

Brockwell Live 2024 Transport Monitoring – City Splash and Lambeth Country Show

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1 Introduction

Context

- 1.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during Brockwell Live festivals staged in Brockwell Park during 2024. The survey methodology was derived in co-ordination with EventLambeth to achieve the core project objective of:

Assessing the impact of arriving and departing audiences from major events held on Brockwell Park on the surrounding highways, pavements and transport hubs.

- 1.2 Brockwell Live is a collection of independent festivals that take place in Brockwell Park each year across two consecutive weekends. The Lambeth Country Show then takes place the weekend after.
- 1.3 This report presents the results of these surveys conducted on the following dates:
- City Splash (Monday 27th May 2024); and
 - Lambeth Country Show (Saturday 8th June 2024).

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:** General Observations
 - **Chapter 7:** Public Transport Data
 - **Chapter 8:** 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 festival site;
 - Impact of the event on bus stops and surrounding highway/footways;
 - Vehicular operations pre, during and post event; and
 - On site general observations.
- 2.2 The data collected on site was supplemented by public transport data obtained from TfL in the form of gateline information from Brixton London Underground station. 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, the data was captured by video survey and recorded in five-minute intervals during ingress and egress. Supplementing the count information, two members of staff were also on-site pre and post event to record any observations, constraints, or impacts on other park users encountered. 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



Additional Data Sources

- 2.10 The primary data collected on site as detailed within this Chapter was further supported by on-site general observations of event attendee behaviour. Data was also provided by TfL in the form of gateline information at Brixton London Underground station.

3 Parking Stress Surveys

Survey Data

- 3.1 Parking surveys were conducted three times per day across both event days commencing 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, considered to be around the peak arrival time. 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.

Figure 3.1: Surveyed Area for Parking

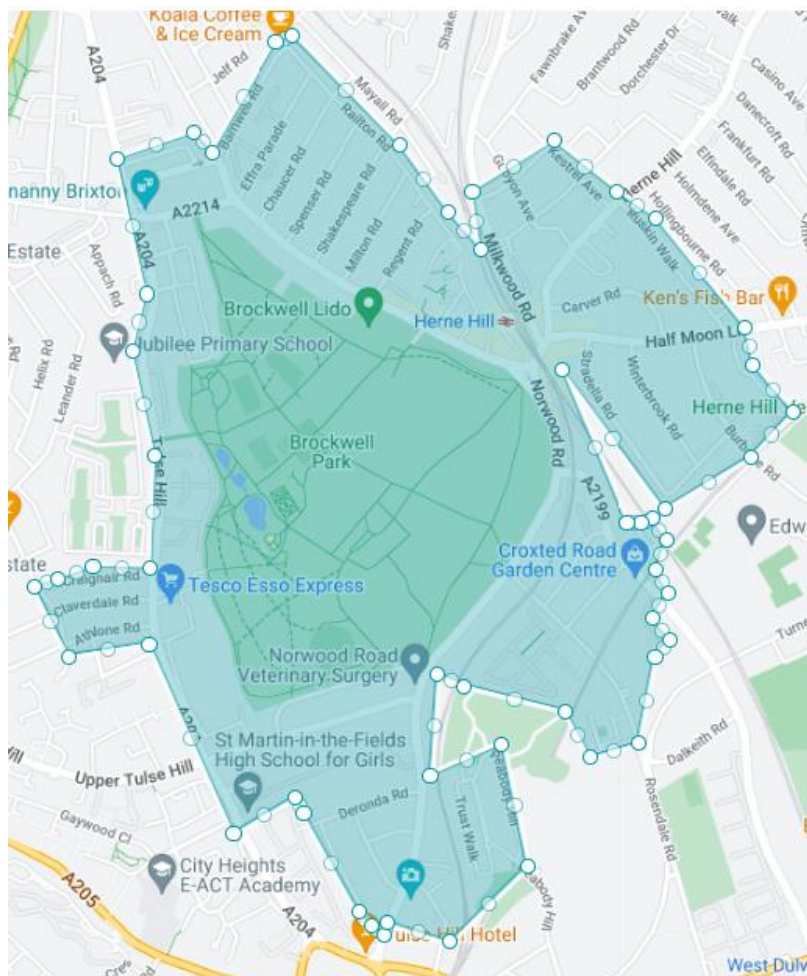
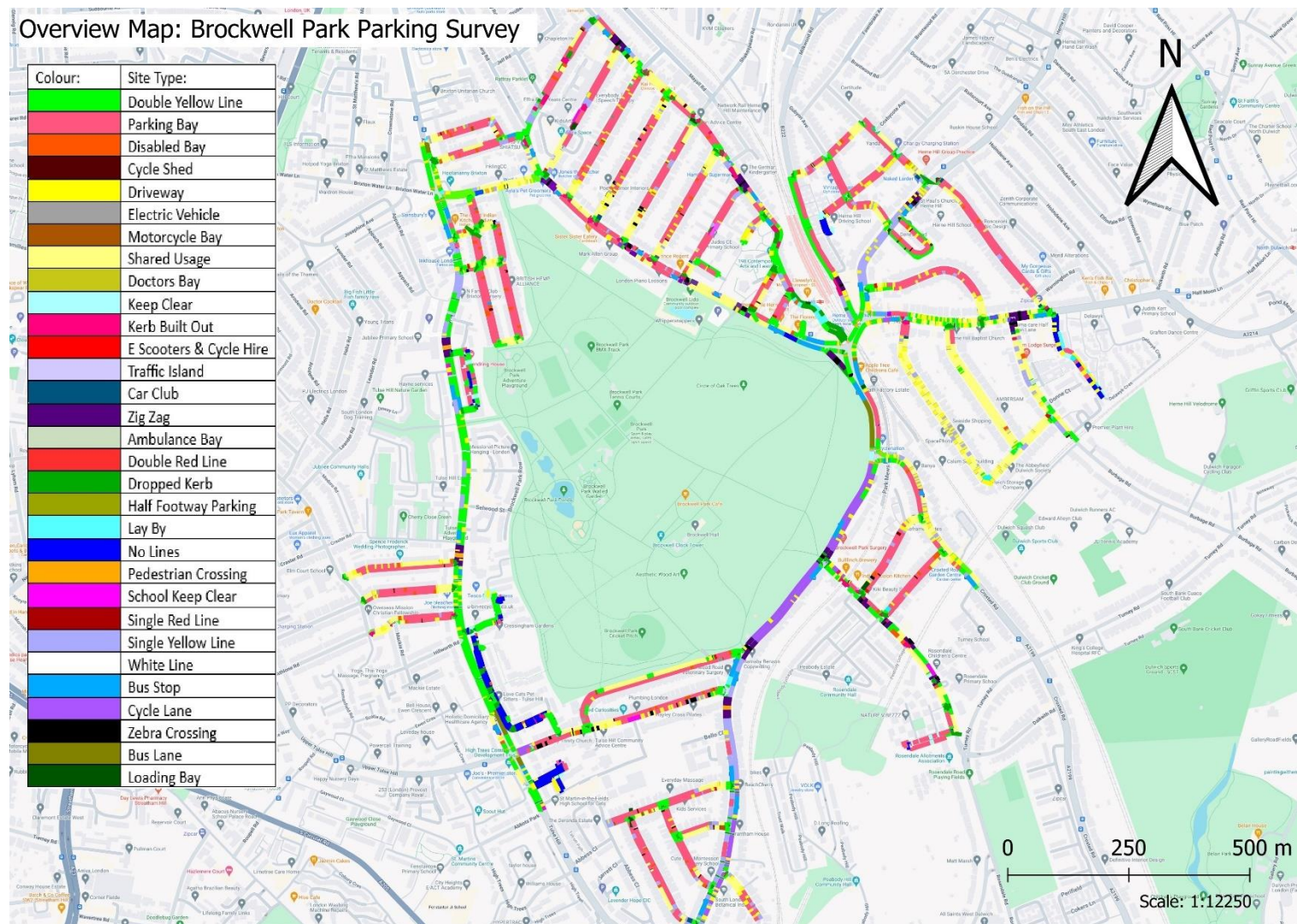


Figure 3.2: Parking Surveys – Roads included and their parking restrictions



- 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.

City Splash

Table 3.1: City Splash Parking Counts – Percentage Occupancy by Road

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	91	54	59%	87	96%	90	99%
Athlone Road	52	22	42%	49	94%	52	100%
Barnwell Road	52	27	52%	47	90%	57	110%
Berwyn Road	28	18	64%	30	107%	33	118%
Brailsford Road	116	78	67%	124	107%	140	121%
Brixton Water Lane	28	11	39%	20	71%	17	61%
Brockwell Park Gardens	125	76	61%	134	107%	135	108%
Brockwell Passage	0	0	0	5	0	8	0
Burbage Road	47	3	6%	69	147%	77	164%
Carver Road	81	42	52%	57	70%	62	77%
Chaucer Road	88	33	38%	81	92%	92	105%
Claverdale Road	72	28	39%	55	76%	59	82%
Craignair Road	72	32	44%	69	96%	72	100%
Croxted Road	48	41	85%	59	123%	77	160%
Dalberg Road	9	6	67%	12	133%	13	144%
Deerbrook Road	52	28	54%	52	100%	62	119%
Delawyk Crescent	36	29	81%	48	133%	47	131%
Denesmead	32	11	34%	31	97%	47	147%
Deronda Road	69	53	77%	74	107%	88	128%
Dulwich Road	144	108	75%	146	101%	157	109%
Effra Parade	73	50	68%	68	93%	69	95%
Effra Road	0	0	0	0	0	0	0
Ethelworth Court	12	4	33%	3	25%	4	33%

Gubyon Avenue	54	34	63%	63	117%	63	117%
Guernsey Grove	56	36	64%	64	114%	67	120%
Half Moon Lane	29	26	90%	34	117%	40	138%
Hardel Walk	38	27	71%	43	113%	41	108%
Hawarden Grove	59	44	75%	58	98%	63	107%
Herne Hill	0	2	0	6	0	11	0
Herne Place	12	10	83%	24	200%	25	208%
Hurst Street	22	26	118%	27	123%	32	145%
Kestrel Avenue	46	19	41%	53	115%	54	117%
Lairdale Close	41	36	88%	42	102%	43	105%
Meath House off Regent Road	7	9	129%	10	143%	12	171%
Milkwood Road	34	25	74%	37	109%	38	112%
Milton Road	78	63	81%	77	99%	83	106%
Morval Road	49	27	55%	52	106%	52	106%
Norwood Road	38	33	87%	60	158%	151	397%
Oborne Close	4	3	75%	7	175%	12	300%
Papworth Way	9	16	178%	19	211%	17	189%
Railton Road	117	60	51%	102	87%	149	127%
Regent Road	56	54	96%	61	109%	64	114%
Romala Road	73	53	73%	78	107%	86	118%
Rosendale Road	59	32	54%	58	98%	95	161%
Ruskin Walk	115	55	48%	87	76%	91	79%
Rymer Street	15	15	100%	18	120%	18	120%
Shakespeare Road	54	38	70%	48	89%	63	117%
Shardcroft Avenue	46	31	67%	58	126%	57	124%
Skiffington Close	17	14	82%	13	76%	12	71%
Spenser Road	76	47	62%	76	100%	87	114%
St Faiths Road	23	17	74%	26	113%	26	113%
Stradella Road	130	92	71%	112	86%	91	70%
Tendring House off Tulse Hill	31	36	116%	51	165%	59	190%
Trelawn Road	52	37	71%	53	102%	55	106%
Trinity Rise	95	58	61%	116	122%	121	127%
Tulse Hill	18	12	67%	19	106%	28	156%
Winterbrook Road	100	61	61%	69	69%	83	83%
Woodquest Avenue	44	18	41%	49	111%	57	130%
TOTAL	3024	1920	63%	3090	102%	3504	116%

