	C
Sunday 8th June	21:15	C
Sunday 8th June	21:30	A
Sunday 8th June	21:45	B
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.7: Bus Stop N (Dulwich Road/Herne Hill station southbound)– PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	B
Saturday 7th June	21:15	B
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	B

Sunday 8th June	21:15	C
Sunday 8th June	21:30	B
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	B
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	B
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.8: Bus Stop F (Norwood Road southbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	B
Saturday 7th June	21:30	C
Saturday 7th June	21:45	B
Saturday 7th June	22:00	B
Saturday 7th June	22:15	B
Saturday 7th June	22:30	A
Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	B
Sunday 8th June	21:00	B
Sunday 8th June	21:15	B
Sunday 8th June	21:30	A
Sunday 8th June	21:45	B
Sunday 8th June	22:00	B
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A

Sunday 8th June	00:00	A
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Table 5.9: Bus Stop G (Norwood Road southbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	A
Saturday 7th June	21:15	B
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A
Saturday 7th June	22:45	B
Saturday 7th June	23:00	A
Saturday 7th June	23:15	B
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	C
Sunday 8th June	21:15	B
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	C
Sunday 8th June	22:30	C
Sunday 8th June	22:45	B
Sunday 8th June	23:00	B
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Table 5.10: Bus Stop H (Norwood Road northbound) – PCL Assessment

Date	Time	PCL
Saturday 7th June	21:00	B
Saturday 7th June	21:15	A
Saturday 7th June	21:30	A
Saturday 7th June	21:45	A
Saturday 7th June	22:00	A
Saturday 7th June	22:15	A
Saturday 7th June	22:30	A

Saturday 7th June	22:45	A
Saturday 7th June	23:00	A
Saturday 7th June	23:15	A
Saturday 7th June	23:30	A
Saturday 7th June	23:45	A
Saturday 7th June	00:00	A
Sunday 8th June	21:00	C
Sunday 8th June	21:15	B
Sunday 8th June	21:30	A
Sunday 8th June	21:45	A
Sunday 8th June	22:00	A
Sunday 8th June	22:15	A
Sunday 8th June	22:30	A
Sunday 8th June	22:45	A
Sunday 8th June	23:00	A
Sunday 8th June	23:15	A
Sunday 8th June	23:30	A
Sunday 8th June	23:45	A
Sunday 8th June	00:00	A

Analysis

5.2 The PCL ratings for all the bus stops across the full survey period is provided in **Table 5.11** and **Table 5.12**.

Table 5.11: PCL Rating – Saturday 7th June

	A	B	C	Total
Frequency of PCL	117	12	1	130
Percentage	90%	9%	1%	100%

Table 5.12: PCL Rating – Sunday 8th June

	A	B	C	Total
Frequency of PCL	107	16	7	130
Percentage	82%	12%	5%	100%

5.3 During the survey period across all 10 bus stops the most frequent PCL rating was A, which is classified as being comfortable for all areas. PCL rating A was recorded during 90% of assessment periods for Saturday 7th June, and 82% of assessment periods for Sunday 8th June. Better PCL ratings were recorded on Saturday than Sunday. In comparison to the Saturday of Lambeth Country Show in 2024, the PCL ratings were better on Saturday this year than last year.

- 5.4 PCL rating C was recorded most frequently at Stop G (Norwood Road southbound), at three times on Sunday only. PCL rating C was also recorded two times at Stop L (Dulwich Road/Herne Hill station northbound). Stop F (Norwood Road southbound) was the stop most consistently recorded at PCL B or C, with one recording of C and nine of B. Stop G also had a high proportion of PCL B and C ratings, with three C ratings and six B ratings.
- 5.5 PCL level C was recorded once at 21:30 on Saturday 7th June, and seven times on Sunday 8th June with the peak between 21:00 and 21:15, where PCL level C was recorded at four different bus stops (L, G and H at 21:00 and L and N at 21:15). The times that had the most B and C ratings were 21:00 and 21:15 on Sunday.
- 5.6 Bus Stops M, V and Q were recorded at PCL level A consistently across both event days.

