

SW4 & House of Common Festivals



SW4 & House of Common Festivals

Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

EventLambeth
Lambeth Town Hall
Brixton Hill
London
SW2 1RW

Our ref: 23679001

Contents

1	Introduction.....	1
	Context	1
	Report Structure.....	1
2	Data Collection	2
	Introduction.....	2
	Parking Stress Surveys.....	2
	Assessment of Key Pedestrian Routes	2
	Impact on Bus Stops and Associated Footways	4
	Taxi and vehicular operations	5
	Face to face questionnaires with event attendees	5
	Additional Data Sources	5
3	Parking Stress Surveys.....	6
	Survey Data.....	6
	Data Analysis	10
4	Pedestrian Movement Assessment.....	11
	Total Movements	11
	Counts by site location	12
	Key Observations.....	16
	Event Ingress	16
	Event Egress.....	17
5	Bus Stop Assessment.....	18
	PCL Analysis.....	18
	Analysis.....	31
	Summary.....	31
6	Vehicular Operations	32
	Introduction.....	32
	Event Ingress	32
	Event Egress.....	33
	Recommendations.....	34

7	Face to Face Surveys	35
	Introduction.....	35
	Survey Analysis	35
8	Public Transport Data.....	41
	Transport for London Gateline Information.....	41
	May Bank Holiday.....	42
	August Weekend Prior to Bank Holiday	45
	August Bank Holiday.....	48
	Weekend After Bank Holiday	51
	Total Entry and Exits.....	54
9	Summary & Conclusions.....	55
	Context	55
	Key Observations.....	55
	Key Recommendations for Future Events	56

Figures

Figure 2.1: Survey Location Plan.....	3
Figure 2.2: TfL Level of Comfort Analysis.....	4
Figure 3.1: Parking Stress Map	7
Figure 4.1: Survey Location Plan – Pedestrian Counts	11
Figure 4.2: Saturday 24 August pedestrian counts.....	13
Figure 4.3: Sunday 25 August pedestrian counts	14
Figure 4.4: Monday 26 August pedestrian counts.....	15
Figure 4.5: Clapham Common Station (Ticket Office)	16
Figure 4.6: Clapham Common Station (Stairway).....	16
Figure 4.7: Clapham South (Pedestrian Barriers).	17
Figure 6.1: Car Parking – Windmill Drive	32
Figure 6.2: Windmill Drive - Congestion	33
Figure 7.1: Origin point of survey respondents	36
Figure 7.2: Transport modes selected by all arrivals.....	37
Figure 7.3: Transport modes selected by arrivals from London.....	37

Figure 7.4: Transport modes for departures for all attendees 38

Figure 7.5: Transport modes for departures for attendees based in London 38

Figure 7.6: Temporary Cycle Parking 39

Figure 7.7: Reasons against cycling to the event..... 39

Figure 8.1: May Bank Holiday Entry Profile 43

Figure 8.2: May Bank Holiday Exit Profile 44

Figure 8.3: Weekend Prior to August Bank Holiday Entry Data 46

Figure 8.4: Weekend Prior to August Bank Holiday Exit Data 47

Figure 8.5: August Bank Holiday Entry Data 49

Figure 8.6: August Bank Holiday Exit Data..... 50

Figure 8.7: Weekend after August Bank Holiday Entry Data..... 52

Figure 8.8: Weekend after August Bank Holiday Exit Data 53

Tables

Table 3.1: Parking Counts – Number of parked vehicles..... 8

Table 3.2: Parking Counts – Percentage Occupancy 9

Table 4.1: Total pedestrian movements by date..... 12

Table 4.2: Counts by site location..... 12

Table 5.1: Bus Stop C – PCL Assessment..... 18

Table 5.2: Bus Stop D – PCL Assessment 19

Table 5.3: Bus Stop E – PCL Assessment..... 20

Table 5.4: Bus Stop G – PCL Assessment 21

Table 5.5: Bus Stop J – PCL Assessment 22

Table 5.6: Bus Stop K – PCL Assessment..... 23

Table 5.7: Bus Stop L – PCL Assessment 24

Table 5.8: Bus Stop M – PCL Assessment 25

Table 5.9: Bus Stop N – PCL Assessment 26

Table 5.10: Bus Stop SD – PCL Assessment 27

Table 5.11: Bus Stop Y – PCL Assessment..... 28

Table 5.12: Bus Stop Z – PCL Assessment..... 29

Table 5.13: PCL Rating 31

Table 6.1: Post Event Taxi and Mini Cab Operations.....	33
Table 7.1: Surveys by date.....	35
Table 8.1: Maximum Entry and Exits Stations	54

Appendices

A Parking Stress Data

1 Introduction

Context

- 1.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during SouthWest Four (SW4) & House of Common Festivals staged on Clapham Common in 2019. The survey methodology was derived in co-ordination with EventLambeth and Lambeth Borough Council (LBC) Highways to achieve the core project objective of:

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

- 1.2 This report presents the results of these surveys conducted on the following dates, over the August Bank Holiday weekend:
- SW4 Festival (Saturday 24th and Sunday 25th of August 2019); and
 - House of Common Festival (Monday 26th of August 2019).

Report Structure

- 1.3 Following this introductory section, this report is broken down into the following key chapters:
- **Chapter 2:** Data Collection
 - **Chapter 3:** Parking Stress
 - **Chapter 4:** Pedestrian Movement Assessment
 - **Chapter 5:** Bus Stop Assessment
 - **Chapter 6:** Vehicular Operations
 - **Chapter 7:** Face to Face Surveys
 - **Chapter 8:** Public Transport Data
 - **Chapter 9:** Summary and Conclusions

2 Data Collection

Introduction

- 2.1 The survey methodology was agreed with LBC, the core items being surveyed included:
- 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;
 - Face to face questionnaires with event attendees; and
 - On site general observations.
- 2.2 This primary data collected on site was further supplemented by public transport data obtained from TfL in the form of gateline information from local public transport interchanges. A breakdown of the survey methodology associated with the above items is provided within the following sub-sections.

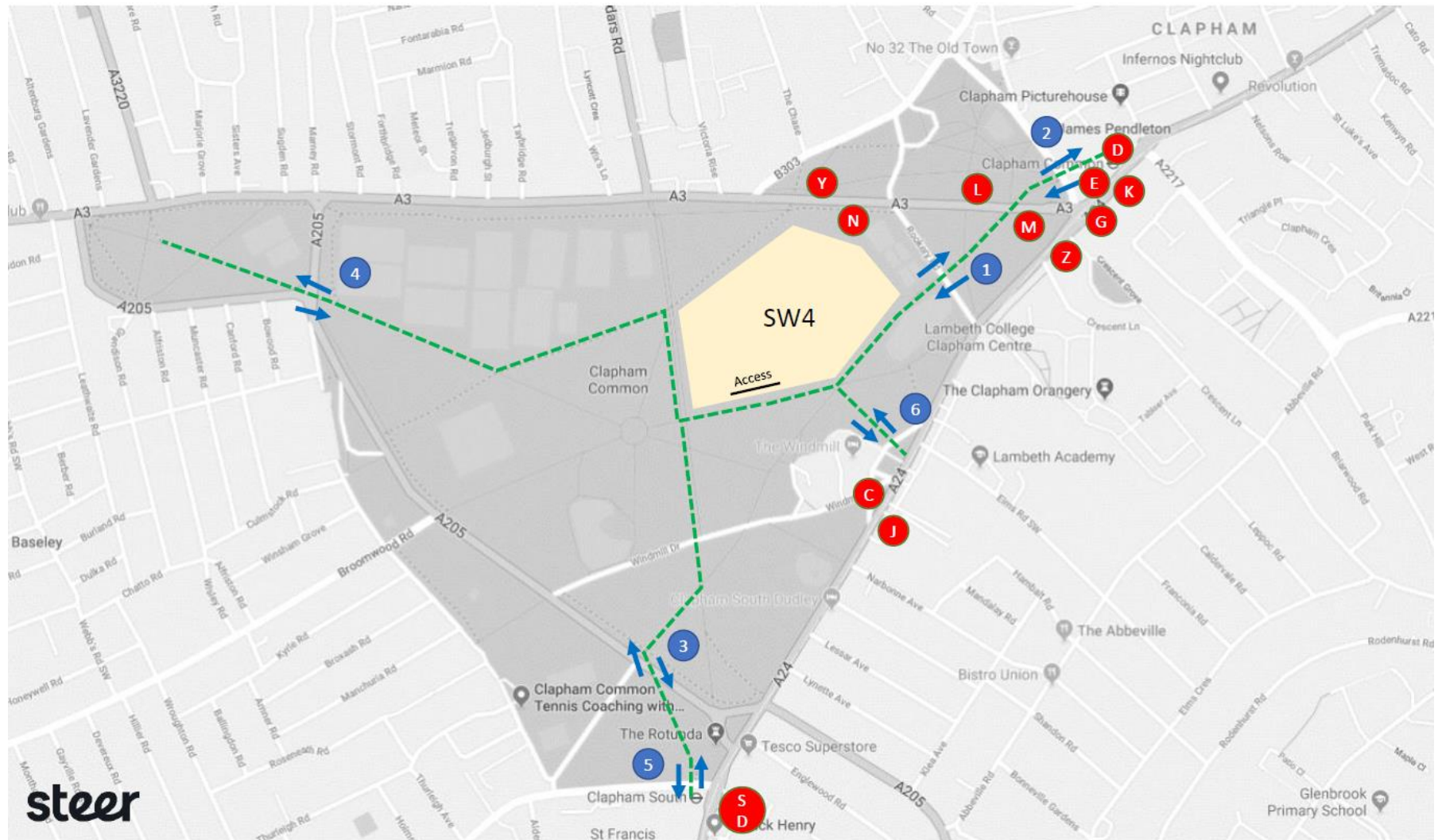
Parking Stress Surveys

- 2.3 In accordance with the footprint and methodology of previous assessments, previously conducted in 2016 and 2017, a parking stress survey was undertaken at the locations identified within the brief. Following initial discussions with LBC, 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 57 roads were surveyed, spanning around the perimeter of Clapham Common 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 all three days, with the following time periods captured:
- Ingress - 14:00 – 18:00 across all three days; and
 - Egress - 21:00 – 00:00 across all three days.
- 2.6 Whilst it is acknowledged that Clapham Common is an open park and therefore all pedestrian movements to/from the venue will not necessarily be captured within the five locations, the locations assessed represent key routes to/from local public transport nodes. **Figure 2.1** overleaf illustrates the location of the six pedestrian survey points in blue.