Table 3.2: City Splash Parking Counts – Legal Parking

Road Names	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	53	58%	82	90%	83	91%
Athlone Road	21	40%	47	90%	49	94%
Barnwell Road	27	52%	42	81%	49	94%
Berwyn Road	17	61%	25	89%	25	89%
Brailsford Road	74	64%	109	94%	112	97%
Brixton Water Lane	11	39%	18	64%	15	54%
Brockwell Park Gardens	74	59%	114	91%	113	90%
Brockwell Passage	0	0	0	0	0	0
Burbage Road	3	6%	47	100%	47	100%
Carver Road	41	51%	55	68%	60	74%
Chaucer Road	33	38%	79	90%	83	94%
Claverdale Road	26	36%	53	74%	55	76%
Craignair Road	32	44%	67	93%	69	96%
Croxted Road	41	85%	43	90%	49	102%
Dalberg Road	6	67%	10	111%	10	111%
Deerbrook Road	27	52%	45	87%	49	94%
Delawyck Crescent	24	67%	39	108%	36	100%
Denesmead	11	34%	30	94%	30	94%
Deronda Road	52	75%	68	99%	68	99%
Dulwich Road	105	73%	131	91%	132	92%
Effra Parade	50	68%	65	89%	62	85%
Effra Road	0	0	0	0	0	0
Ethelworth Court	3	25%	2	17%	3	25%
Gubyon Avenue	34	63%	54	100%	53	98%
Guernsey Grove	35	63%	55	98%	55	98%
Half Moon Lane	26	90%	28	97%	27	93%
Hardel Walk	24	63%	36	95%	38	100%
Hawarden Grove	43	73%	53	90%	56	95%
Herne Hill	0	0	0	0	0	0
Herne Place	9	75%	12	100%	12	100%
Hurst Street	21	95%	21	95%	21	95%
Kestrel Avenue	19	41%	44	96%	44	96%
Lairdale Close	34	83%	39	95%	40	98%
Meath House off Regent Road	7	100%	7	100%	7	100%
Milkwood Road	23	68%	29	85%	30	88%
Milton Road	63	81%	71	91%	72	92%
Morval Road	27	55%	48	98%	48	98%
Norwood Road	30	79%	35	92%	33	87%

Oberne Close	2	50%	4	100%	4	100%
Papworth Way	7	78%	8	89%	7	78%
Railton Road	57	49%	89	76%	104	89%
Regent Road	50	89%	51	91%	52	93%
Romala Road	50	68%	70	96%	70	96%
Rosendale Road	32	54%	53	90%	55	93%
Ruskin Walk	55	48%	85	74%	89	77%
Rymer Street	15	100%	15	100%	15	100%
Shakespeare Road	38	70%	47	87%	58	107%
Shardcroft Avenue	31	67%	47	102%	47	102%
Skiffington Close	12	71%	11	65%	11	65%
Spenser Road	47	62%	74	97%	76	100%
St Faiths Road	17	74%	25	109%	24	104%
Stradella Road	87	67%	108	83%	89	68%
Tendring House off Tulse Hill	25	81%	30	97%	30	97%
Trelawn Road	37	71%	49	94%	50	96%
Trinity Rise	58	61%	97	102%	97	102%
Tulse Hill	11	61%	17	94%	15	83%
Winterbrook Road	61	61%	69	69%	82	82%
Woodquest Avenue	17	39%	43	98%	43	98%
TOTAL	1835	61%	2695	89%	2753	91%

Table 3.3: City Splash Parking Occupancy - Illegal Parking

Road Names	11:00	15:00	18:30
Arlingford Road	1	5	7
Athlone Road	1	2	3
Barnwell Road	0	5	8
Berwyn Road	1	5	8
Brailsford Road	4	15	28
Brixton Water Lane	0	2	2
Brockwell Park Gardens	2	20	22
Brockwell Passage	0	5	8
Burbage Road	0	22	30
Carver Road	1	2	2
Chaucer Road	0	2	9
Claverdale Road	2	2	4
Craignair Road	0	2	3
Croxted Road	0	16	28
Dalberg Road	0	2	3
Deerbrook Road	1	7	13

Delawyk Crescent	5	9	11
Denesmead	0	1	17
Deronda Road	1	6	20
Dulwich Road	3	15	25
Effra Parade	0	3	7
Effra Road	0	0	0
Ethelworth Court	1	1	1
Gubyon Avenue	0	9	10
Guernsey Grove	1	9	12
Half Moon Lane	0	6	13
Hardel Walk	3	7	3
Hawarden Grove	1	5	7
Herne Hill	2	6	11
Herne Place	1	12	13
Hurst Street	5	6	11
Kestrel Avenue	0	9	10
Lairdale Close	2	3	3
Meath House off Regent Road	2	3	5
Milkwood Road	2	8	8
Milton Road	0	6	11
Morval Road	0	4	4
Norwood Road	3	25	118
Oborne Close	1	3	8
Papworth Way	9	11	10
Railton Road	3	13	45
Regent Road	4	10	12
Romala Road	3	8	16
Rosendale Road	0	5	40
Ruskin Walk	0	2	2
Rymer Street	0	3	3
Shakespeare Road	0	1	5
Shardcroft Avenue	0	11	10
Skiffington Close	2	2	1
Spenser Road	0	2	11
St Faiths Road	0	1	2
Stradella Road	5	4	2
Tendring House off Tulse Hill	11	21	29
Trelawn Road	0	4	5
Trinity Rise	0	19	24
Tulse Hill	1	2	13

Winterbrook Road	0	0	1
Woodquest Avenue	1	6	14
TOTAL	85	395	751

Lambeth Country Show

Table 3.4: Lambeth Country Show Parking Counts – Percentage Occupancy by Road

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	91	63	69%	81	89%	87	96%
Athlone Road	52	17	33%	28	54%	34	65%
Barnwell Road	52	25	48%	36	69%	36	69%
Berwyn Road	28	23	82%	26	93%	24	86%
Brailsford Road	116	85	73%	114	98%	118	102%
Brixton Water Lane	28	9	32%	16	57%	14	50%
Brockwell Park Gardens	125	64	51%	88	70%	87	70%
Brockwell Passage	0	0	0	1	0	0	0
Burbage Road	47	16	34%	46	98%	30	64%
Carver Road	81	45	56%	70	86%	64	79%
Chaucer Road	88	39	44%	55	63%	64	73%
Claverdale Road	72	31	43%	49	68%	50	69%
Craignair Road	72	48	67%	62	86%	56	78%
Croxted Road	48	46	96%	54	113%	52	108%
Dalberg Road	9	6	67%	8	89%	8	89%
Deerbrook Road	52	39	75%	41	79%	47	90%
Delawyk Crescent	36	29	81%	33	92%	35	97%
Denesmead	32	12	38%	12	38%	16	50%
Deronda Road	69	60	87%	69	100%	73	106%
Dulwich Road	144	99	69%	133	92%	122	85%
Effra Parade	73	47	64%	52	71%	52	71%
Effra Road	0	0	0	0	0	0	0
Ethelworth Court	12	6	50%	5	42%	7	58%
Gubyon Avenue	54	29	54%	47	87%	48	89%
Guernsey Grove	56	51	91%	55	98%	59	105%
Half Moon Lane	29	19	66%	21	72%	20	69%
Hardel Walk	38	29	76%	26	68%	32	84%
Hawarden Grove	59	43	73%	54	92%	56	95%
Herne Hill	0	1	0	1	0	0	0
Herne Place	12	9	75%	15	125%	14	117%
Hurst Street	22	22	100%	23	105%	22	100%
Kestrel Avenue	46	23	50%	27	59%	33	72%
Lairdale Close	41	39	95%	43	105%	40	98%
Meath House off Regent Road	7	5	71%	7	100%	6	86%

Milkwood Road	34	27	79%	26	76%	36	106%
Milton Road	78	50	64%	72	92%	69	88%
Morval Road	49	21	43%	41	84%	37	76%
Norwood Road	38	35	92%	40	105%	42	111%
Oborne Close	4	1	25%	1	25%	3	75%
Papworth Way	9	18	200%	16	178%	12	133%
Railton Road	117	50	43%	66	56%	71	61%
Regent Road	56	48	86%	56	100%	48	86%
Romala Road	73	65	89%	70	96%	75	103%
Rosendale Road	59	36	61%	58	98%	54	92%
Ruskin Walk	115	59	51%	63	55%	64	56%
Rymer Street	15	11	73%	9	60%	8	53%
Shakespeare Road	54	41	76%	46	85%	54	100%
Shardcroft Avenue	46	37	80%	43	93%	40	87%
Skiffington Close	17	13	76%	17	100%	16	94%
Spenser Road	76	45	59%	67	88%	65	86%
St Faiths Road	23	19	83%	24	104%	23	100%
Stradella Road	130	90	69%	111	85%	104	80%
Tendring House off Tulse Hill	31	38	123%	34	110%	33	106%
Trelawn Road	52	36	69%	41	79%	53	102%
Trinity Rise	95	93	98%	100	105%	99	104%
Tulse Hill	18	14	78%	19	106%	14	78%
Winterbrook Road	100	71	71%	84	84%	70	70%
Woodquest Avenue	44	23	52%	37	84%	34	77%
TOTAL	3024	2020	67%	2539	84%	2530	84%

Table 3.5: Lambeth Country Show Parking Counts – Legal Parking

Road Names	11:00	Stress	15:00	Stress	18:30	Stress
Arlingford Road	59	65%	76	84%	79	87%
Athlone Road	17	33%	28	54%	33	63%
Barnwell Road	25	48%	36	69%	35	67%
Berwyn Road	22	79%	24	86%	21	75%
Brailsford Road	81	70%	109	94%	110	95%
Brixton Water Lane	9	32%	16	57%	14	50%
Brockwell Park Gardens	63	50%	88	70%	86	69%
Brockwell Passage	0	0	0	0	0	0
Burbage Road	13	28%	42	89%	29	62%
Carver Road	43	53%	68	84%	64	79%
Chaucer Road	37	42%	55	63%	64	73%
Claverdale Road	29	40%	46	64%	48	67%
Craignair Road	47	65%	62	86%	55	76%