Summary

- 5.7 In summary, pedestrian comfort levels across all bus stops were generally recorded at PCL Rating A and B, with a small proportion (1% Saturday 7th June and 5% Sunday 8th June) recorded at PCL Rating C. No bus stops were recorded providing a PCL Rating D or E.
- 5.8 In comparison to the Saturday of Lambeth Country Show in 2024, the pedestrian comfort levels across all bus stops are generally better, as in 2024 the proportion of bus stops recorded at PCL level C was 7% compared to 1% on the Saturday of the Show in 2025.
- 5.9 In most scenarios with a recording of PCL Rating C, the bus stop was situated on a constrained footway which reduced the available space for waiting passengers to occupy.
- 5.10 The impact of the event on footways at bus stops pre and post event can be considered negligible, this is largely attributable to the high frequency of bus services.

6 On-site vehicle parking analysis

Survey Data

- 6.1 The entry and exit of vehicles to the on-site parking at Lambeth Country Show was recorded between 00:00 and 23:59 on both Saturday 7th June and Sunday 8th June.
- 6.2 The accumulated data was recorded by each day, with Sunday's counts considering any vehicles remaining in the car park left overnight from the Saturday at 00:00. A comparison of these two counts is indicative of the number of cars that have been parked by those attending the event on each respective survey date.
- 6.3 The vehicle classes recorded were car, LGV, OGV1, OGV2, PSV and motorcycles.
- 6.4 The location of the on-site car park was only accessible via the access point highlighted in **Figure 6.1** and **Figure 6.2**.

Figure 6.1: Location of on-site vehicle parking



Figure 6.2: Entry and exit point of on-site vehicle parking



- 6.5 **Table 6.1** shows the cumulative number of vehicles located within the on-site car park on Saturday 7th June, based on the number of vehicles that have either entered or left through the access point.
- 6.6 **Table 6.2** provides a continuation of this count throughout Sunday 8th June.

Table 6.1: On-site vehicle parking accumulation: Saturday 7th June

	ACCUMULATION						
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
00:00	0	0	0	0	0	1	1
00:15	0	0	0	0	0	1	1
00:30	0	0	0	0	0	1	1
00:45	0	0	0	0	0	1	1
01:00	0	0	0	0	0	1	1
01:15	0	0	0	0	0	1	1
01:30	0	0	0	0	0	1	1
01:45	0	0	0	0	0	1	1
02:00	0	0	0	0	0	1	1
02:15	0	0	0	0	0	1	1
02:30	0	0	0	0	0	1	1
02:45	0	0	0	0	0	1	1
03:00	0	0	0	0	0	1	1
03:15	0	0	0	0	0	1	1
03:30	0	0	0	0	0	1	1
03:45	0	0	0	0	0	1	1
04:00	0	0	0	0	0	1	1
04:15	0	0	0	0	0	1	1

04:30	0	0	0	0	0	1	1
04:45	0	0	0	0	0	1	1
05:00	0	0	0	0	0	1	1
05:15	0	0	0	0	0	1	1
05:30	0	0	0	0	0	1	1
05:45	0	0	0	0	0	1	1
06:00	0	0	0	0	0	1	1
06:15	0	0	0	0	0	1	1
06:30	1	1	0	0	0	1	3
06:45	1	1	0	0	0	1	3
07:00	1	2	0	0	0	1	4
07:15	2	0	0	0	0	1	3
07:30	4	8	2	0	0	1	15
07:45	9	12	2	0	0	1	24
08:00	9	12	2	0	0	1	24
08:15	14	13	2	0	0	1	30
08:30	14	25	2	0	0	1	42
08:45	17	29	2	0	0	1	49
09:00	21	35	2	0	0	1	59
09:15	29	41	2	0	0	1	73
09:30	42	49	2	0	0	1	94
09:45	46	54	2	0	0	1	103
10:00	46	55	2	0	0	1	104
10:15	57	69	2	0	0	1	129
10:30	62	71	2	0	0	1	136
10:45	66	73	2	0	0	1	142
11:00	77	82	2	0	0	1	162
11:15	81	83	2	0	0	1	167
11:30	85	85	2	0	0	1	173
11:45	86	85	2	0	0	1	174
12:00	92	86	3	0	0	1	182
12:15	92	87	3	0	0	1	183
12:30	95	89	3	0	0	1	188
12:45	97	89	3	0	0	1	190
13:00	101	91	3	0	0	1	196
13:15	103	93	3	0	0	1	200
13:30	106	91	4	0	0	1	202
13:45	107	89	5	0	0	1	202
14:00	106	87	5	0	0	1	199