Figure 2.1: Survey Location Plan



Pedestrian = Blue, Bus = Red, Key Walk Routes = Green

Impact on Bus Stops and Associated Footways

- 2.7 The impact on bus stops and specifically the footway behind the bus stops was assessed at the 12 key locations identified within **Figure 2.1**. As per the pedestrian surveys, cameras were installed to capture the locations across all three days, focusing on egress (21:00-00:00).
- 2.8 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



Vehicular operations

2.9 Vehicular operations were not confined to a sole location over the weekend of the festival. As such, on-site observations of taxis and private drop off and pickup were conducted across the bank holiday weekend within the following time period.

- Ingress - 14:00 – 18:00 across all three days; and
- Egress - 21:00 – 00:00 across all three days.

Face to face questionnaires with event attendees

2.10 Face to face surveys were conducted at the entrance point to SW4 Festival upon ingress, with an aim to capture at least 1% to 3% of the audience each day targeted at:

- Sat (30,000 capacity) - 300 ≤ 900
- Sun (30,000 capacity) - 300 ≤ 900
- Monday (15,000 capacity) - 150 ≤ 450

2.11 In total eight core questions are to be asked as outlined below:

- What postcode (first half) did you leave from to attend the event?
- What mode of transport did you use to arrive at the event?
- What mode of transport will you use to travel home/on to next location from the event?
- Did you consider cycling
- Were you aware of cycle parking being available?
- If no why not?
- Are you planning to go to another venue in the local area after the event?
- If you are travelling in a group, how many of you are there?

Additional Data Sources

2.12 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 from local public transport interchanges.

3 Parking Stress Surveys

Survey Data

- 3.1 Parking surveys were conducted three times per day across all event days commencing at:
 - 11:00, 15:00 and 18:30.
- 3.2 A total of 57 roads were surveyed, spanning around the perimeter of Clapham Common in order to gain a full understanding of parking demand in all directions. These are shown in **Figure 3.1** overleaf.
- 3.3 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.
- 3.4 **Table 3.1** shows the total number of cars parked along all of the surveyed roads at the specified time periods. The analysis breaks down the number of parked cars according to the parking restrictions in place at each location.
- 3.5 **Table 3.2** shows the total percentage occupancy of parking space along all of the roads surveyed at the specified time periods. The analysis breaks down these values according to the parking restrictions in place at each location.

Figure 3.1: Parking Stress Map



Table 3.1: Parking Counts – Number of parked vehicles

Restriction	Saturday 24th			Sunday 25th			Monday 26th			Capacity
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	
Double Red	1	0	1	0	3	1	1	0	0	156
Single Yellow	12	10	17	16	24	21	17	19	22	309
Drop Kerb	4	4	7	5	9	11	4	9	5	202
Double Yellow	0	0	0	2	0	0	0	0	0	99
Keep Clear	2	1	0	0	0	0	0	0	0	18
Shared Users	1,321	1,338	1,390	1,254	1,348	1,401	1,285	1,433	1,521	2,343
Permit Holders Only	316	335	358	291	340	358	286	369	360	454
Pedestrian Crossing	0	0	0	0	0	0	0	0	0	3
Red Route/Parking Bay	36	37	35	42	54	46	35	45	45	102
Disabled Bay	25	26	25	18	24	25	26	28	28	46
Motor Cycles Only	8	8	7	7	6	7	7	7	9	42
Red Route/Doctor's Bay	0	0	0	0	1	1	0	0	1	1
Red Route / Disabled Bay	0	0	0	0	0	0	0	0	0	1
Bus Stop/Bus Stand	0	0	1	0	0	0	0	0	0	45
Single Red	0	0	2	1	5	4	0	2	3	65
Red Route/Loading Bay	4	2	6	6	8	6	4	6	7	10
Car Club	1	3	3	3	5	4	4	3	5	11
Zig Zag Lines	0	0	0	0	0	0	0	0	0	34
Electric Vehicles Only	1	1	1	2	3	3	1	1	1	13
Doctors Bay	0	0	0	0	0	0	0	0	0	1
Resident Permit Holders Only	16	17	18	19	20	18	16	16	15	33
Pay by Phone	13	14	16	11	13	14	9	14	12	16
Single Yellow / White Lines	1	1	1	-	2	1	1	1	1	0
Loading Bay	4	2	4	1	4	4	3	3	3	5
Taxi Bay	2	6	8	0	5	3	1	6	3	11
Total	1,767	1,805	1,900	1,678	1,874	1,928	1,700	1,964	2,043	4,020

Table 3.2: Parking Counts – Percentage Occupancy

Restriction	Saturday 24th			Sunday 25th			Monday 26th			Capacity
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	
Double Red	1%	0%	1%	0%	2%	1%	1%	0%	0%	156
Single Yellow	4%	3%	6%	5%	8%	7%	6%	6%	7%	309
Drop Kerb	2%	2%	3%	2%	4%	5%	2%	4%	2%	202
Double Yellow	0%	0%	0%	2%	0%	0%	0%	0%	0%	99
Keep Clear	11%	6%	0%	0%	0%	0%	0%	0%	0%	18
Shared Users	56%	57%	59%	54%	58%	60%	55%	61%	65%	2,343
Permit Holders Only	70%	74%	79%	64%	75%	79%	63%	81%	79%	454
Pedestrian Crossing	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Red Route/Parking Bay	35%	36%	34%	41%	53%	45%	34%	44%	44%	102
Disabled Bay	54%	57%	54%	39%	52%	54%	57%	61%	61%	46
Motor Cycles Only	19%	19%	17%	17%	14%	17%	17%	17%	21%	42
Red Route/Doctor's Bay	0%	0%	0%	0%	100%	100%	0%	0%	100%	1
Red Route / Disabled Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Bus Stop/Bus Stand	0%	0%	2%	0%	0%	0%	0%	0%	0%	45
Single Red	0%	0%	3%	2%	8%	6%	0%	3%	5%	65
Red Route/Loading Bay	40%	20%	60%	60%	80%	60%	40%	60%	70%	10
Car Club	9%	27%	27%	27%	45%	36%	36%	27%	45%	11
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	34
Electric Vehicles Only	8%	8%	8%	15%	23%	23%	8%	8%	8%	13
Doctors Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Resident Permit Holders Only	48%	52%	55%	58%	61%	55%	48%	48%	45%	33
Pay by Phone	81%	88%	100%	69%	81%	88%	56%	88%	75%	16
Single Yellow / White Lines	100%	100%	100%	-	100%	100%	100%	100%	100%	0
Loading Bay	80%	40%	80%	20%	80%	80%	60%	60%	60%	5
Taxi Bay	18%	55%	73%	0%	45%	27%	9%	55%	27%	11
Total	44%	45%	47%	42%	47%	48%	42%	49%	51%	4,020