Croxted Road	42	88%	47	98%	45	94%
Dalberg Road	6	67%	7	78%	7	78%
Deerbrook Road	37	71%	40	77%	43	83%
Delawyck Crescent	23	64%	28	78%	27	75%
Denesmead	12	38%	12	38%	16	50%
Deronda Road	59	86%	66	96%	65	94%
Dulwich Road	97	67%	130	90%	120	83%
Effra Parade	45	62%	51	70%	50	68%
Effra Road	0	0	0	0	0	0
Ethelworth Court	5	42%	5	42%	6	50%
Gubyon Avenue	29	54%	47	87%	46	85%
Guernsey Grove	45	80%	50	89%	49	88%
Half Moon Lane	17	59%	21	72%	19	66%
Hardel Walk	27	71%	25	66%	30	79%
Hawarden Grove	42	71%	52	88%	53	90%
Herne Hill	0	0	0	0	0	0
Herne Place	8	67%	12	100%	12	100%
Hurst Street	22	100%	22	100%	20	91%
Kestrel Avenue	23	50%	27	59%	33	72%
Lairdale Close	36	88%	40	98%	37	90%
Meath House off Regent Road	5	71%	7	100%	6	86%
Milkwood Road	25	74%	24	71%	28	82%
Milton Road	50	64%	72	92%	69	88%
Morval Road	21	43%	40	82%	34	69%
Norwood Road	29	76%	32	84%	31	82%
Oborne Close	1	25%	1	25%	3	75%
Papworth Way	7	78%	6	67%	5	56%
Railton Road	48	41%	63	54%	70	60%
Regent Road	47	84%	52	93%	46	82%
Romala Road	59	81%	65	89%	68	93%
Rosendale Road	36	61%	57	97%	51	86%
Ruskin Walk	58	50%	63	55%	64	56%
Rymer Street	11	73%	9	60%	8	53%
Shakespeare Road	41	76%	46	85%	51	94%
Shardcroft Avenue	35	76%	43	93%	40	87%
Skiffington Close	12	71%	15	88%	14	82%
Spenser Road	44	58%	66	87%	65	86%
St Faiths Road	19	83%	24	104%	23	100%
Stradella Road	90	69%	108	83%	102	78%
Tendring House off Tulse Hill	26	84%	24	77%	26	84%

Trelawn Road	34	65%	41	79%	51	98%
Trinity Rise	89	94%	95	100%	92	97%
Tulse Hill	14	78%	18	100%	13	72%
Winterbrook Road	71	71%	83	83%	70	70%
Woodquest Avenue	21	48%	36	82%	32	73%
TOTAL	1913	63%	2422	80%	2378	79%

Table 3.6: Lambeth Country Show Parking Occupancy - Illegal Parking

Road Names	11:00	15:00	18:30
Arlingford Road	4	5	8
Athlone Road	0	0	1
Barnwell Road	0	0	1
Berwyn Road	1	2	3
Brailsford Road	4	5	8
Brixton Water Lane	0	0	0
Brockwell Park Gardens	1	0	1
Brockwell Passage	0	1	0
Burbage Road	3	4	1
Carver Road	2	2	0
Chaucer Road	2	0	0
Claverdale Road	2	3	2
Craignair Road	1	0	1
Croxted Road	4	7	7
Dalberg Road	0	1	1
Deerbrook Road	2	1	4
Delawyk Crescent	6	5	8
Denesmead	0	0	0
Deronda Road	1	3	8
Dulwich Road	2	3	2
Effra Parade	2	1	2
Effra Road	0	0	0
Ethelworth Court	1	0	1
Gubyon Avenue	0	0	2
Guernsey Grove	6	5	10
Half Moon Lane	2	0	1
Hardel Walk	2	1	2
Hawarden Grove	1	2	3
Herne Hill	1	1	0
Herne Place	1	3	2
Hurst Street	0	1	2
Kestrel Avenue	0	0	0

Lairdale Close	3	3	3
Meath House off Regent Road	0	0	0
Milkwood Road	2	2	8
Milton Road	0	0	0
Morval Road	0	1	3
Norwood Road	6	8	11
Oborne Close	0	0	0
Papworth Way	11	10	7
Railton Road	2	3	1
Regent Road	1	4	2
Romala Road	6	5	7
Rosendale Road	0	1	3
Ruskin Walk	1	0	0
Rymer Street	0	0	0
Shakespeare Road	0	0	3
Shardcroft Avenue	2	0	0
Skiffington Close	1	2	2
Spenser Road	1	1	0
St Faiths Road	0	0	0
Stradella Road	0	3	2
Tendring House off Tulse Hill	12	10	7
Trelawn Road	2	0	2
Trinity Rise	4	5	7
Tulse Hill	0	1	1
Winterbrook Road	0	1	0
Woodquest Avenue	2	1	2
TOTAL	107	117	152

Data Analysis

City Splash

- 3.8 1,920 vehicles were counted across the 58 roads at 11:00, representing a 63% 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 3,090, representing a 102% occupancy relative to the number of legal parking spaces. Of these 3,090 vehicles 395 (13%) had parked illegally. By 18:30, the number of parked vehicles had further increased to 3,504, of which 751 (21%) were parked illegally.
- 3.9 Vehicles were parked illegally on every surveyed road at 18:30. The road with the most illegally parked vehicles was Norwood Road with 118, where the legal parking capacity of the road is meant to be only 33. Two other roads that experienced lots of illegal parking, particularly in the evening, were Railton Road and Rosendale Road. A summary of the illegal parking types throughout the day on Norwood Road is presented in **Table 3.7**.

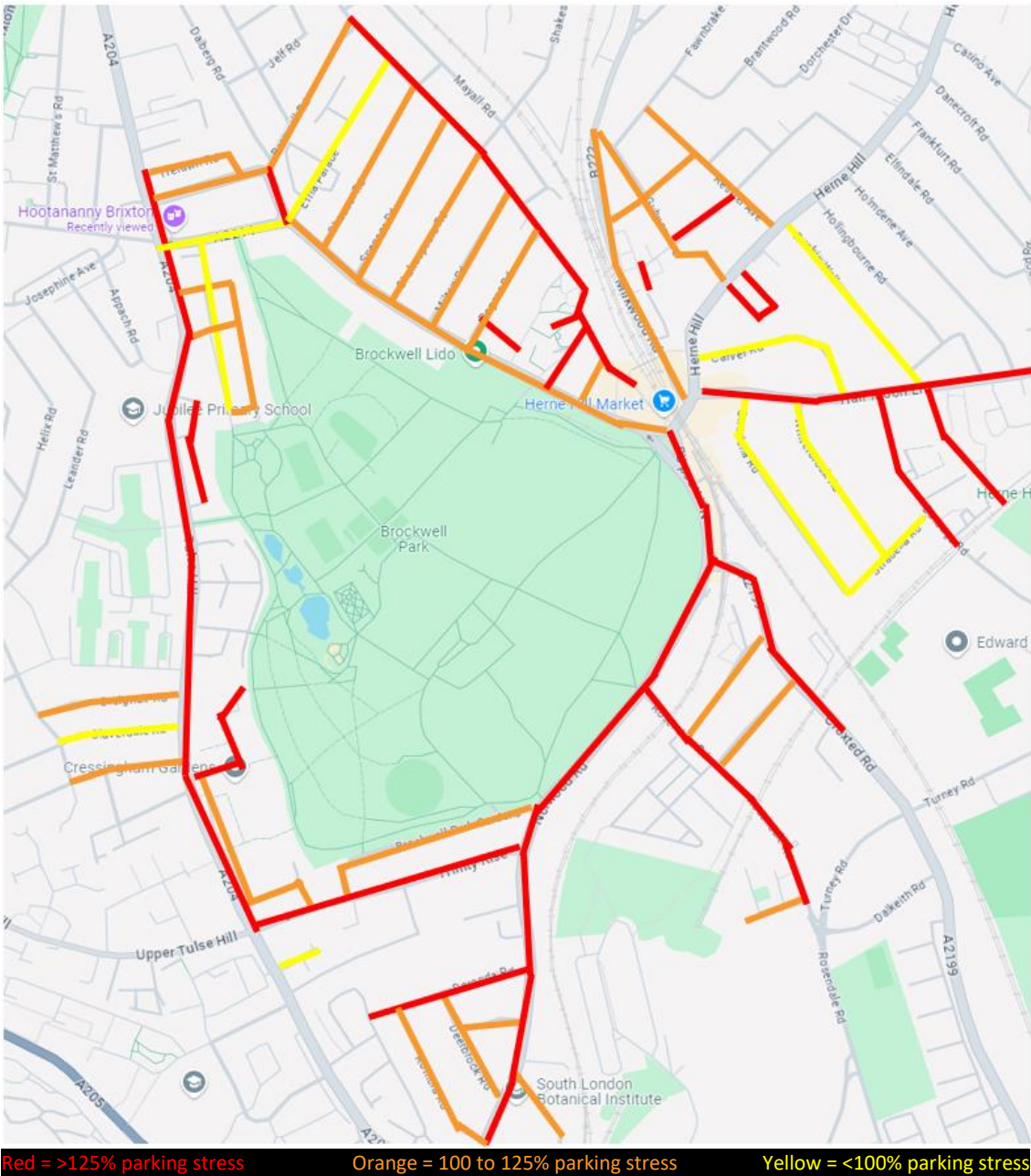
Table 3.7: Norwood Road Illegal Parking - City Splash

Bay Type	11:00		15:00		18:30	
	CAR	LGV	CAR	LGV	CAR	LGV
Double Yellow Lines	0	0	0	0	1	0
Traffic Island / Dropped Kerb	0	0	0	0	1	0
Single Yellow Lines	1	1	18	0	35	1
Bus Stop	0	0	4	1	14	0
Single Yellow / Traffic Island	0	0	0	0	1	0
Single Yellow Lines / Drive Way	0	0	0	0	2	0
Zig Zag	0	0	0	0	3	0
Zig Zag / Drive Way	0	0	0	0	0	0
Double Yellow Lines / Cycle Lane	0	0	0	0	19	0
Double Yellow Lines / Drive Way	0	1	0	0	0	0
Double Yellow Lines / Zig Zag / Dropped Kerb	0	0	0	0	0	1
Double Yellow Lines / Bus Lane	0	0	0	0	1	1
Loading Bays	0	0	0	1	0	1
No Lines	0	0	0	0	1	0
Single Yellow Lines / Cycle Lane	0	0	2	0	37	0
Total	1	2	24	1	115	3

3.10 Figure 3.3 overleaf shows the distribution of parking levels that roads experienced relative to their legal parking capacities from the 18:30 parking stress survey for City Splash. This is done on an individual road basis, so a road with a parking capacity of 4 that has 6 vehicles parked along it would be in the same category as a road with a parking capacity of 50 that has 75 vehicles parked along it, as they both experience 150% parking stress.

3.11 It is evident that most roads in the vicinity of the park are affected by City Splash, with 19 roads at over 125% of their legal parking capacity. 43 of the 58 roads were above 100% capacity which highlights the strain on the local network during the event, however

Figure 3.3: City Splash – 18:30 Parking Stress Survey



Lambeth Country Show

- 3.12 The average parking occupancy level across all surveyed roads was 84% at both 15:00 and 18:30. The majority of roads were over 80% occupancy, particularly at 15:00 and 18:30, 16 roads were over 100% occupancy level during the survey periods. A summary of these roads is provided in Table 3.8.

Table 3.8: Roads Over 100% Occupancy - Lambeth Country Show

Road Names	Capacity	11:00	Stress	15:00	Stress	18:30	Stress
Brailsford Road	116	85	73%	114	98%	118	102%
Croxted Road	48	46	96%	54	113%	52	108%
Deronda Road	69	60	87%	69	100%	73	106%
Guernsey Grove	56	51	91%	55	98%	59	105%
Herne Place	12	9	75%	15	125%	14	117%
Hurst Street	22	22	100%	23	105%	22	100%
Lairdale Close	41	39	95%	43	105%	40	98%
Milkwood Road	34	27	79%	26	76%	36	106%
Norwood Road	38	35	92%	40	105%	42	111%
Papworth Way	9	18	200%	16	178%	12	133%
Romola Road	73	65	89%	70	96%	75	103%
St Faiths Road	23	19	83%	24	104%	23	100%
Tendring House	31	38	123%	34	110%	33	106%
Trelawn Road	52	36	69%	41	79%	53	102%
Trinity Rise	95	93	98%	100	105%	99	104%
Tulse Hill	18	14	78%	19	106%	14	78%

- 3.13 The number of illegally parked cars is fairly consistent across each survey interval; 107 at 11:00; 117 at 15:00 and 152 at 18:30. The illegally parked cars are distributed fairly evenly across all surveyed roads, the vast majority had less 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 3.9.