14:15	104	87	5	0	0	1	197
14:30	104	88	4	0	0	1	197
14:45	107	87	4	0	0	0	198
15:00	106	88	4	0	0	0	198
15:15	108	90	4	0	0	0	202
15:30	109	90	4	0	0	0	203
15:45	108	90	3	0	0	0	201
16:00	108	90	3	0	0	0	201
16:15	110	88	3	0	0	0	201
16:30	107	86	3	0	0	0	196
16:45	104	84	3	0	0	0	191
17:00	106	83	3	0	0	0	192
17:15	101	83	3	0	0	0	187
17:30	94	82	3	0	0	0	179
17:45	90	82	3	0	0	0	175
18:00	87	81	3	0	0	0	171
18:15	84	79	3	0	0	0	166
18:30	84	78	3	0	0	0	165
18:45	78	77	3	0	0	0	158
19:00	74	76	3	0	0	0	153
19:15	70	77	3	0	0	0	150
19:30	68	76	3	0	0	0	147
19:45	66	74	3	0	0	0	143
20:00	64	73	3	0	0	0	140
20:15	59	71	3	0	0	0	133
20:30	57	71	3	0	0	0	131
20:45	52	69	3	0	0	0	124
21:00	32	66	3	0	0	0	101
21:15	27	64	3	0	0	0	94
21:30	23	58	3	0	0	0	84
21:45	21	55	3	0	0	0	79
22:00	20	55	2	0	0	0	77
22:15	18	51	2	0	0	0	71
22:30	17	50	2	0	0	0	69
22:45	17	50	2	0	0	0	69
23:00	17	50	2	0	0	0	69
23:15	17	50	2	0	0	0	69
23:30	16	50	2	0	0	0	68
23:45	16	50	2	0	0	0	68

Table 6.2: On-site vehicle parking accumulation: Sunday 8th June

	ACCUMULATION						
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
00:00	16	50	2	0	0	0	68
00:15	16	50	2	0	0	0	68
00:30	16	50	2	0	0	0	68
00:45	16	50	2	0	0	0	68
01:00	16	50	2	0	0	0	68
01:15	16	50	2	0	0	0	68
01:30	16	50	2	0	0	0	68
01:45	16	50	2	0	0	0	68
02:00	16	50	2	0	0	0	68
02:15	16	50	2	0	0	0	68
02:30	16	50	2	0	0	0	68
02:45	16	50	2	0	0	0	68
03:00	16	50	2	0	0	0	68
03:15	16	50	2	0	0	0	68
03:30	16	50	2	0	0	0	68
03:45	16	50	2	0	0	0	68
04:00	16	50	2	0	0	0	68
04:15	16	50	2	0	0	0	68
04:30	16	50	2	0	0	0	68
04:45	16	50	2	0	0	0	68
05:00	16	50	2	0	0	0	68
05:15	16	50	2	0	0	0	68
05:30	16	50	2	0	0	0	68
05:45	16	50	2	0	0	0	68
06:00	16	50	2	0	0	0	68
06:15	17	50	2	0	0	0	69
06:30	17	51	2	0	0	0	70
06:45	17	51	2	0	0	0	70
07:00	17	51	2	0	0	0	70
07:15	18	54	1	0	0	0	73
07:30	18	55	1	0	0	0	74
07:45	23	55	3	0	0	0	81
08:00	23	56	4	0	0	0	83
08:15	25	63	4	0	0	0	92
08:30	24	69	3	0	0	0	96
08:45	25	70	3	0	0	0	98