Data Analysis

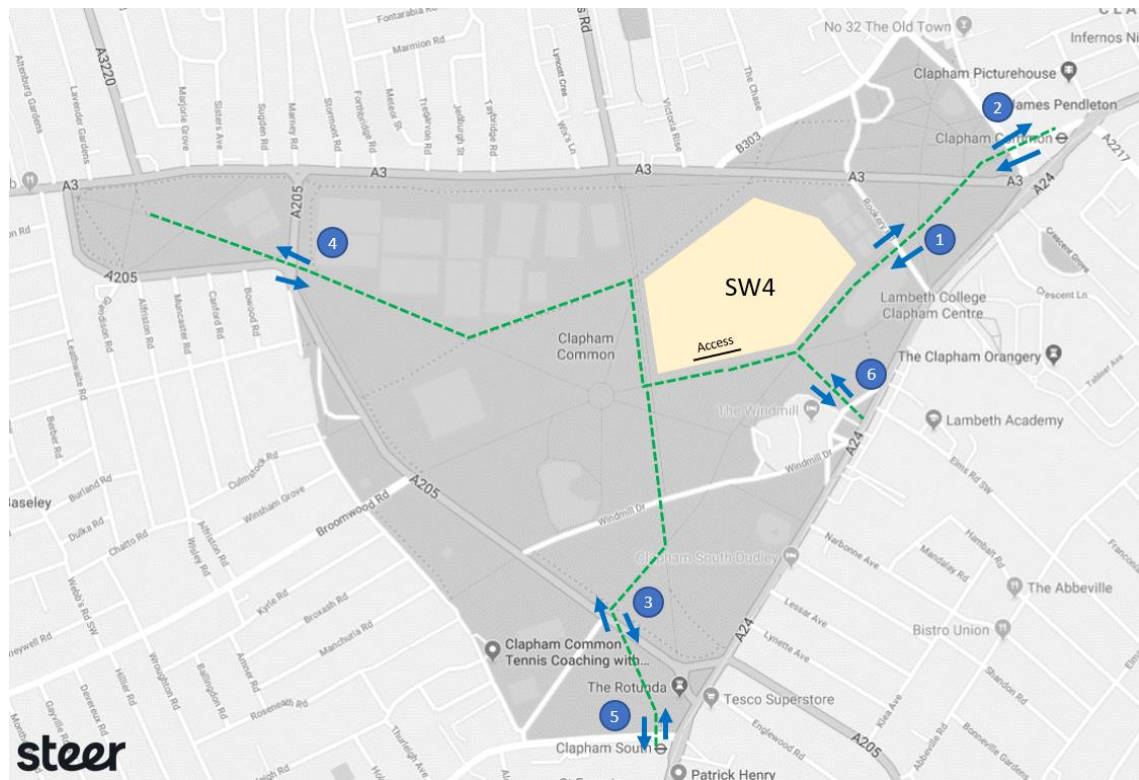
- 3.6 The variation in parking across the three surveyed days is small with the average number of total parked cars per day across the three surveyed times being 1,824 for Saturday 24th, 1,827 for Sunday 25th and 1,902 for Monday 26th. These values correspond to average total occupancy of parking space being 45%, 45% and 47% respectively.
- 3.7 The total occupancy may have been higher on Monday 26th due to the different nature of audience that the House of Common festival would have attracted compared to the SW4 audience that would have been present over the previous two days. The House of Common festival is more likely to have attracted a more family-based audience, where attendees are more likely to have travelled to Clapham Common with a private vehicle.
- 3.8 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. On each survey date, the total number of parked vehicles between 11:00-15:00 increased by 38 (Saturday), 196 (Sunday) and 264 (Monday), representative of 2.2%, 11.7% and 15.5% increases respectively.
- 3.9 The number of parked cars increases throughout the day on all three survey dates, rising by an average of 6% of the total parking capacity between 11:00-18:30. The data does not suggest car parking around the common is causing any significant issues in terms of capacity. The breakdown of each individual road that was surveyed can be found in **Appendix A**.

4 Pedestrian Movement Assessment

Total Movements

- 4.1 Pedestrian Counts were undertaken on Saturday, Sunday and Monday between the hours of 14:00 – 18:00 and 21:00 – 00:00 to identify pedestrian movements during ingress and egress from the festivals. The location of survey points is identified within **Figure 4.1** below.

Figure 4.1: Survey Location Plan – Pedestrian Counts



- 4.2 The data has been sorted into two directions, “towards the common” and “away from the common” in order to understand the specific impact of the event on pedestrian movement. Total pedestrian movements by day are shown in **Table 4.1**.
- 4.3 Whilst it is acknowledged that Clapham Common is an open park and therefore all pedestrian movements to/from the venue will not be captured within the five locations, the locations assessed represent key routes to/from local public transport nodes. It is also noted that the counts do not account for those visitors to the park not associated with the festivals.

Table 4.1: Total pedestrian movements by date

Date	Towards the common (pre-event)	Away from the common (post-event)
Saturday 24 August	25,196	27,675
Sunday 25 August	27,729	28,300
Monday 26 August	16,259	12,596

- 4.4 As shown in **Table 4.1**, the highest observed number of pedestrians was recorded on Sunday 25 August. Pedestrian levels on Monday 26 August were much lower when compared to both Saturday and Sunday. The pedestrian count data has been further analysed by site location, time of day and date.

Counts by site location

- 4.5 A summary of pedestrian counts by location as an average across all days is shown below in **Table 4.2**.

Table 4.2: Counts by site location

Site	Towards the common (pre-event)	As a % of all sites	Away from the common (post-event)	As a % of all sites
1	9,465	41%	4445	19%
2	7,954	34%	3627	16%
3	1,445	6%	5158	23%
4	1,923	8%	2581	11%
5	1,969	9%	5991	26%
6	305	1%	1055	5%
Total	23,061	100%	22,857	100%

- 4.6 As shown in **Table 4.2**, the majority of pedestrians arriving at the event travel via sites 1 and 2. However, the post-event movements away from the event are split more evenly across sites 1-5. Low pedestrian numbers were consistently observed at site six.

Counts by time of day

- 4.7 Counts by time of day and date are illustrated within the following three figures.
- 4.8 As shown in **Figure 4.2** and **Figure 4.3**, the highest observed arrival time on Saturday and Sunday is between 14:00-15:00, with the number of arrivals reducing towards the end of the observed period at 18:00. As shown in **Figure 4.4**, the arrival profile on Monday 26 August is more evenly spread, with pedestrians travelling towards the common between 14:00-16:00.
- 4.9 The departure profile on all three days shows a clear peak of pedestrian movement, with the majority of journeys away from the common taking place over a 30 minute period.