Table 3.9: Illegally Parked Cars - Lambeth Country Show

	11:00	15:00	18:30
Arlingford Road	4	5	8
Brailsford Road	4	5	8
Croxted Road	4	7	7
Delawyk Crescent	6	5	8
Guernsey Grove	6	5	10
Milkwood Road	2	2	8
Norwood Road	6	8	11
Papworth Way	11	10	7
Romola Road	6	5	7
Tendring House	12	10	7
Trinity Rise	4	5	7

4 Pedestrian Movement Assessment

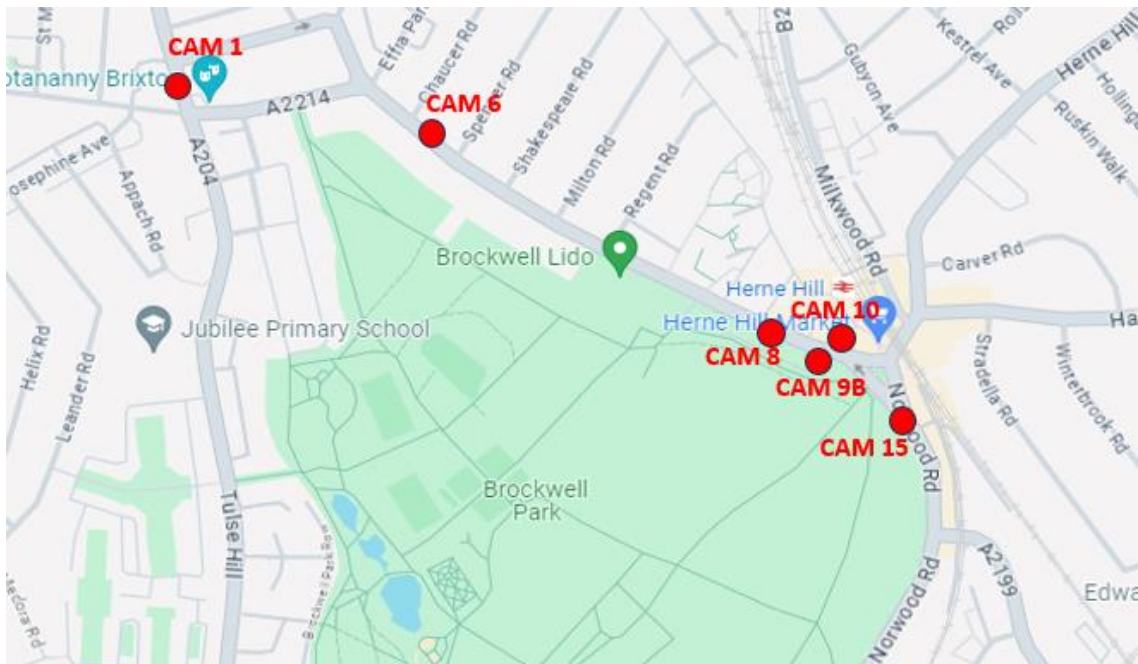
Pedestrian Surveys

4.1 Pedestrian Counts were undertaken on both event days (City Splash Monday 28th May and Lambeth Country Show Saturday 8th June) during the following periods:

- 14:00 – 18:00 to identify pedestrian movements during ingress
- 21:00 – 00:00 to identify egress movements from the festivals

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

Figure 4.1: Survey Location Plan – Pedestrian Counts



4.3 Data was not collected at all locations on both event days. The following locations were surveyed for each event:

City Splash

- CAM 6
- CAM 1
- CAM 15
- CAM 9B
- CAM10

Lambeth Country Show

- CAM 6
- CAM 1
- CAM 15
- CAM 8

- 4.4 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 the festivals.

Total Hourly Movements by Location

- 4.5 A summary of hourly pedestrian counts at each location, for both directions, is provided for City Splash in Table 4.1 and for Lambeth Country Show in Table 4.2.

Table 4.1: Hourly Pedestrian Movements – City Splash

	CAM 6		CAM 1		CAM 15		CAM 9B		CAM 10	
	East	West	North	South	North	South	East	West	East	West
14:00	195	127	193	1,268	522	233	544	324	298	155
15:00	370	106	170	2,532	601	284	644	268	325	142
16:00	319	140	226	1,510	692	344	643	308	266	147
17:00	281	156	216	841	550	221	507	297	270	124
Ingress	1,165	529	805	6,151	2,365	1,082	2,338	1,197	1,159	568
21:00	488	645	2,341	230	247	1,428	1,127	1,401	653	379
22:00	1,385	1,736	2,912	331	365	2,777	1,267	2,652	901	770
23:00	112	237	394	202	171	364	387	324	357	183
Egress	1,985	2,618	5,647	763	783	4,569	2,781	4,377	1,911	1,332
Total	3,150	3,147	6,452	6,914	3,148	5,651	5,119	5,574	3,070	1,900
% Total	7%	7%	15%	16%	7%	13%	12%	13%	7%	4%

- 4.6 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.
- 4.7 The highest number of movements (13,366) 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 during ingress. During egress, the majority of demand was moving northbound towards Brixton Station.
- 4.8 A high level of movement (10,693) was also observed at CAM 9B (A2214 Dulwich Road, East of Brockwell Passage - Southern footway). The proportionate split of demand during ingress was not significant, but the majority of was observed to be moving eastbound. During egress, more movement was recorded moving westbound. This suggests that the majority of pedestrian movements at this location was not observed to be moving towards Herne Hill Station.

Table 4.2: Hourly Pedestrian Movements - Lambeth Country Show

	CAM 6		CAM 1		CAM 15		CAM 8	
	East	West	North	South	North	South	East	West
14:00	260	121	252	1,284	710	274	355	271
15:00	254	157	309	1,191	746	295	346	276
16:00	221	184	470	959	586	405	396	260
17:00	146	207	663	723	504	470	367	349
Ingress	881	669	1,694	4,157	2,546	1,444	1,464	1,156
21:00	135	601	1,646	322	272	727	619	544
22:00	67	207	358	333	168	228	179	225
23:00	54	146	322	248	72	124	118	114
Egress	256	954	2,326	903	512	1,079	916	883
Total	1,137	1,623	4,020	5,060	3,058	2,523	2,380	2,039
% Total	5%	7%	18%	23%	14%	12%	11%	9%

- 4.9 As with City Splash, the highest number of movement (9,080) was observed on CAM 1, travelling from Brixton during ingress and towards Brixton during egress. This location was proportionally busier during Lambeth Country Show compared to City Splash.
- 4.10 CAM 15 and CAM 8 were the next busiest locations (5,581 and 4,419 respectively). However, the splits of demand in each direction during ingress and egress were more balanced, particularly at CAM 8. At CAM 15 the proportional split was still strongly weighted northbound, towards the park during ingress and southbound, away from the park during egress.

Counts by Time of Day

- 4.11 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 the festivals 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.
- 4.12 As shown in Figure 4.2, the highest observed period of movement during ingress for City Splash was between 15:00 – 16:00. During egress, the busiest period of movement was observed between 22:00-23:00, as shown in Figure 4.3. However, by 23:00, movement had tailed off significantly.
- 4.13 As shown in Figure 4.4, observed pedestrian movements stayed relatively consistent during ingress for Lambeth Country Show. Figure 4.5 suggests a much harder egress, with a high level of observed movement between 21:00 -22:00, which dropped off quickly within 30-40 minutes.