09:00	29	74	4	0	0	0	107
09:15	32	82	4	0	0	0	118
09:30	38	86	4	0	0	0	128
09:45	43	92	4	0	0	0	139
10:00	46	95	4	0	0	0	145
10:15	48	98	4	0	0	0	150
10:30	51	100	4	0	0	0	155
10:45	54	101	4	0	0	0	159
11:00	58	103	4	0	0	0	165
11:15	68	104	4	0	0	0	176
11:30	76	104	5	0	0	0	185
11:45	81	106	5	0	0	0	192
12:00	89	108	5	0	0	0	202
12:15	97	111	5	0	0	0	213
12:30	106	113	5	0	0	0	224
12:45	107	116	7	0	0	0	230
13:00	111	116	7	0	0	0	234
13:15	117	117	7	0	0	0	241
13:30	118	115	7	0	0	0	240
13:45	127	117	7	0	0	0	251
14:00	128	119	6	0	0	0	253
14:15	139	118	6	0	0	0	263
14:30	140	117	6	0	0	0	263
14:45	143	117	6	0	0	0	266
15:00	147	117	6	0	0	0	270
15:15	150	115	6	0	0	0	271
15:30	158	115	6	0	0	0	279
15:45	158	114	6	0	0	0	278
16:00	158	114	6	0	0	0	278
16:15	154	114	6	0	0	0	274
16:30	153	114	5	0	0	0	272
16:45	155	114	4	0	0	0	273
17:00	155	114	4	0	0	0	273
17:15	155	113	4	0	0	0	272
17:30	151	113	4	0	0	0	268
17:45	150	114	4	0	0	0	268
18:00	150	114	4	0	0	0	268
18:15	143	113	4	0	0	0	260
18:30	141	113	4	0	0	0	258

18:45	135	114	5	0	0	0	254
19:00	128	112	5	0	0	0	245
19:15	128	110	5	0	0	0	243
19:30	124	112	5	0	0	0	241
19:45	118	112	5	0	0	0	235
20:00	107	112	6	0	0	0	225
20:15	103	111	5	0	0	0	219
20:30	97	112	5	0	0	0	214
20:45	91	111	5	0	0	0	207
21:00	80	109	5	0	0	0	194
21:15	74	110	5	0	0	0	189
21:30	68	110	5	0	0	0	183
21:45	63	111	5	0	0	0	179
22:00	57	108	5	0	0	0	170
22:15	50	105	5	0	0	0	160
22:30	49	103	6	0	0	0	158
22:45	43	100	6	0	0	0	149
23:00	42	101	6	0	0	0	149
23:15	40	99	6	0	0	0	145
23:30	39	99	6	0	0	0	144
23:45	39	99	6	0	0	0	144