Figure 4.2: Saturday 24 August pedestrian counts

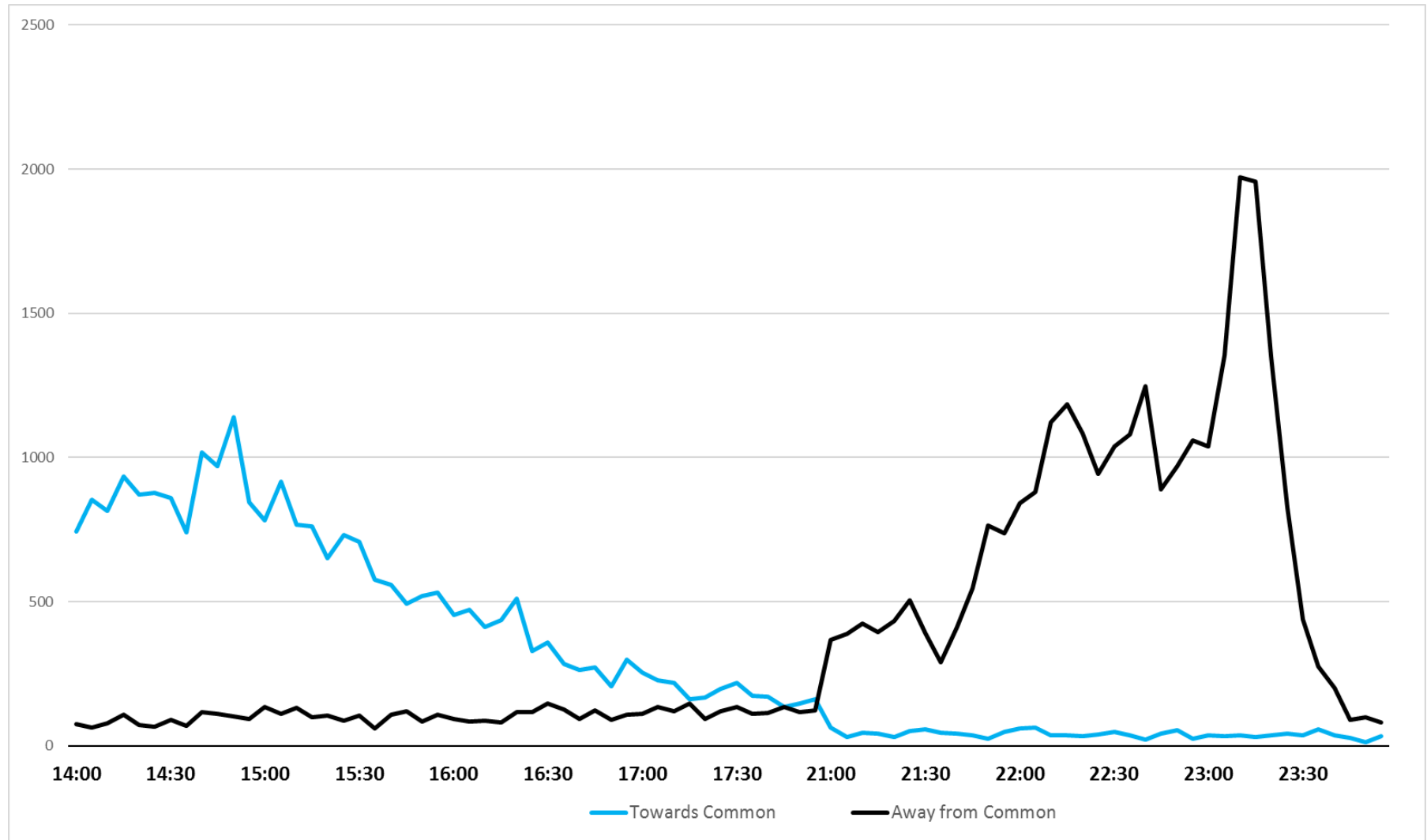


Figure 4.3: Sunday 25 August pedestrian counts

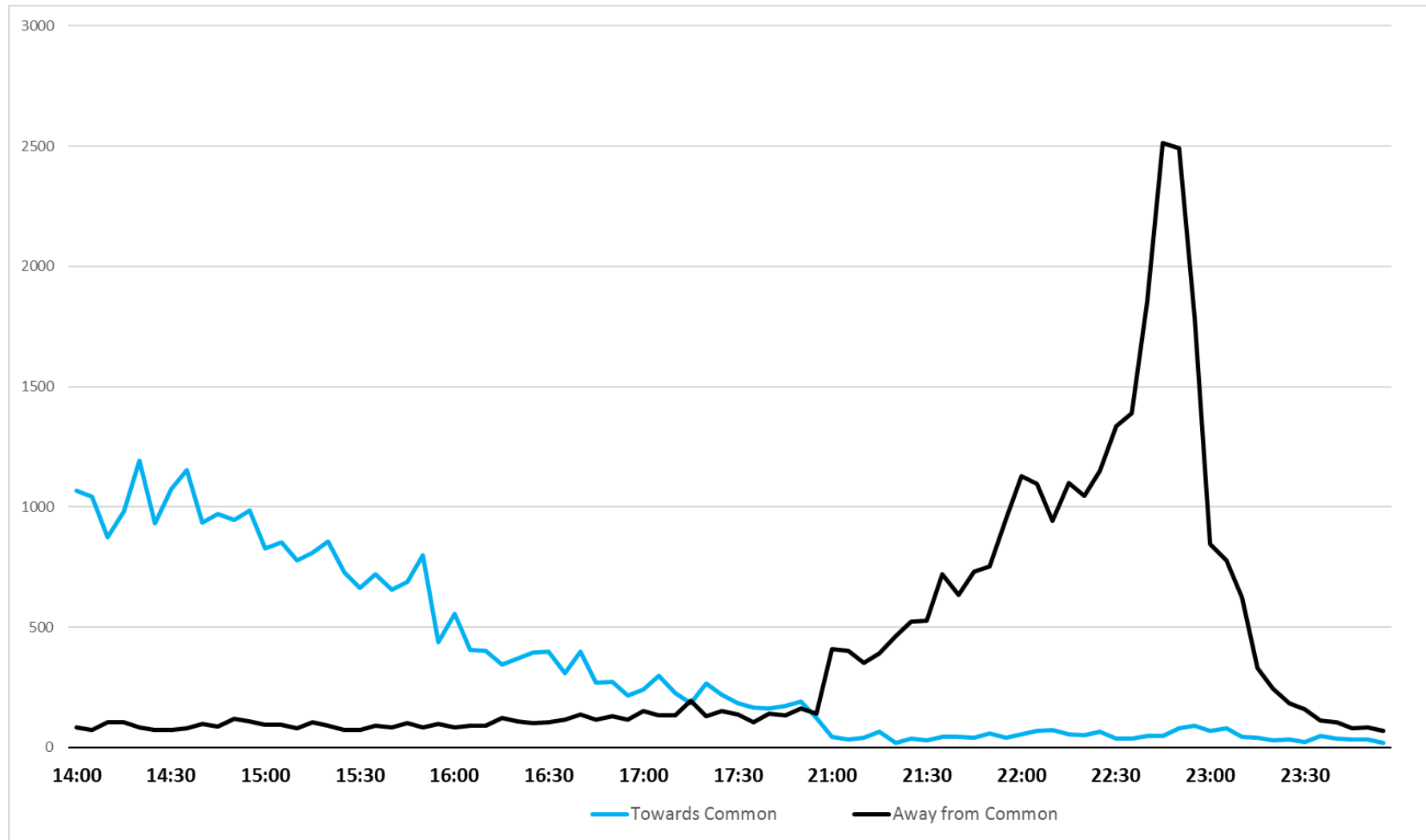
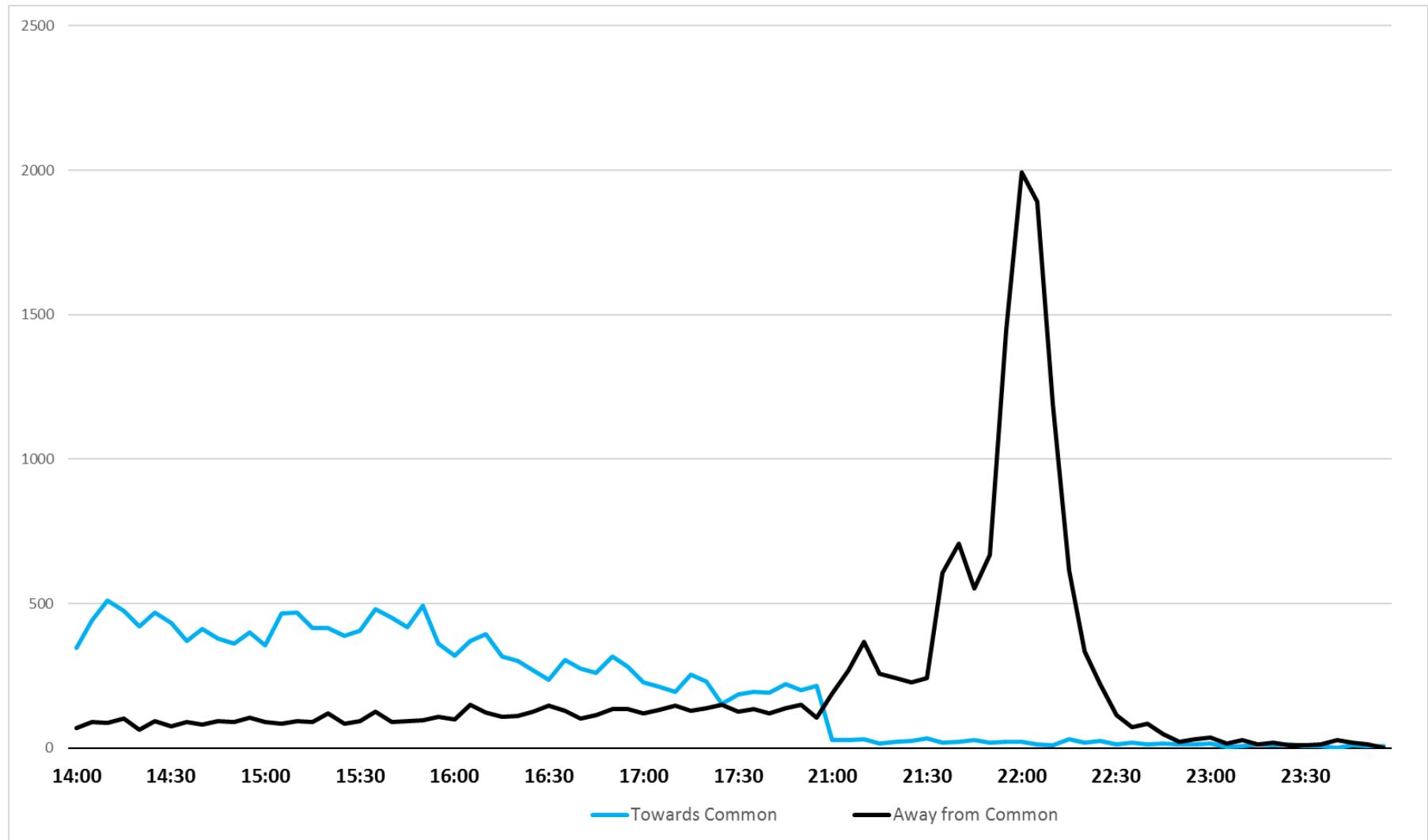


Figure 4.4: Monday 26 August pedestrian counts



Key Observations

Event Ingress

- 4.10 Signage to the festival was fairly limited with the majority of signage directed at post event, routing spectators to the surrounding public transport nodes. Given the extended arrival profile pre-event this didn't result in any significant issues, with various routes through the park observed during the event build up. One area which may have benefitted was further signage in Clapham Common Station. As identified below, whilst signage was present at the ticket office, some additional signage at the top of the stairway would be recommended. A number of event attendees were observed egressing left at the top of the stairs which exits onto the A24 side of the road with reduced footway capacity and bus infrastructure present. Signage to the right would bring spectators away from the main vehicular carriageway.