Figure 4.2: Monday 28th May Pedestrian Counts – City Splash Ingress

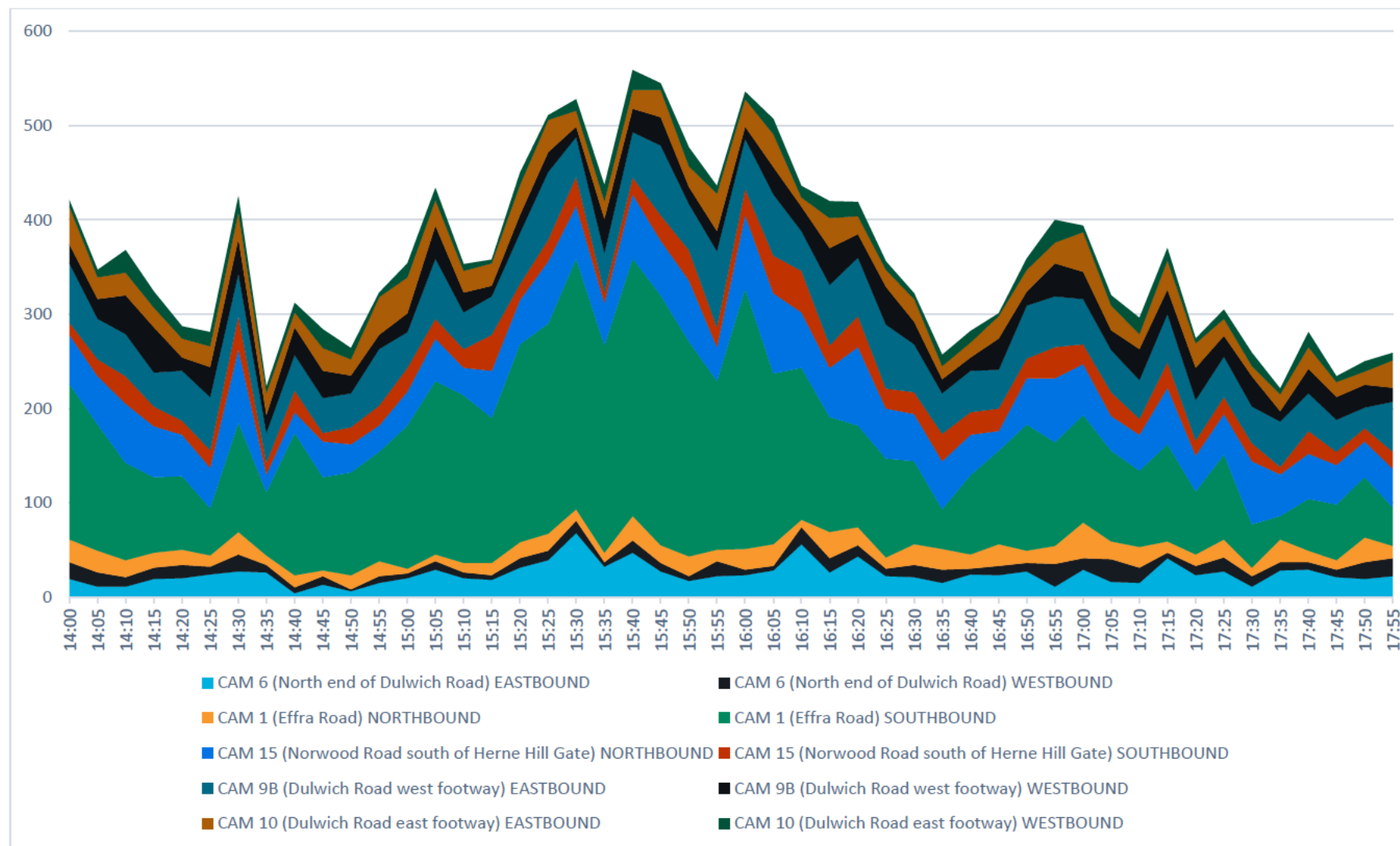


Figure 4.3: Monday 28th May Pedestrian Counts – City Splash Egress

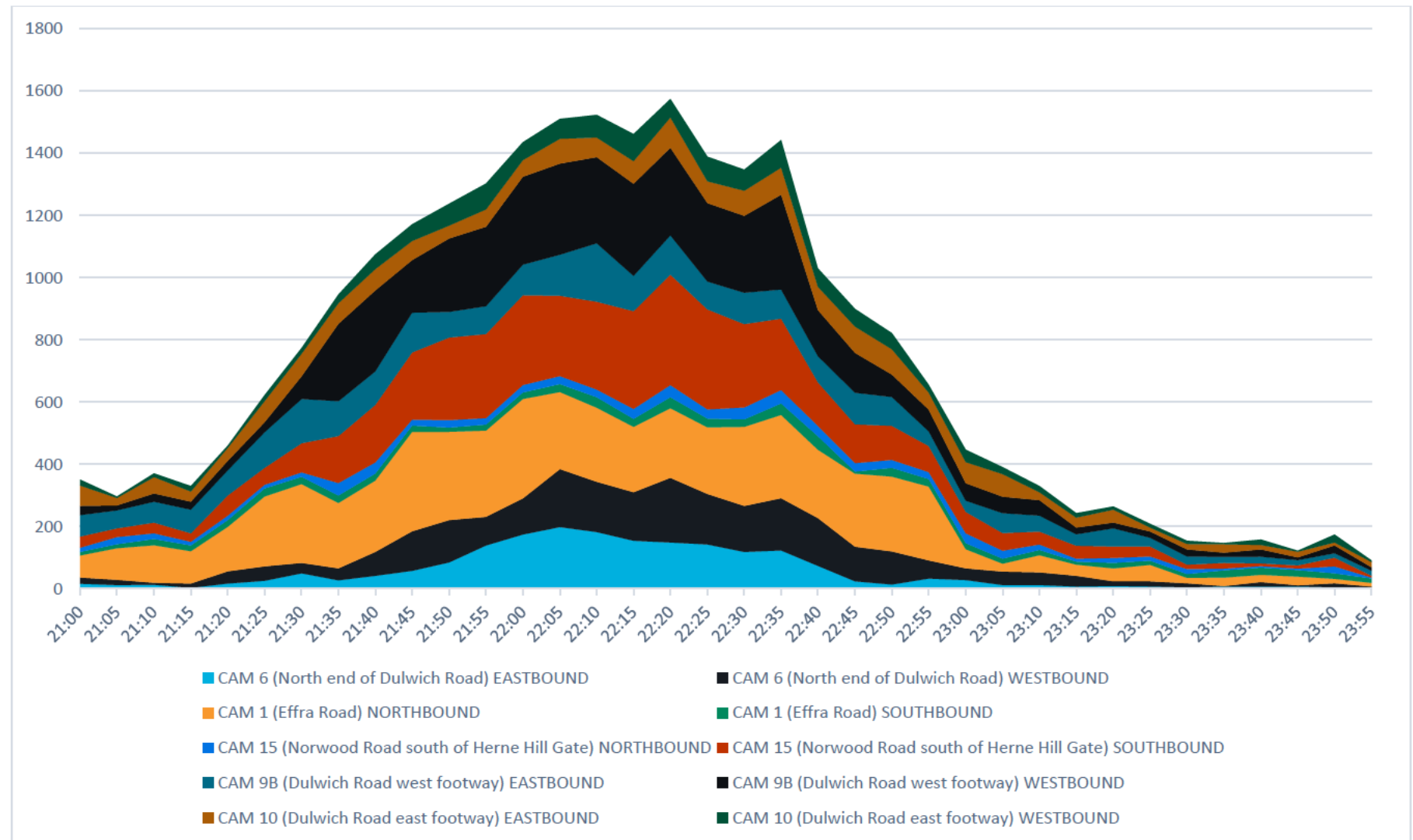


Figure 4.4: Saturday 8th June Pedestrian Counts – Lambeth Country Show Ingress

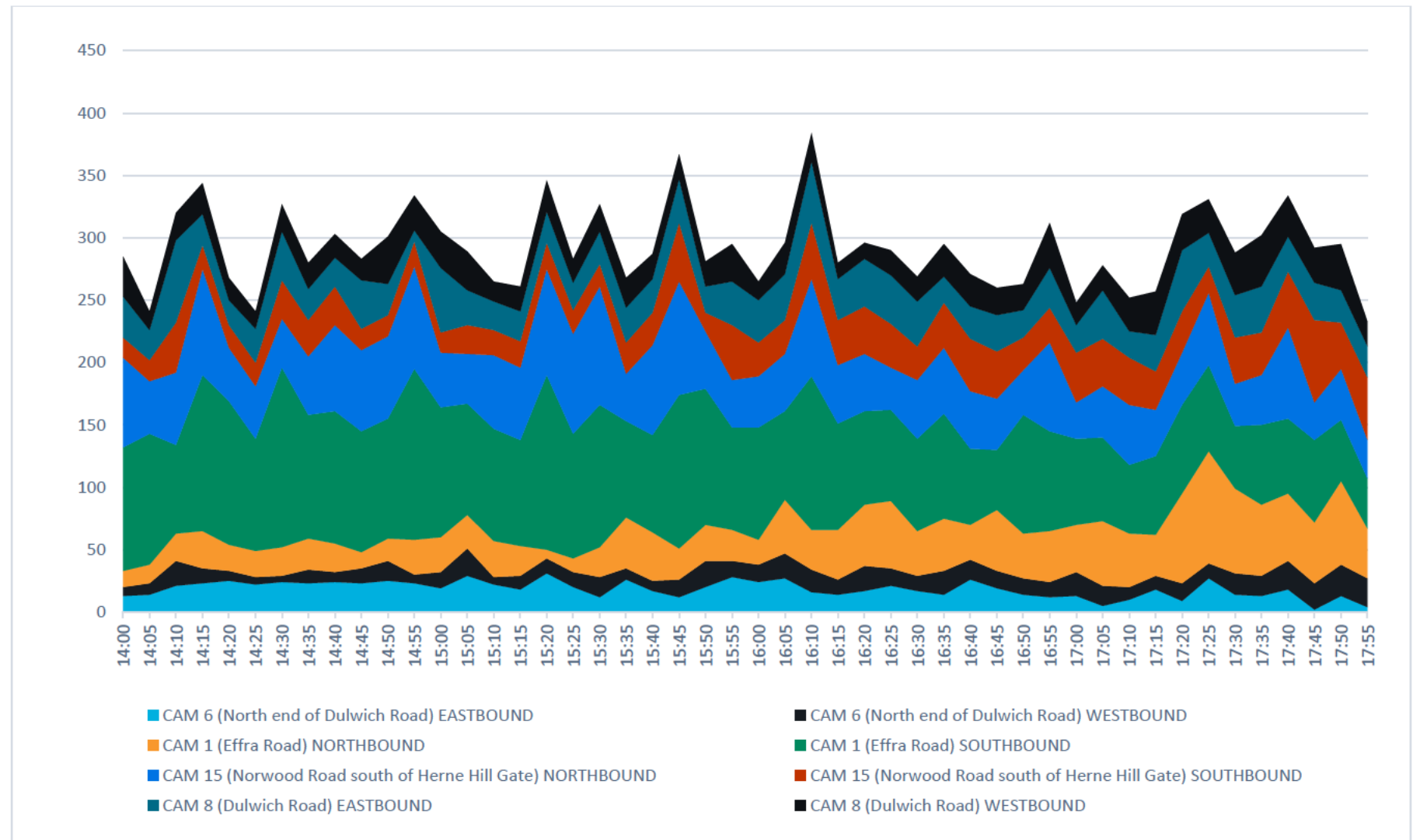
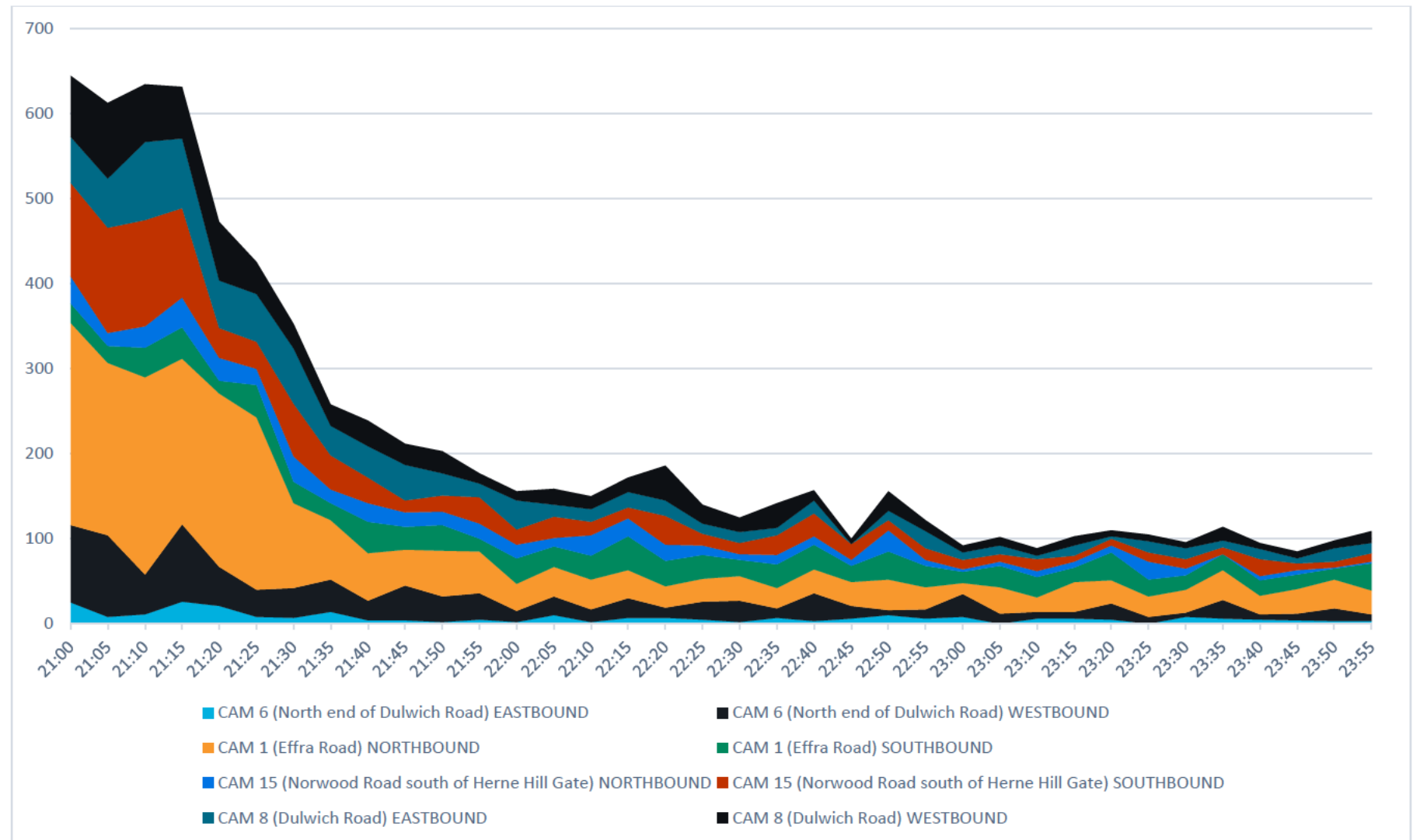