Figure 6.3: On-site vehicle parking - Saturday 7th June

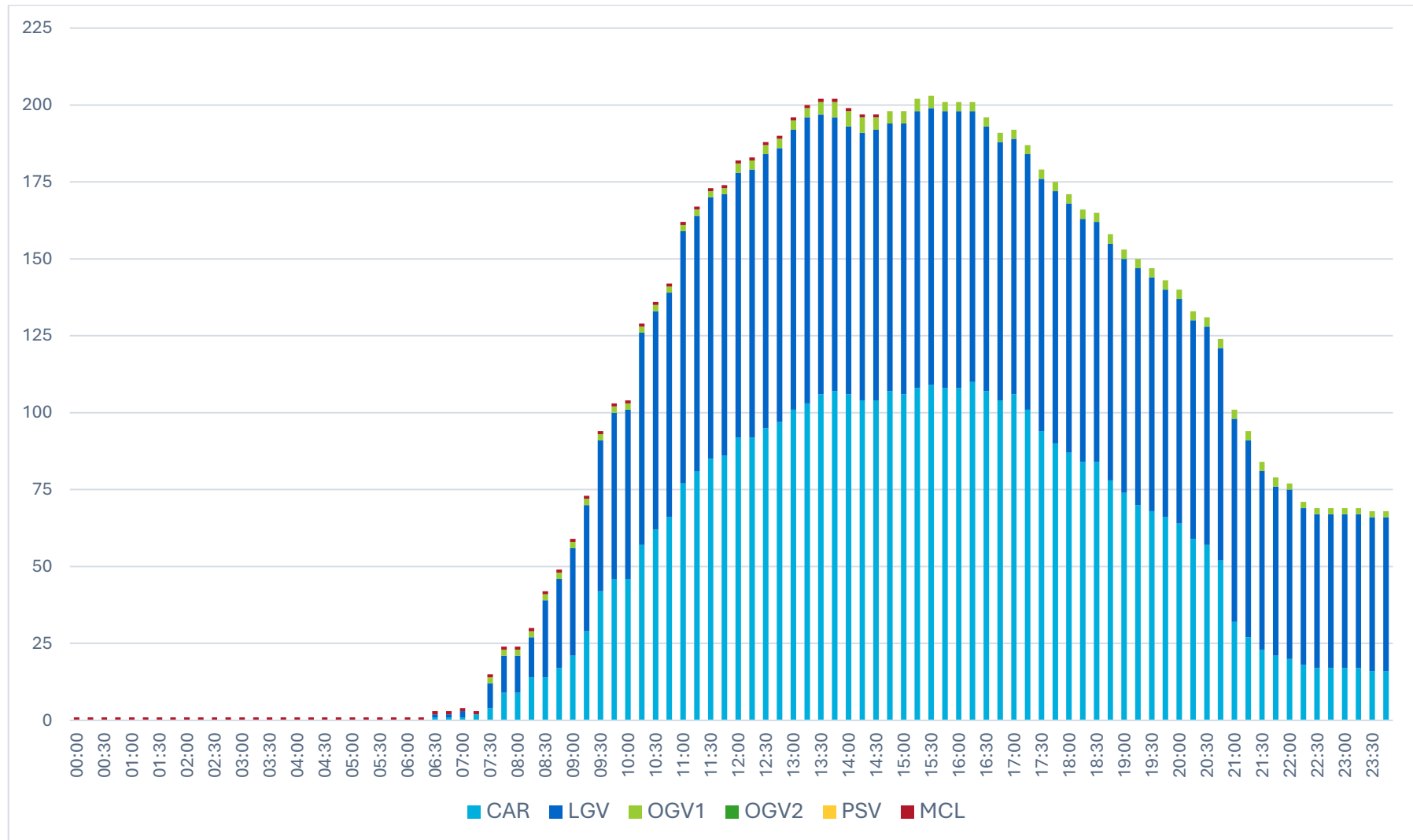
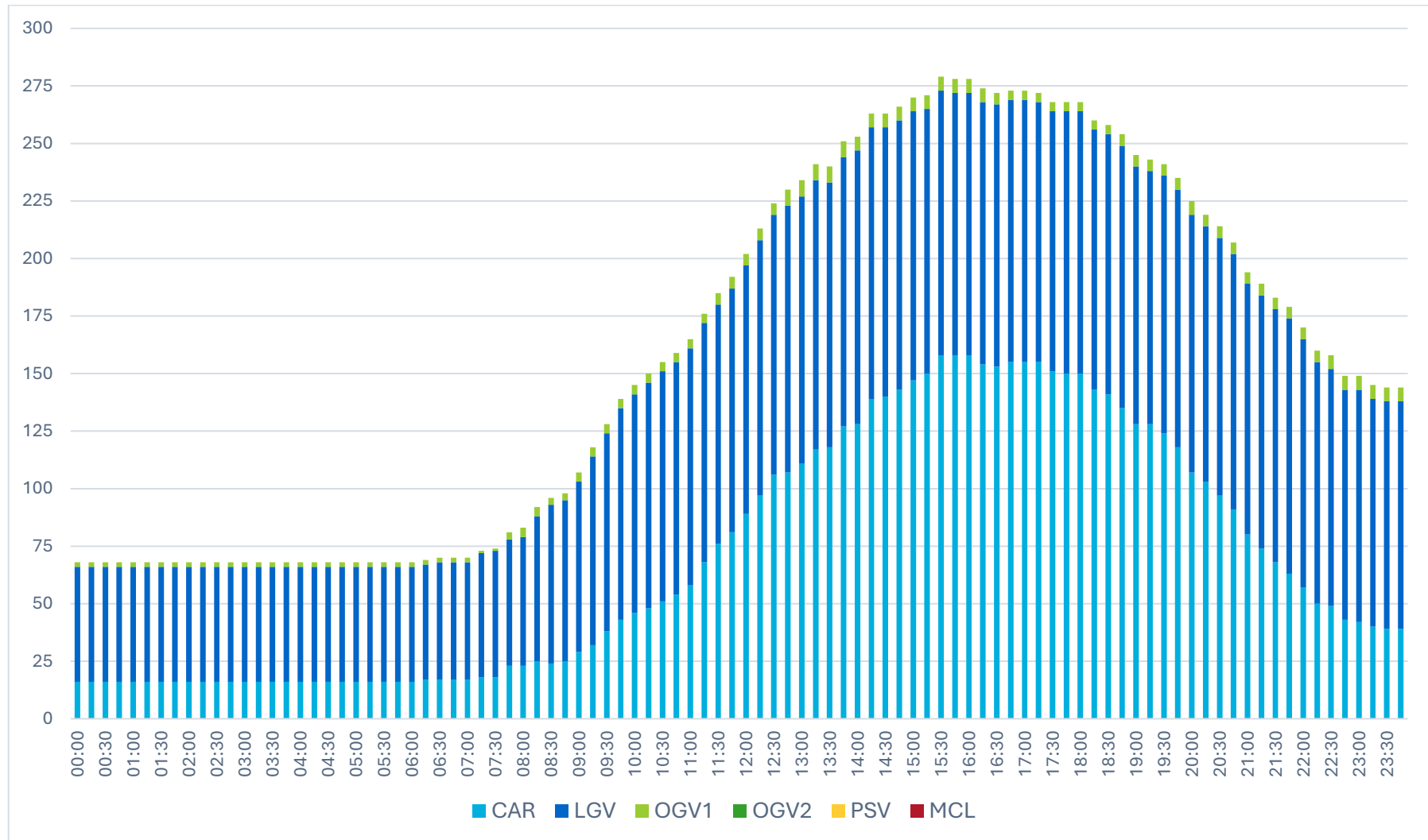