Figure 4.5: Clapham Common Station (Ticket Office)



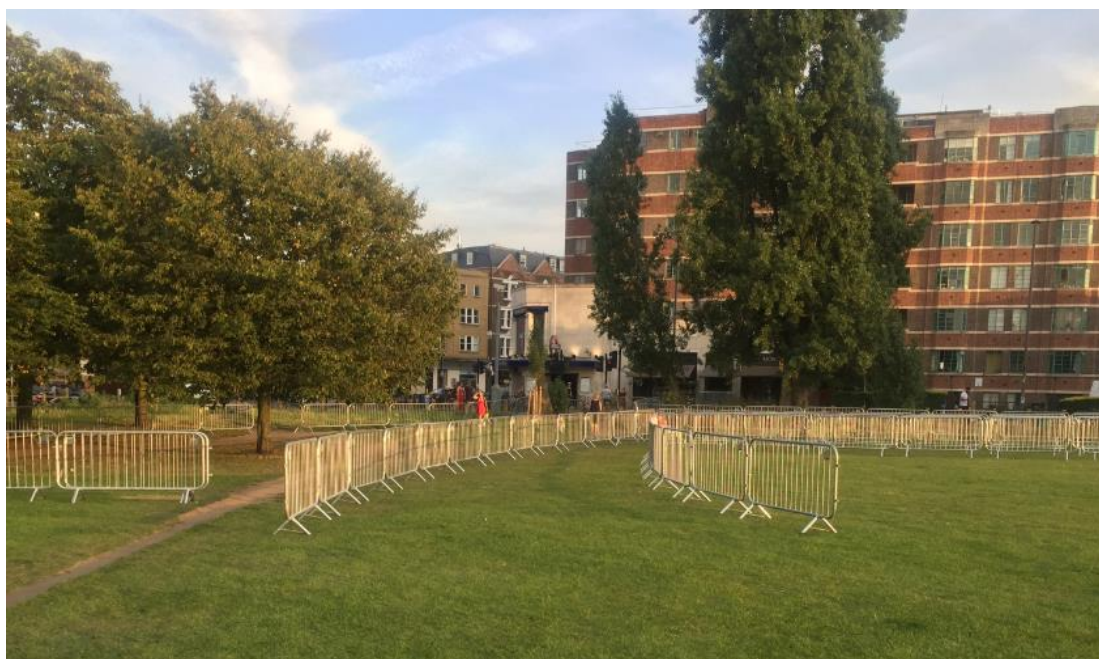
Figure 4.6: Clapham Common Station (Stairway)



Event Egress

- 4.11 Post event there were a number of minor instances recorded of spectators ignoring the management put in place, but post event the stewarding and associated operations worked efficiently. Post event Clapham Common Station is closed for entry, thus spectators are signed and stewarded to Clapham South. Nightingale Lane is also closed to facilitate this movement of pedestrians. It was noted that Clapham Common Station was open on the Monday evening and as such marshalling resource was spread across more stations.

Figure 4.7: Clapham South (Pedestrian Barriers).



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 within **Figure 2.1** within the methodology section of this report.

Table 5.1: Bus Stop C – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	B
Saturday 24th August	23:15	C
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	C
Sunday 25th August	23:00	A
Sunday 25th August	23:15	B
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A

Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.2: Bus Stop D – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	B
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	B
Saturday 24th August	22:45	B
Saturday 24th August	23:00	A
Saturday 24th August	23:15	C
Saturday 24th August	23:30	C
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	B
Sunday 25th August	22:30	A
Sunday 25th August	22:45	C
Sunday 25th August	23:00	B
Sunday 25th August	23:15	A
Sunday 25th August	23:30	A

Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.3: Bus Stop E – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	B
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	B
Saturday 24th August	23:15	C
Saturday 24th August	23:30	B
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	B
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	B
Sunday 25th August	23:00	B

Sunday 25th August	23:15	A
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	A
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.4: Bus Stop G – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	B
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	B
Saturday 24th August	23:00	B
Saturday 24th August	23:15	A
Saturday 24th August	23:30	C
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	B
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	B

Sunday 25th August	22:45	B
Sunday 25th August	23:00	B
Sunday 25th August	23:15	A
Sunday 25th August	23:30	B
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	B
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.5: Bus Stop J – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	B
Saturday 24th August	23:15	C
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	B
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	B

Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	B
Sunday 25th August	23:00	B
Sunday 25th August	23:15	B
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	C
Monday 26th August	22:15	C
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.6: Bus Stop K – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	B
Saturday 24th August	21:30	B
Saturday 24th August	21:45	B
Saturday 24th August	22:00	A
Saturday 24th August	22:15	B
Saturday 24th August	22:30	B
Saturday 24th August	22:45	A
Saturday 24th August	23:00	A
Saturday 24th August	23:15	A
Saturday 24th August	23:30	C
Saturday 24th August	23:45	C
Saturday 24th August	00:00	B
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A

Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	B
Sunday 25th August	23:00	C
Sunday 25th August	23:15	C
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	B
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.7: Bus Stop L – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	B
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	A
Saturday 24th August	23:15	A
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A

Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	B
Sunday 25th August	23:00	A
Sunday 25th August	23:15	B
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	B
Monday 26th August	21:00	A
Monday 26th August	21:15	B
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.8: Bus Stop M – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	B
Saturday 24th August	21:15	A
Saturday 24th August	21:30	B
Saturday 24th August	21:45	B
Saturday 24th August	22:00	A
Saturday 24th August	22:15	B
Saturday 24th August	22:30	C
Saturday 24th August	22:45	A
Saturday 24th August	23:00	C
Saturday 24th August	23:15	B
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A

Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	B
Sunday 25th August	21:45	B
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	C
Sunday 25th August	23:00	C
Sunday 25th August	23:15	C
Sunday 25th August	23:30	B
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	B
Monday 26th August	22:00	C
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.9: Bus Stop N – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	B
Saturday 24th August	22:30	B
Saturday 24th August	22:45	B
Saturday 24th August	23:00	A
Saturday 24th August	23:15	B

Saturday 24th August	23:30	C
Saturday 24th August	23:45	B
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	B
Sunday 25th August	22:15	C
Sunday 25th August	22:30	A
Sunday 25th August	22:45	B
Sunday 25th August	23:00	A
Sunday 25th August	23:15	A
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	B
Monday 26th August	22:00	B
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	C
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.10: Bus Stop SD – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A

Saturday 24th August	23:00	B
Saturday 24th August	23:15	B
Saturday 24th August	23:30	B
Saturday 24th August	23:45	C
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	B
Sunday 25th August	22:15	B
Sunday 25th August	22:30	B
Sunday 25th August	22:45	B
Sunday 25th August	23:00	C
Sunday 25th August	23:15	C
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.11: Bus Stop Y – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A
Saturday 24th August	22:00	A
Saturday 24th August	22:15	A

Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	A
Saturday 24th August	23:15	A
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	A
Sunday 25th August	23:00	A
Sunday 25th August	23:15	A
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	B
Monday 26th August	22:00	A
Monday 26th August	22:15	A
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Table 5.12: Bus Stop Z – PCL Assessment

Date	Time	PCL
Saturday 24th August	21:00	A
Saturday 24th August	21:15	A
Saturday 24th August	21:30	A
Saturday 24th August	21:45	A

Saturday 24th August	22:00	A
Saturday 24th August	22:15	A
Saturday 24th August	22:30	A
Saturday 24th August	22:45	A
Saturday 24th August	23:00	A
Saturday 24th August	23:15	B
Saturday 24th August	23:30	A
Saturday 24th August	23:45	A
Saturday 24th August	00:00	A
Sunday 25th August	21:00	A
Sunday 25th August	21:15	A
Sunday 25th August	21:30	A
Sunday 25th August	21:45	A
Sunday 25th August	22:00	A
Sunday 25th August	22:15	A
Sunday 25th August	22:30	A
Sunday 25th August	22:45	A
Sunday 25th August	23:00	B
Sunday 25th August	23:15	B
Sunday 25th August	23:30	A
Sunday 25th August	23:45	A
Sunday 25th August	00:00	A
Monday 26th August	21:00	A
Monday 26th August	21:15	A
Monday 26th August	21:30	A
Monday 26th August	21:45	A
Monday 26th August	22:00	A
Monday 26th August	22:15	B
Monday 26th August	22:30	A
Monday 26th August	22:45	A
Monday 26th August	23:00	A
Monday 26th August	23:15	A
Monday 26th August	23:30	A
Monday 26th August	23:45	A
Monday 26th August	00:00	A

Analysis

5.2 The PCL ratings for all the bus stops across all the times surveyed is provided in **Table 5.13**.

Table 5.13: PCL Rating

	A	B	C	Total
Frequency of PCL	363	79	26	468
Percentage	78%	17%	6%	100%

5.3 Over the three days of data at all the 12 bus stops the most frequent PCL rating was A which is classified as being comfortable for all areas, which was recorded during 78% of assessment periods.

5.4 PCL rating C was recorded the most across all 12 bus stops on the Saturday where it was referenced 12 times, with the area becoming increasingly uncomfortable at 22:30, 23:00, 23:15, 23:30 and 23:45.

5.5 Bus stop Y was rated the most comfortable from the data. Bus stop M in comparison with the other 11 bus stops had a greater proportion of B and C ratings, with 10 and 6 being selected, the remaining 23 intervals had a PCL rating of A (59% of all intervals for bus stop M).

Summary

5.6 In summary, pedestrian comfort levels across all bus stops were generally recorded at PCL Rating A and B, with a small proportion (6%) recorded at PCL Rating C. No bus stops were recorded providing a PCL Rating D or E. In all scenarios recorded at PCL Rating C, the vast majority were post event on Saturday and Sunday. In all cases, whilst the footway was busy pedestrian movements were achievable through waiting passengers.

5.7 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 and that the key pedestrian routes around the Common (as illustrated within **Figure 2.1**) are largely segregated from the bus stops.