Figure 4.5: Saturday 8th June Pedestrian Counts – Lambeth Country Show Egress



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
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	A
Monday 27th May	22:15	A
Monday 27th May	22:30	A
Monday 27th May	22:45	A
Monday 27th May	23:00	A
Monday 27th May	23:15	A
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	A
Saturday 8th June	21:15	A
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	A
Monday 27th May	22:15	A
Monday 27th May	22:30	A
Monday 27th May	22:45	A
Monday 27th May	23:00	A
Monday 27th May	23:15	A
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	B
Saturday 8th June	21:15	B
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	A
Monday 27th May	22:15	A
Monday 27th May	22:30	
Monday 27th May	22:45	
Monday 27th May	23:00	
Monday 27th May	23:15	

Monday 27th May	23:30	
Monday 27th May	23:45	
Monday 27th May	00:00	A
Saturday 8th June	21:00	A
Saturday 8th June	21:15	A
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	B
Monday 27th May	22:15	A
Monday 27th May	22:30	C
Monday 27th May	22:45	A
Monday 27th May	23:00	A
Monday 27th May	23:15	A
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	A
Saturday 8th June	21:15	A
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A

Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	B
Monday 27th May	22:00	C
Monday 27th May	22:15	A
Monday 27th May	22:30	A
Monday 27th May	22:45	B
Monday 27th May	23:00	B
Monday 27th May	23:15	A
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	C
Saturday 8th June	21:15	B
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	C
Saturday 8th June	22:15	B
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	C
Monday 27th May	22:00	C

Monday 27th May	22:15	B
Monday 27th May	22:30	C
Monday 27th May	22:45	A
Monday 27th May	23:00	A
Monday 27th May	23:15	A
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	C
Saturday 8th June	21:15	C
Saturday 8th June	21:30	B
Saturday 8th June	21:45	C
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	B
Saturday 8th June	22:45	B
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	B
Monday 27th May	21:45	B
Monday 27th May	22:00	C
Monday 27th May	22:15	C
Monday 27th May	22:30	C
Monday 27th May	22:45	B
Monday 27th May	23:00	B
Monday 27th May	23:15	B
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	C
Saturday 8th June	21:15	C
Saturday 8th June	21:30	B
Saturday 8th June	21:45	A

Saturday 8th June	22:00	A
Saturday 8th June	22:15	B
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	B
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	B
Monday 27th May	22:15	B
Monday 27th May	22:30	C
Monday 27th May	22:45	B
Monday 27th May	23:00	B
Monday 27th May	23:15	B
Monday 27th May	23:30	B
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	B
Saturday 8th June	21:15	C
Saturday 8th June	21:30	C
Saturday 8th June	21:45	B
Saturday 8th June	22:00	B
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	B

Table 5.9: Bus Stop G (Norwood Road southbound) – PCL Assessment

Date	Time	PCL
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Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	A
Monday 27th May	22:00	A
Monday 27th May	22:15	C
Monday 27th May	22:30	C
Monday 27th May	22:45	B
Monday 27th May	23:00	B
Monday 27th May	23:15	B
Monday 27th May	23:30	A
Monday 27th May	23:45	A
Monday 27th May	00:00	A
Saturday 8th June	21:00	A
Saturday 8th June	21:15	B
Saturday 8th June	21:30	B
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 8th June	00:00	A

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

Date	Time	PCL
Monday 27th May	21:00	A
Monday 27th May	21:15	A
Monday 27th May	21:30	A
Monday 27th May	21:45	C
Monday 27th May	22:00	C
Monday 27th May	22:15	C
Monday 27th May	22:30	B
Monday 27th May	22:45	B
Monday 27th May	23:00	A
Monday 27th May	23:15	
Monday 27th May	23:30	A
Monday 27th May	23:45	A

Monday 27th May	00:00	A
Saturday 8th June	21:00	B
Saturday 8th June	21:15	A
Saturday 8th June	21:30	A
Saturday 8th June	21:45	A
Saturday 8th June	22:00	A
Saturday 8th June	22:15	A
Saturday 8th June	22:30	A
Saturday 8th June	22:45	A
Saturday 8th June	23:00	A
Saturday 8th June	23:15	A
Saturday 8th June	23:30	A
Saturday 8th June	23:45	A
Saturday 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 – City Splash (Monday 27th May)

	A	B	C	Total
Frequency of PCL	88	21	14	123
Percentage	72%	17%	11%	100%

Table 5.12: PCL Rating – Lambeth Country Show (Saturday 8th June)

	A	B	C	Total
Frequency of PCL	104	17	9	130
Percentage	80%	13%	7%	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 72% of assessment periods for City Splash, and 80% of assessment periods for Lambeth Country Show. Better PCL ratings were recorded for Lambeth Country Show than City Splash.
- 5.4 PCL rating C was recorded most frequently at Bus Stop L (Dulwich Road/Herne Hill station northbound); it was recorded six times, three times during each event. PCL level C was also recorded three times during City Splash at Bus Stops N (Dulwich Road/Herne Hill station southbound) and H (Norwood Road northbound) but Bus Stop N was more consistently recorded at PCL B or C.
- 5.5 PCL level C was recorded between 21:45 and 22:30 across all bus stops during City Splash. The peak was recorded at 22:30, where PCL level C was recorded across six different bus stops.
- 5.6 PCL level C was recorded between 21:00 and 22:00 during Lambeth Country Show, with the peak between 21:00 and 21:15 where PCL level C was recorded at three different bus stops (Z, L and N at 21:00 and L, N and F at 21:15). Bus Stop L was recorded at PCL B or C the most.

- 5.7 Bus Stop M and Bus Stop Q were recorded at PCL level A consistently across both event days.

Summary

- 5.8 In summary, pedestrian comfort levels across all bus stops were generally recorded at PCL Rating A and B, with a small proportion (11% City Splash and 7% Lambeth Country Show) recorded at PCL Rating C. No bus stops were recorded providing a PCL Rating D or E.
- 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. Event-related demand uplift at stops is mainly observable between 21:45 – 22:30.

6 General Observations

Introduction

- 6.1 On-site observations of drop off and pickup were conducted across both event days (City Splash Monday 27th May and Lambeth Country Show Saturday 8th June) between the following time periods:
- 13:30 – 23:30 Monday 27th May
 - 12:00 – 22:00 Saturday 8th June
- 6.2 The following sub-sections detail the general vehicle and pedestrian observations at the given locations and surrounding roads.

City Splash

Entrance closest to Herne Hill Station

- 6.3 A significant number of illegal drop offs (double yellow lines) by private hire vehicles were observed along both Dulwich Road and Norwood Road.
- 6.4 At the festival entrance (Norwood Road), illegal parking, illegal drop offs and u-turns were observed, exacerbating vehicle congestion.
- 6.5 From around 18:00 the area was observed as blocked by traffic, buses were waiting for traffic to clear before they could move. Buses were still gridlocked at 22:30.
- 6.6 The festival entrance on Norwood Road was observed as crowded by pedestrians regularly. After the event, from 22:30 it was considered overcrowded until the end of the observation period. The surrounding footways were observed as blocked on seven separate occasions (at 14:44, 15:15, 15:32, 16:13, 16:55, 22:00, 22:25).
- 6.7 Crowding led to pedestrians spilling into the road regularly; at 14:11, 14:24, 15:25, 16:30 (“heavily crowded in the road by pedestrians”), 17:38 (“heavily crowded with pedestrians”), 21:45 (“heavy traffic and people everywhere”), 22:15, 22:35, 23:10.
- 6.8 Around 20:00 a police vehicle blocked the road to help pedestrian movement, the police were controlling the crowding from 22:00. At 22:53 the road was closed and buses were observed as diverted at 23:05.

Brixton Water Lane entrance

- 6.9 A significant number of illegal drop offs (double yellow lines) by private hire vehicles were observed, obstructing traffic.
- 6.10 From 21:00, crowds were spilling out of the festival entrance and ignoring the Traffic Warden’s instructions. Crowds were only noted to spill into the road at 22:45.
- 6.11 Brixton Water Lane was observed as closed at 22:00.

Lido Entrance

- 6.12 Obstructive parking, drop offs, manoeuvres and deliveries were frequently observed to obstruct traffic and block the Lido Entrance throughout the observation period.
- 6.13 From 22:00 crowds walking in the roads were obstructing vehicles.
- 6.14 The congestion was further exacerbated when vehicles were asked to turn around due to the closure of Dulwich Road ahead.

Lambeth Country Show

Entrance closest to Herne Hill Station

- 6.15 Vehicle drop offs, illegally parked vehicles obstructed the roads, blocked the entrance and caused congestion regularly. Vehicles were dropping off or parking in bus stops and on zebra crossings.
- 6.16 Congestion and heavy traffic prevalent throughout. At 18:17 vehicles were observed doing u-turns due to the road closure.
- 6.17 Footways were blocked by heavy pedestrian crowding on several occasions. This was exacerbated by cycles observed blocking footways. Heavy pedestrian footfall crossing the roads caused traffic congestion.
- 6.18 Pedestrians spilled into the road on seven occasions (13:22, 14:10, 15:22, 16:28, 20:55, 21:03, 21:28).
- 6.19 Egress began early due to the festival incident. Police and ambulance vehicles accessing the site caused obstruction.
- 6.20 Significant crowding was observed at the festival entrance and along the footways throughout the day but at 21:30 pedestrians were observed to be unable to leave the festival due to crowding. At 21:52 festival staff removed gates around the entrance to help crowd control.
- 6.21 Taxi pick-ups at festival entrance. From 21:00 significant queuing at bus stops was observed to block the footways.

Brixton Water Lane entrance

- 6.22 Cycles blocked the footways.
- 6.23 Numerous illegal vehicle drop offs, as well as illegal vehicle parking at bus stops caused congestion. Heavy traffic was observed throughout the observation period.
- 6.24 Crowding around the festival entrance and along the footways was recorded. Large crowds spilled into the roads at 21:20.

Lido Entrance

- 6.25 Illegal vehicle parking (double yellow lines, zebra crossings, bus stop), drop offs and manoeuvres were observed. Cars blocked the festival entrance. Taxi activity was observed around bus stops.
- 6.26 Heavy crowding around Festival Entrance was observed regularly. Crowds were observed spilling into the road on four occasions (13:02, 13:06, 14:37, 21:07).

Recommendations

- 6.27 Based on the above observations it is recommended that consideration is given to entry and exit at festival entrances to better manage and accommodate demand, to reduce the levels of crowding at the entrance closest to Herne Hill Station and mitigate the number of pedestrians spilling into the road.
- 6.28 The capacity of the entrance could be assessed through consideration of the number of entry lanes, entry processes (security checks, ticket checks) or operation design.
- 6.29 A review of the traffic management plan along key roads could also help mitigate congestion which caused grid lock and delay to local bus services.