Figure 6.4: On-site vehicle parking - Sunday 8th June



- 6.7 As seen in **Figure 6.3**, on Saturday 7th June there was a sharp rise in vehicles entering the car park between 07:30 and 11:00, with the number of vehicles plateauing and remaining relatively consistent (around 200 vehicles) between 13:15 and 16:15. The number of vehicles parked steadily declined between 16:30 and 20:45, with a sharp decrease at 21:00. 60% of ingress movements were standard cars, 38% were LGV's and the small amount remaining movements were OGV1's. The 15-minute period with the highest number of entries was 10:15 – 10:30 (25), whilst for exits it was 21:00 – 21:15 (24). The 60-minute period with the highest number of entries was 10:15 – 11:15 (61), whilst for exits it was 20:45 – 21:45 (51).
- 6.8 The number of vehicles remained consistent between 22:30 and 6:00 on Sunday 8th of June, with 68 to 69 vehicles remaining in the car park between these times. Of these vehicles, 50 were LGV's, nearly half of those that had arrived during the daytime, whilst most of the standard cars had left.
- 6.9 On Sunday 8th June, as seen in **Figure 6.4**, the number of vehicles in the car park increased quickly but steadily between 07:15 and 14:15, before reaching a peak of 279 vehicles and remaining around that level between 15:00 and 18:00. The number of vehicles decreased steadily between 18:15 and 22:45, with 144 vehicles possibly remaining in the car park at 00:00. A similar ratio of vehicle movements by type was seen on the Sunday when compared to the Saturday, primarily being formed of standard cars with most of the remaining movements being LGV's. The 15-minute period with the highest number of entries was 12:15 – 12:30 (13), whilst for exits it was 21:00 – 21:15 (14). The 60-minute period with the highest number of entries was 12:45 – 13:45 (45), whilst for exits it was 21:30 – 22:30 (36).
- 6.10 There were a greater number of vehicles using the on-site car park on Sunday than Saturday, with the peak being later in the day on Sunday but the duration being approximately 3 hours on both days.

7 Summary and Conclusions

Context

- 7.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during the Lambeth Country Show staged in Brockwell Park during June 2025. The survey methodology was derived in co-ordination with EventLambeth to address the following planning conditions:

“Monitoring and reporting to include;

a) Use of on-site vehicle parking (including the number of vehicles, type of vehicle, requirement for use of the space); and

b) Parking stress survey.

Reason: To ensure adequate information and measures are available for this and future events to promote sustainable modes of transport (policies T1, T2, T3, T4, T6 and T7 of the Lambeth Local Plan (2021)).”

- 7.2 This report presents the results of these surveys conducted during the 2025 Lambeth Country show on Saturday 7th and Sunday 8th June 2025.

Key Observations

Parking Stress

- 7.3 The volume of vehicles parked within the surveyed area was much higher on Sunday 8th June than Saturday 7th June, where over half of the surveyed roads had higher than 80% occupancy during the 18:30 count. The percentage of illegally parked vehicles generally sat at around 3-7% throughout the two days, being distributed throughout the network of roads surveyed.

Pedestrian Movement Assessment

- 7.4 The location observed to have the highest number of pedestrian movements was along the A204 north of Brockwell Park (southbound movements) during ingress for both events.
- 7.5 The volume of movements was nearly twice as high on Sunday 8th than on Saturday 7th, however this is unlikely to be completely attributable to LCS attendees.
- 7.6 Daytime movements didn't show major peaks or troughs between the hours of 14:00 – 18:00, whilst evening movements show a large fall after 21:00.

Bus Stop Assessment

- 7.7 The pedestrian comfort levels at the majority of Bus Stops are observed to be acceptable and not significantly affected by LCS. The very few instances of a PCL rating of C being designated made up for less than 5% of total observations across the survey periods.

On-site Parking Assessment

- 7.8 Vehicles entering and leaving the on-site parking area were monitored via the access point from Brockwell Park Gardens, designated as the 'Green Gate' as part of the event plans.
- 7.9 The number of vehicles within the car park peaked at 15:30 on Saturday 7th June with 203 vehicles present, of which 109 were cars, 90 were LGV's and 4 were OGV1's. After this point the number of vehicles within the car park then steadily decreased until it reached 68 vehicles at 23:30, which remained consistent until 06:15 on Sunday 8th June.
- 7.10 Vehicles number on the Sunday also peaked at 15:30, with a count of 279 that broke down into 158 cars, 115 LGV's and 6 OGV1's. 144 vehicles remained in the car park at midnight on Sunday 7th June, prior to the event overlay being removed on Monday.

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