6 Vehicular Operations

Introduction

- 6.1 On-site observations of drop off and pickup were conducted across the bank holiday weekend within the following time period.
- Ingress - 14:00 – 18:00 across all three days; and
 - Egress - 21:00 – 00:00 across all three days.
- 6.2 As detailed within the following chapter, based on the face to face surveys circa 9% of arrivals to the festivals were forecast to be undertaken via a form of taxi (private hire, app based or black cab), with a further 9% parking or being dropped off privately. The following sub-sections detail the observations regarding taxi and vehicular operation recorded on-site across the weekend.

Event Ingress

- 6.3 Pre-event, numerous private and taxi drop offs were witnesses along Rookery Road, Windmill Drive and outside of the Windmill Pub. A potential issue identified was the operation of Windmill Drive. As illustrated within the following two figures parking (free of charge) is available along the eastern side of the road. The road operates two way but there is insufficient width for cars to pass which was observed causing a significant amount of congestion.

Figure 6.1: Car Parking – Windmill Drive



Figure 6.2: Windmill Drive - Congestion

- 6.4 Drop offs elsewhere surrounding the common were generally observed operating well, as would be expected given the steady flow of arrivals to the event.

Event Egress

- 6.5 The following key observations were noted post event:

Table 6.1: Post Event Taxi and Mini Cab Operations

Day	Time	Location	Observation
Saturday	21:36	A24 near Elms Road	Mini Cabs stopped on double red and blocking exit of side roads, creating queues
Saturday	22:15	A24 south of Windmill Drive	Mini Cab stopped on double red in cycle lane
Saturday	22:43	A24 Clapham Common South Side near Windmill Drive	Mini Cabs queuing, blocking Clapham Common South Side's northbound lane
Saturday	22:50	Windmill Drive	Traffic blocked in both directions, road too narrow for all the mini cabs and taxis.
Saturday	23:32	A24 Clapham Common South Side near Windmill Drive	Many mini cabs stopping on double red
Saturday	23:32	A24 Clapham Common South Side near Windmill Drive	Many mini cabs stopping on double red
Saturday	23:15	Windmill Drive	Two way street constraining operations and pickups.
Sunday	21:54	A24 Clapham Common South Side near Windmill Drive	Mini Cabs stopped on double red / cycle lane
Sunday	23:01	A24 Clapham Common South Side north of Elms Road	Mini Cabs stopped on double red slowing traffic flow

- 6.6 As per ingress, the operation of Windmill Drive was the key operational issue with regard to vehicular pickups. Mini cabs were recorded parking on double red lines on Clapham Common South Side, but this is likely attributable to the congestion upon Windmill Drive and outside of the Windmill Pub.

Recommendations

- 6.7 Based on the above observations it is recommended that consideration is given to making Windmill Drive one way during events held on the Common. This would significantly reduce congestion and optimise the drop off and pick up procedure. An alternative would be to suspend parking to ease two way movement.

7 Face to Face Surveys

Introduction

- 7.1 Face to face interviews were conducted each day of the festival. This Chapter summarises the results. The capacity of the venue was 30,000 on Saturday and Sunday and 15,000 on Monday. A minimum of 1,300 results were captured each day, comprising 4% of attendees on Saturday and Sunday and 9% on Monday. The number of survey undertaken by date is presented below.

Table 7.1: Surveys by date

Date	Total dataset
Saturday 24 August	1,386
Sunday 25 August	1,549
Monday 26 August	1,422

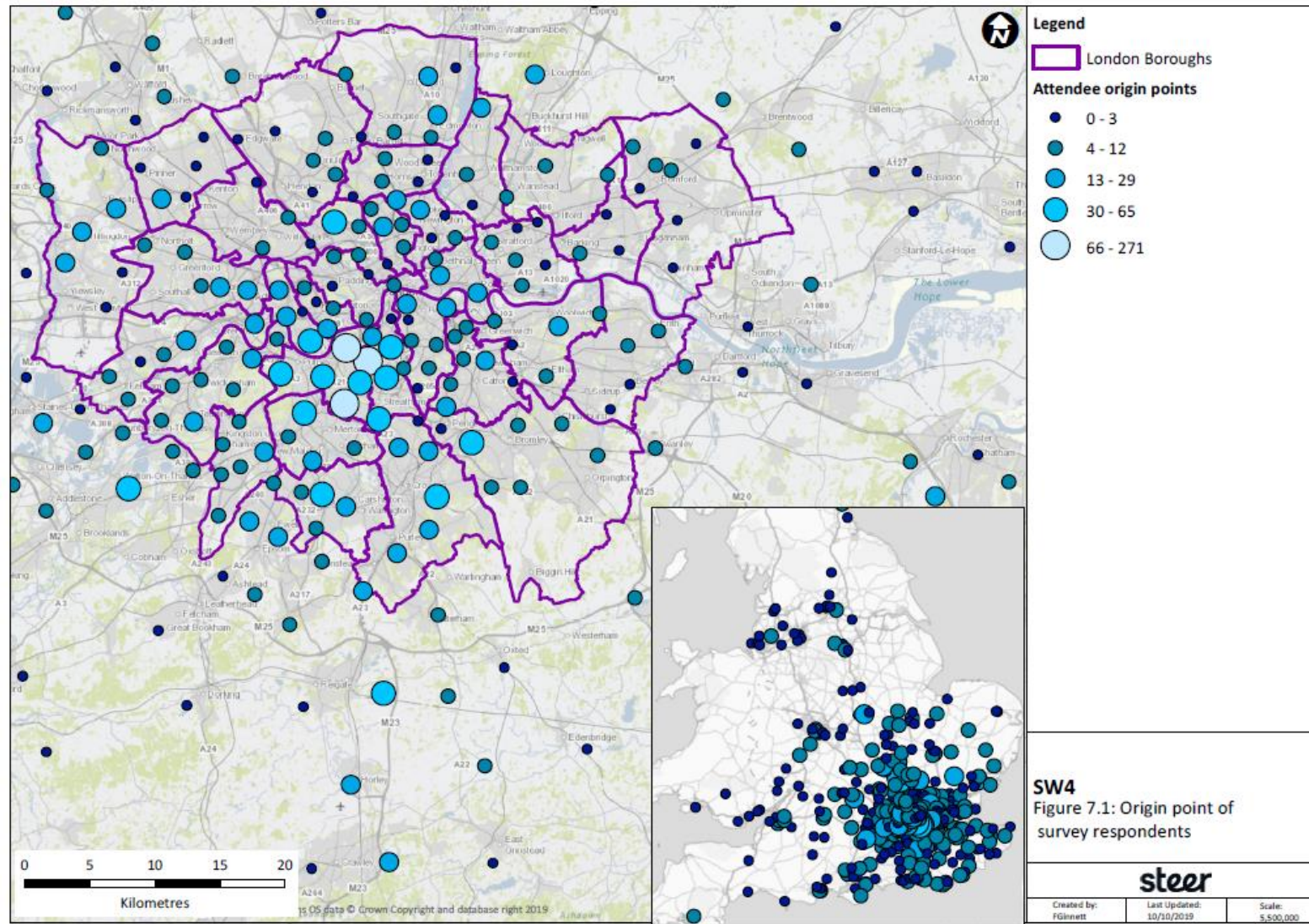
- 7.2 Analysis of the survey responses is set out below. Responses from each question are reviewed and key findings are discussed.

Survey Analysis

Question 1: Where did you travel from today?

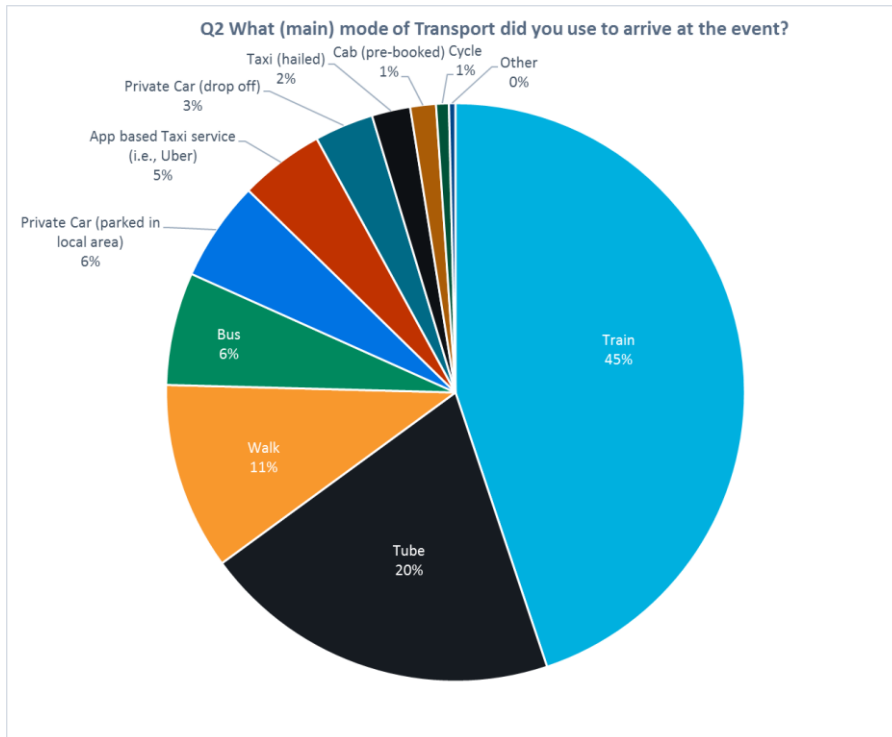
- 7.3 The first half of attendees postcodes were recorded, with the origin point of the survey respondents shown in **Figure 7.1**. As illustrated, the majority of respondents travelled from London to attend the event, although a number of attendees also travelled from Liverpool, Manchester, East Anglia and from across the South East.