7 Public Transport Data

Transport for London Gateline Information

- 7.1 This chapter summarises gateline entry and exit data received from TfL for Brixton London Underground Station. Brixton Station is the last stop of the Victoria Line, situated approximately 1km from the most northern corner of Brockwell Park.
- 7.2 The 24-hour data provided by Transport for London (TfL) for Brixton London Underground Station included the following dates;
- Monday 27th May 2024 – City Splash (May bank holiday weekend);
 - Monday 3rd June 2024 – normal working Monday
 - Saturday 08th June 2024 – Lambeth Country show
 - Saturday 15th June 2024 – normal Saturday
- 7.3 The data is provided as hourly counts.
- 7.4 It should be noted that the background demand across both Mondays will be different because of the commuting peaks that are present within the data on the 3rd of June but not the bank holiday on Monday 27th May.

City Splash Gateline Counts

- 7.5 The ingress and egress profiles for the festival on Monday 27th May and a non-festival day on Monday 3rd June are provided in **Figure 7.1** and **Figure 7.2** overleaf.

Ingress (station exits)

- 7.6 The ingress (Brixton exit counts) for City Splash peaked at 3,533, which was recorded at 15:00. This is a 136% increase when compared with station exit movements on Monday 3rd June. It should be noted that Monday 3rd of June was not a bank holiday. Therefore, background travel patterns are not directly comparable. On Monday 3rd peak entry and exits reflect typical commuter traffic; entry peak in the morning (08:00) and exit peak in the evening (18:00).
- 7.7 The station exit peaks on both Mondays were very similar in size (3,533 and 3,582 on the 27th May and 3rd June respectively), occurring at 15:00 on the bank holiday and 18:00 on the working Monday. The station does not have to accommodate peakier levels of demand generated by the festival on a bank holiday Monday when compared to the commuting peak travel periods.

Egress (station entries)

- 7.8 The egress (Brixton entry counts) for City Splash peaked at 4,860, which was recorded at 22:00. This is a 1228% on the 366 entry movements recorded at 22:00 on 3rd June.
- 7.9 As shown in **Figure 7.2**, the peak entry counts are similar in size (4,860 and 4,764 on the 27th May and 3rd of June respectively) but occur at opposite ends of the day, 08:00 and 22:00.

Figure 7.1: City Splash Brixton Gateline Entry Data – (Festival Ingress Profile)

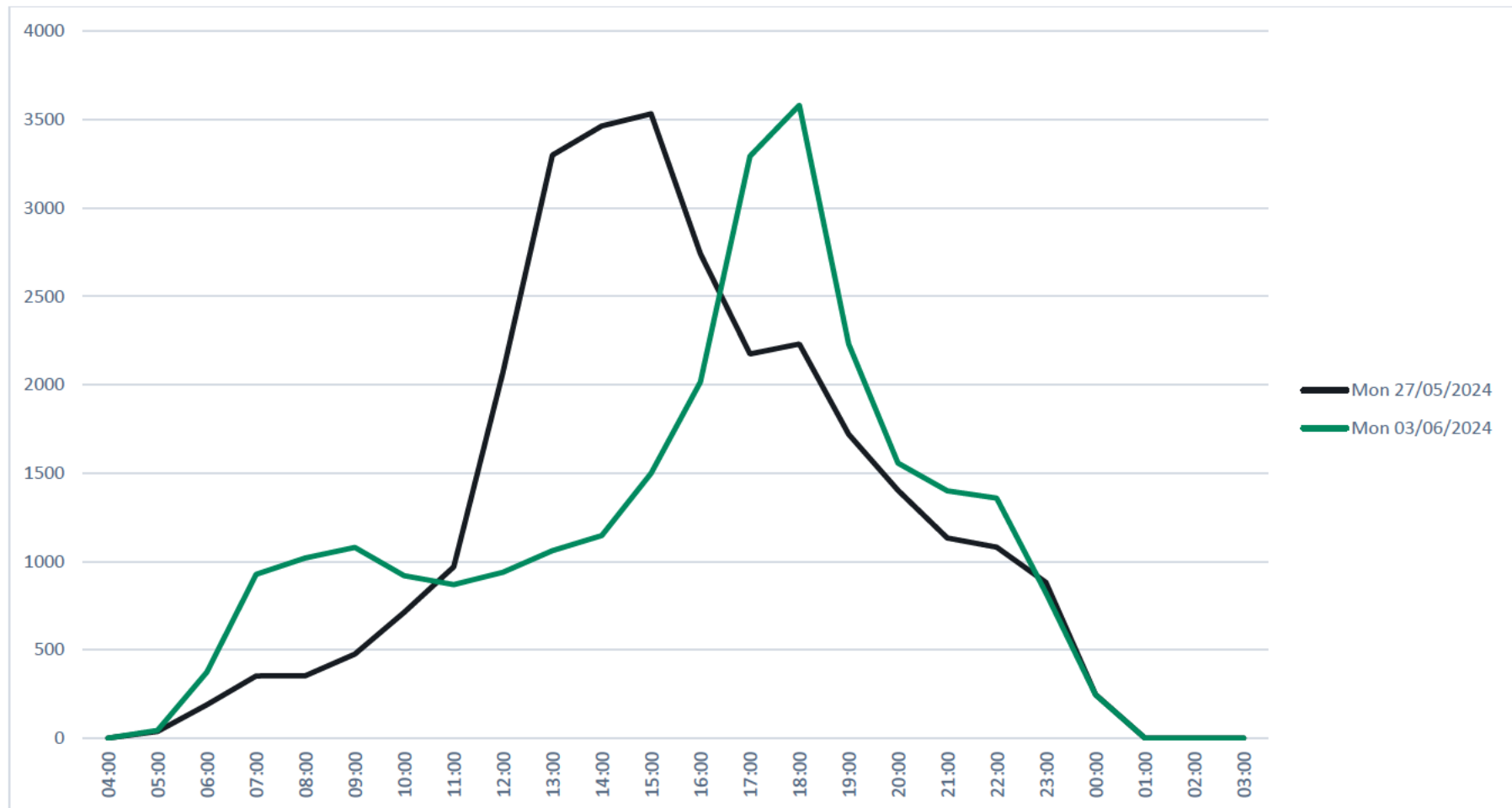
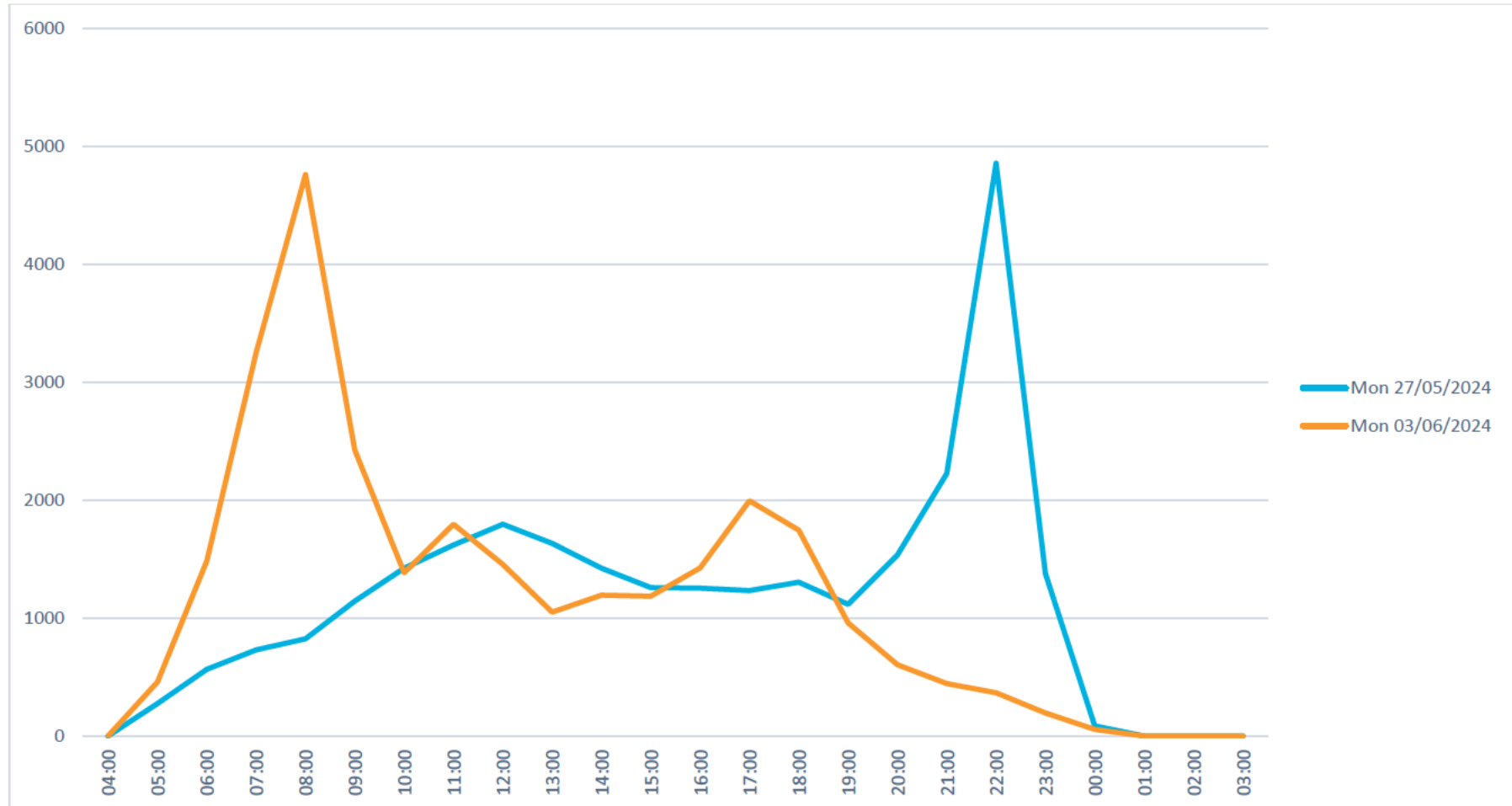


Figure 7.2: City Splash Brixton Gateline Entry Data – (Festival Egress Profile)



Lambeth Country Show Gateline Counts

- 7.10 The entry and exit profile for Saturday 8th June (Lambeth Country Show) and Saturday 15th June (non-event day) are provided in **Figure 7.3** and **Figure 7.4** overleaf.

Ingress (station exits)

- 7.11 The ingress (Brixton exit counts) for Lambeth Country Show peaked at 3,223, which was recorded at 14:00. This is a 75% (1,367) increase when compared with exit movements on Saturday 15th June.
- 7.12 As shown in **Figure 7.4** The profile of exit counts across the course of the day on both Saturdays is very similar. There is only one main double peak between 12:00 – 18:00, it's flatter than the peaks seen for City Splash. The period with the greatest uplift in demand is between 12:00 and 15:00, when the uplift sits between 50% and 70%. A further smaller peak is recorded between 22:00-23:00.

Egress (station entries)

- 7.13 The egress (Brixton entry counts) for Lambeth Country Show peaked at 2,688, which was recorded at 12:00. This is a 21% (473) increase when compared with movements recorded at 12:00 on 15th June.
- 7.14 The egress profile is similar on both Saturdays, as shown in **Figure 7.3**. However, there are two additional peaks on Saturday 8th causing a greater proportional uplift in demand when compared with Saturday 15th. The first peak occurs at 12:00, when 2,688 movements are recorded (21% uplift), the second occurs at 18:00, when 2,627 movements are recorded (34%) uplift. The final peak occurs at 22:00, when 2,223 movements are recorded. On Saturday 15th, entry counts have trailed off by 22:00, so the uplift at 22:00 is (112%).

Figure 7.3: Lambeth Country Show Brixton Gateline Entry Data – (Festival Ingress Profile)

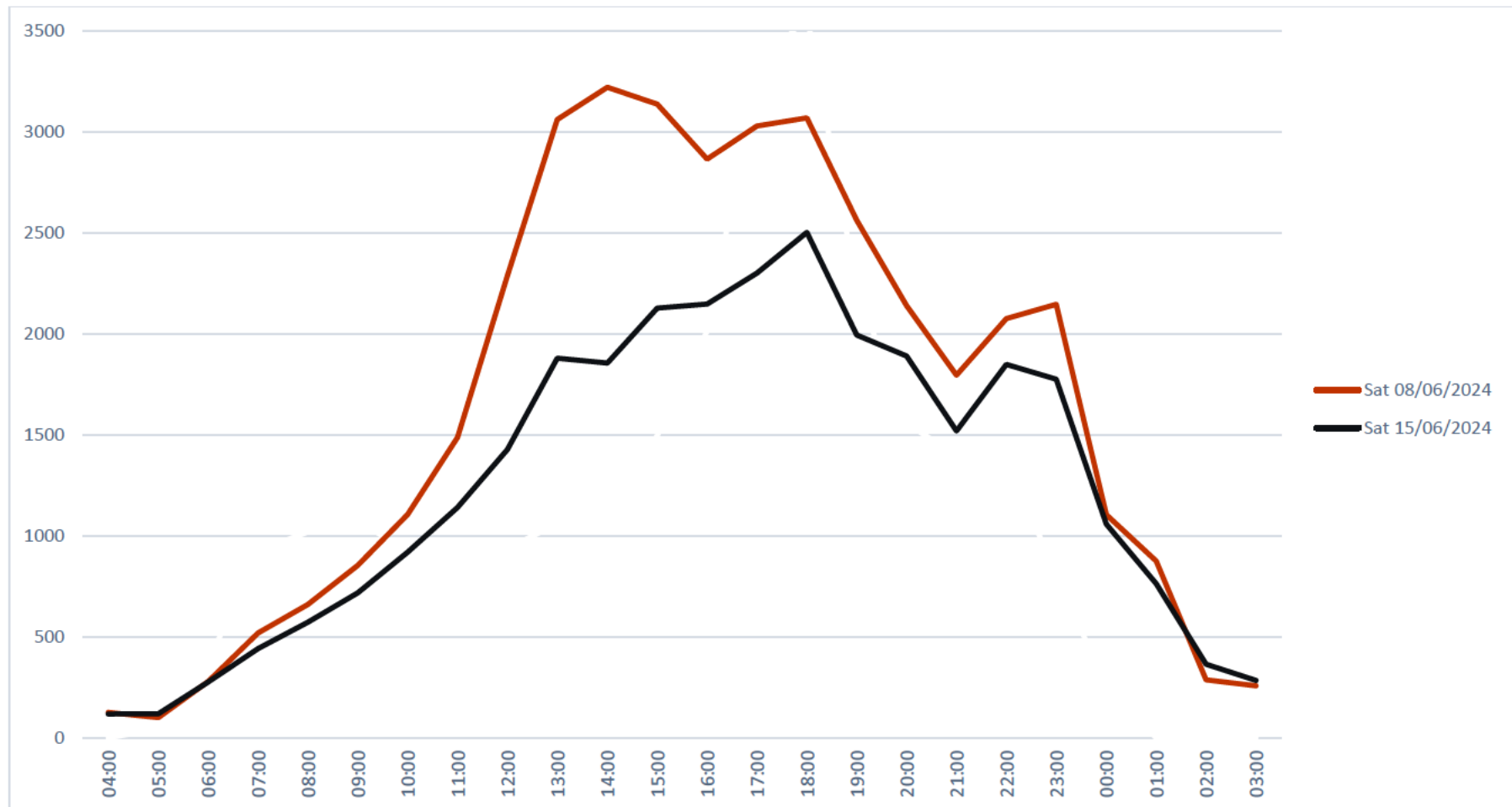
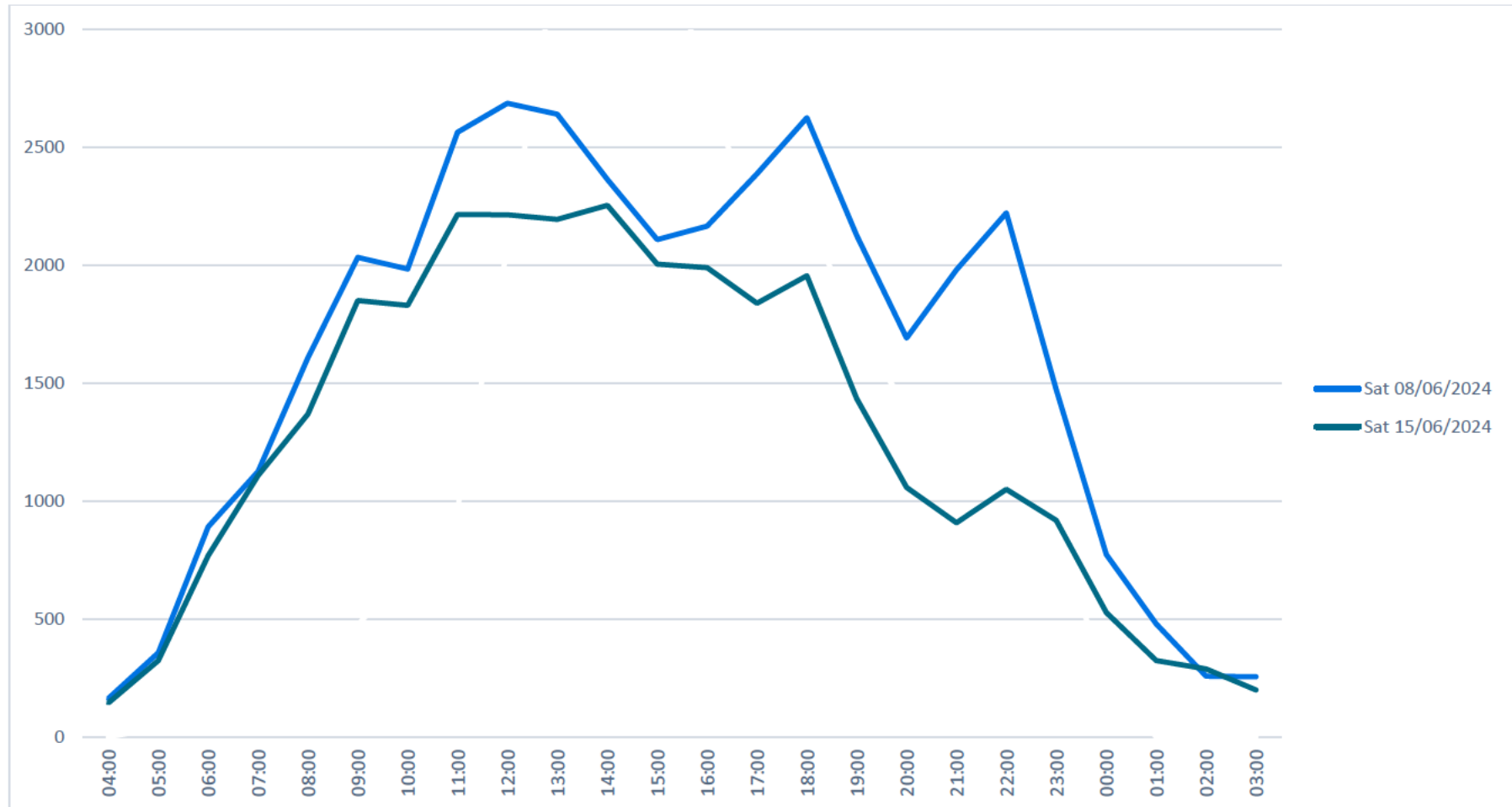


Figure 7.4: Lambeth Country Show Brixton Gateline Entry Data – (Festival Egress Profile)



8 Summary and Conclusions

Context

- 8.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during Brockwell Live festivals staged in Brockwell Park during 2024. The survey methodology was derived in co-ordination with EventLambeth to achieve the core project objective of:

Assessing the impact of arriving and departing audiences from major events held on Brockwell Park on the surrounding highways, pavements and transport hubs.

- 8.2 This report presents the results of these surveys conducted on the following dates:

- City Splash (Monday 27th May 2024); and
- Lambeth Country Show (Saturday 8th June 2024).

Key Observations

Parking Stress

- 8.3 The majority of surveyed roads are over capacity during City Splash. The majority of the illegally parked cars were observed along Norwood Road.
- 8.4 The number of parked cars during Lambeth Country Show stays fairly consistent during the event. Fewer roads are over capacity and illegally parked cars are more evenly distributed across all surveyed roads.

Pedestrian Movement Assessment

- 8.5 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.
- 8.6 The observed pedestrian movements suggest Lambeth Country Show experiences a much harder and quicker egress, CAM 1 (northbound) experiences the highest number of pedestrian movements.
- 8.7 The egress during City Splash is flatter, and the number of observed pedestrian movements is more comparable across a number of CAMs (CAM 1 northbound, CAM 15 southbound, CAM 9B westbound).

Bus Stop Assessment

- 8.8 The pedestrian comfort levels at the majority of Bus Stops are observed to be good. In most scenarios with a recording of PCL Rating C, the bus stop was situated on a constrained footway which amplified the negative impact of waiting passengers on available space to walk along.

Vehicle and Pedestrian Observations

- 8.9 Crowding at festival entrances, particularly at the entrance closest to Herne Hill Station was observed at both events. Similarly, congestion and illegal vehicle activity was observed at both events on roads next to Brockwell Park. This was observed to have a more significant impact during City Splash where the roads became gridlocked, delaying bus services from departing and clearing egressing pedestrians.

Public Transport Data

- 8.10 The 24-hour gateline information provided by Transport for London (TfL) for Brixton London Underground Station suggests that during City Splash, the peaky ingress and egress periods are no larger in quantum than 'typical' commuting peaks but take place at different times of the day.
- 8.11 During Lambeth Country Show, the demand profile is similar to a 'typical' Sunday profile. However, the demand level is uplifted by a maximum of 1,367 people during (peak) ingress and 1,117 people during egress. During the first two peak egress periods (12:00 and 18:00), the uplift is around 500-700 people, during the smaller 22:00 peak, the uplift is 1,050 people (112%).

Key Recommendations for Future Events

- A review of the traffic management plan for both events is recommended to minimise the level of congestion and illegal parking.
- A review of the entry and exit plans at the festival entrances, the associated procedures and protocols is recommended to better manage demand levels, subsequently minimising the level of crowding and pedestrians spilling into the road.
- A communications strategy, as well as signage and wayfinding plan could help encourage a modal shift for City Splash particularly, encouraging spectators onto public transport rather than illegally parking on nearby streets. The strategy would need to smooth demand arriving at Brixton Station to prevent the peak from being any higher, whilst utilising capacity either side of the peak.

Control Information

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Steer project/proposal number	Client contract/project number
24670901	
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<div></div>	Client: Steer:
Version control/issue number	Date
Draft Issue	23.08.2024