Figure 7.1: Origin point of survey respondents



Question 2: What (main) mode of Transport did you use to arrive at the event?

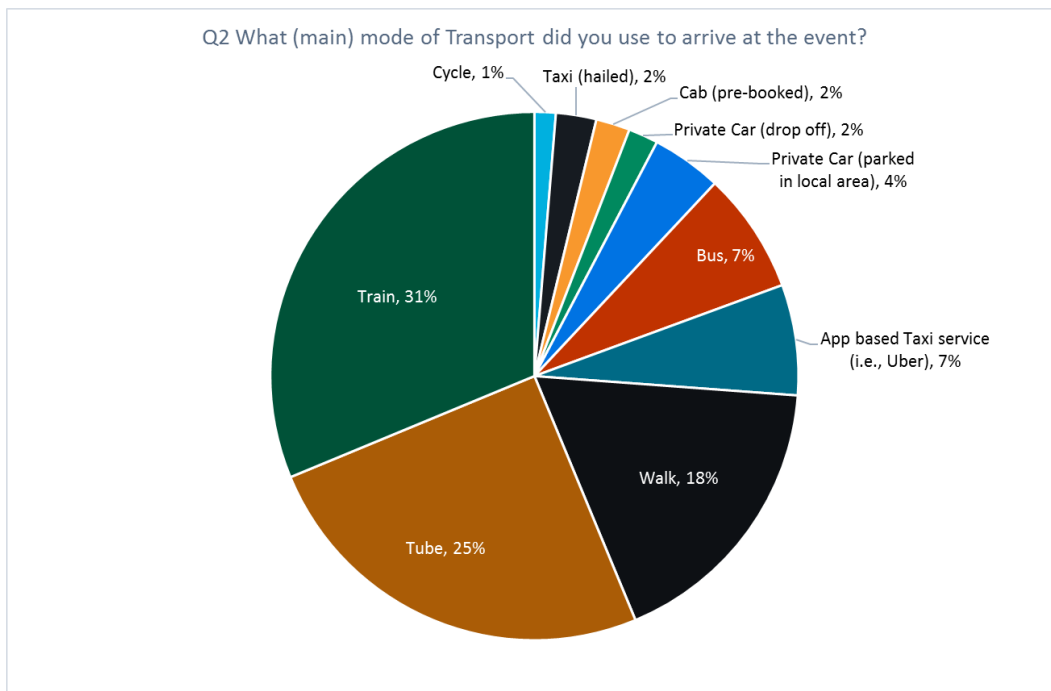
Figure 7.2: Transport modes selected by all arrivals



7.4 As shown in **Figure 7.2**, just under half (45%) of arriving guests arrived by train, with a further 20% utilising the tube. The same percentage of attendees (6%) used a private car or bus. Only 1% of all attendees cycled to the event. Cycling mode share to the event is low at only 1%. Potential reasons for this low mode share are explored in questions 4-6.

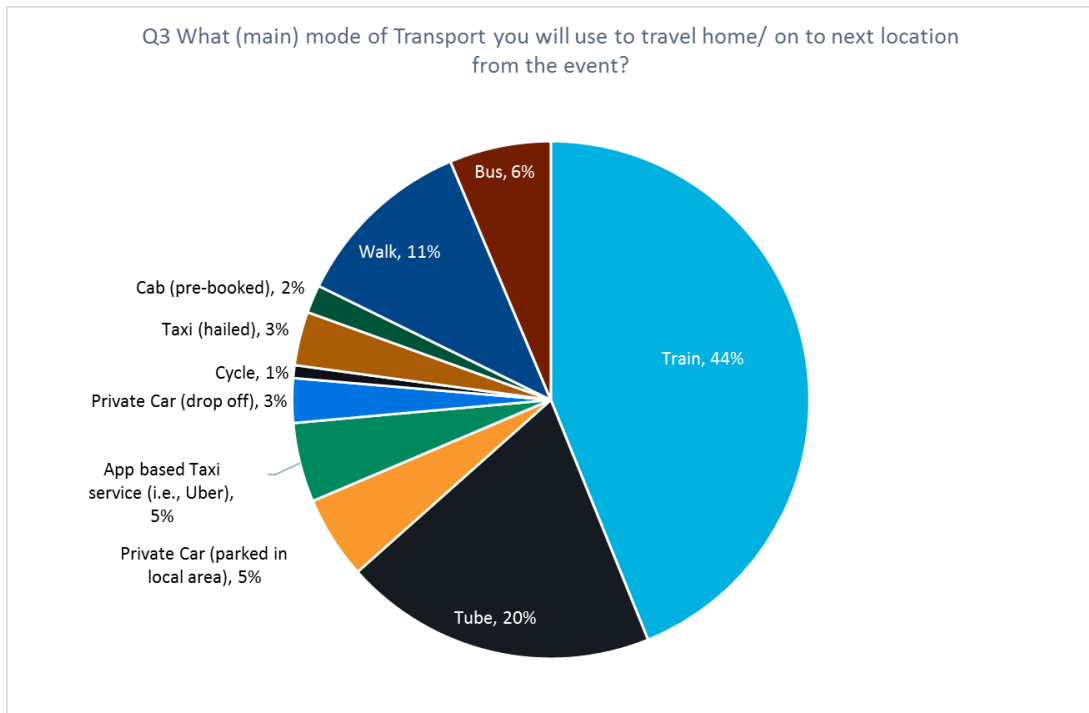
7.5 **Figure 7.3** illustrates the modal split for arrivals from London.

Figure 7.3: Transport modes selected by arrivals from London



Q3: What (main) mode of Transport you will use to travel home/on to next location from the event?

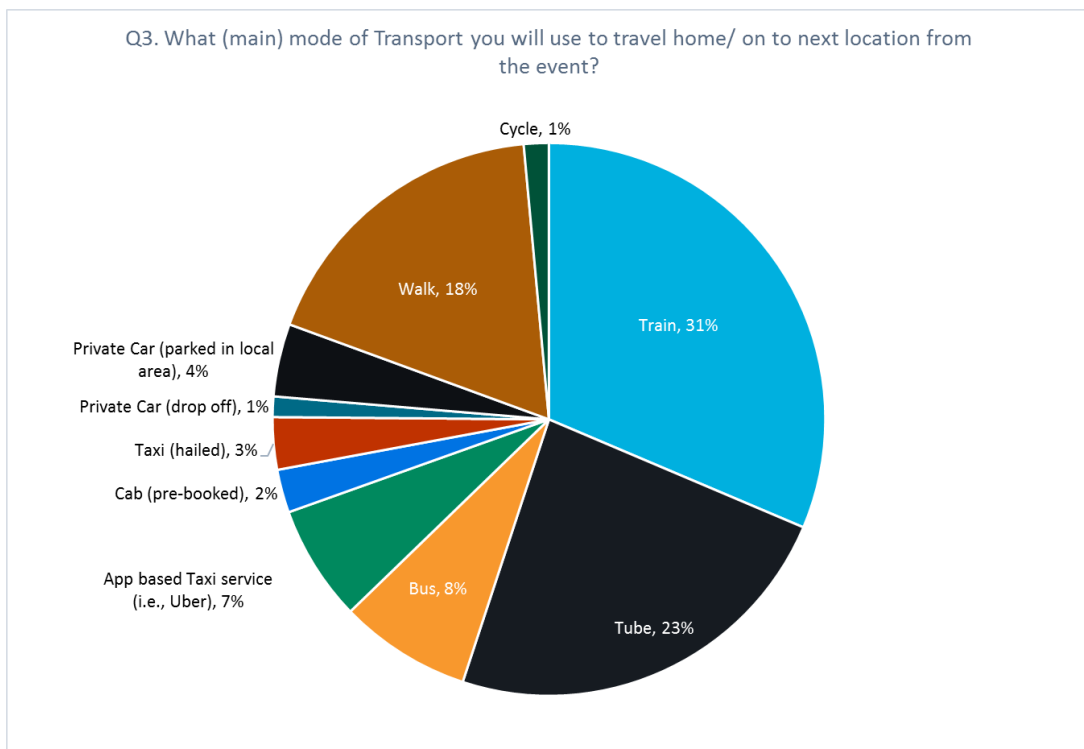
Figure 7.4: Transport modes for departures for all attendees



7.6 As shown in **Figure 7.4** the main mode of transport for departing attendees is train (44%), followed by Tube (20%) and Walk (11%).

7.7 The mode of departures for attendees based in London is shown below in **Figure 7.5**.

Figure 7.5: Transport modes for departures for attendees based in London



Question 4-6: Did you consider cycling? Were you aware of Cycle Parking being available for the event? If you didn't consider cycling, why not?

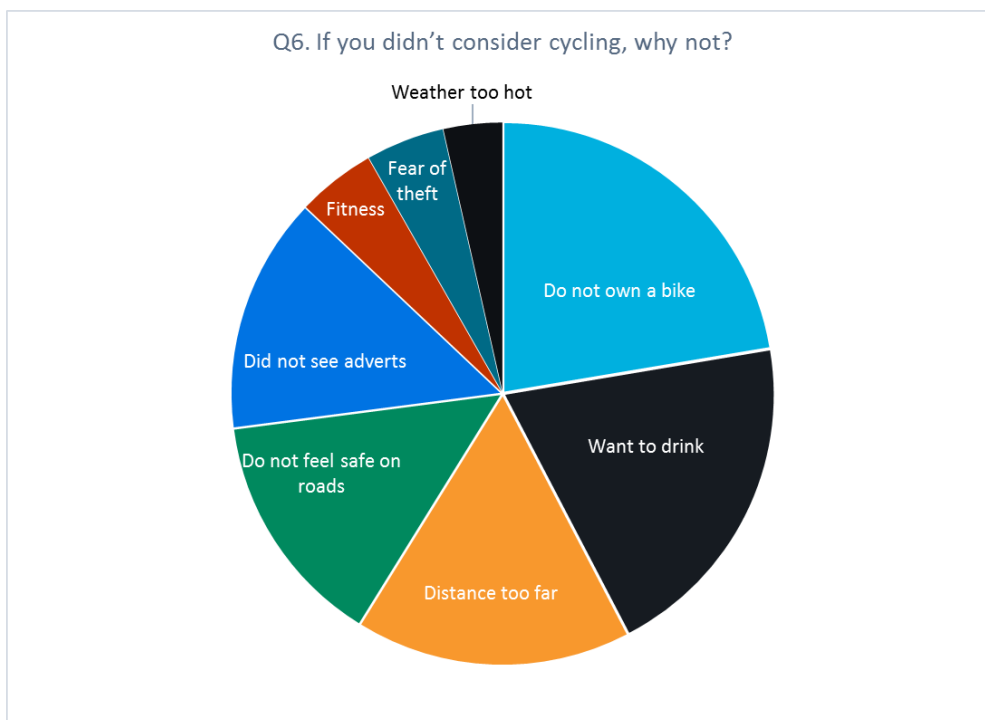
7.8 Only 11% of respondents were aware that cycle parking would be available and only 4% of respondents considered cycling to the event. On-site observations (as pictured in **Figure 7.6** below) confirmed the take up of temporary cycle parking installed was very low.

Figure 7.6: Temporary Cycle Parking



7.9 Attendees reasons for not cycling to the event are shown below in **Figure 7.7**.

Figure 7.7: Reasons against cycling to the event



- 7.10 As shown in **Figure 7.7** the main two reasons attendees provided for not considering cycling were not owning a bicycle (22%) and wanting to drink alcohol at the event (20%).
- 7.11 A total of 14% of respondents stated that the main reason they did not consider cycling was because they had not seen adverts informing them that cycling was encouraged or that cycling parking would be available.

Q7 Are you planning to go to another venue in the local area after the event?

- 7.12 84% of respondents stated that they did not plan to go to another venue in the local area after the event indicating they would be travelling home after.

8 Public Transport Data

Transport for London Gateline Information

8.1 This chapter summarises gateline entry and exit data received from TfL for five London underground stations which serve Clapham Common. The five underground stations are located on the Northern Line and are as follows.

- Stockwell;
- Clapham North;
- Clapham Common;
- Clapham South; and
- Balham.

8.2 The 24-hour data provided by Transport for London (TfL) for the five stations included the following dates;

- Friday 24th May to Monday 27th May – May bank holiday Weekend;
- Friday 16th August to Monday 19th August – Weekend prior to August bank holiday Weekend;
- Friday 23rd August to Monday 26th August – August bank holiday Weekend; and
- Friday 30th August to Monday 2nd September – Weekend after August bank holiday Weekend.

May Bank Holiday

- 8.3 The entry and exit profile for the May bank holiday weekend is provided in **Figure 8.1** and **Figure 8.2** overleaf.

Entry Data

- 8.4 The entry data for the May bank holiday has a peak of 1,440 which was recorded at Stockwell during the 15 minute interval at 08:15 on the Friday. This 15 minute interval had 3,801 entries at the five stations, the most recorded over the whole day. The morning peak for the stations is between 07:00 and 09:30, this peak is expected due to Friday being a 'standard' working day, so usual commuting patterns would be evident. For the remainder of the weekend the entry profiles are flatter with no apparent peaks, the highest entries for the Saturday (391 at 13:15), Sunday (319 at 11:45) and Bank holiday Monday (275 at 12:45) were recorded at Balham. Between 00:15 and 04:29 on the Sunday morning there were 15 entries recorded, on the Monday morning there were 20 entries between 00:15 and 05:14.

Exit Data

- 8.5 The exit profile for the May bank holiday has a peak of 719 which was recorded at Balham station during the 15 minute interval at 18:15 on the Friday. For all five stations the peak exits occurred during the hour of 17:45, where 2,481 exits were recorded. For the remainder of the weekend there is a general trend where the exits increase in number over the day gradually then reduce to less than 30 exits between the hours of 00:00 to 04:00. The highest exits were recorded at Balham on the Saturday (346 at 18:30) and the Monday (321 at 18:15), on the Sunday the peak exits were recorded at Clapham Common Station (275 at 18:45).

Figure 8.1: May Bank Holiday Entry Profile

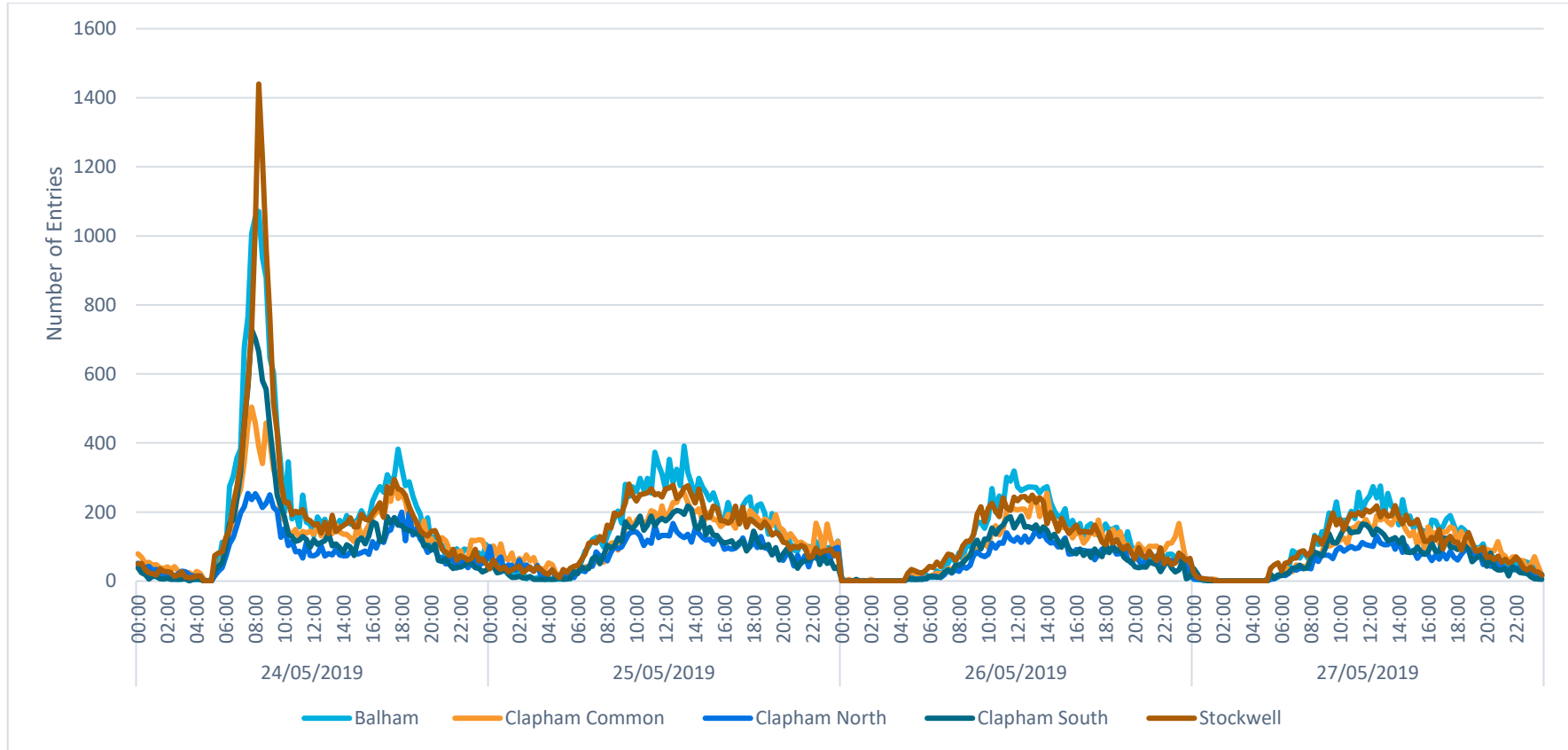
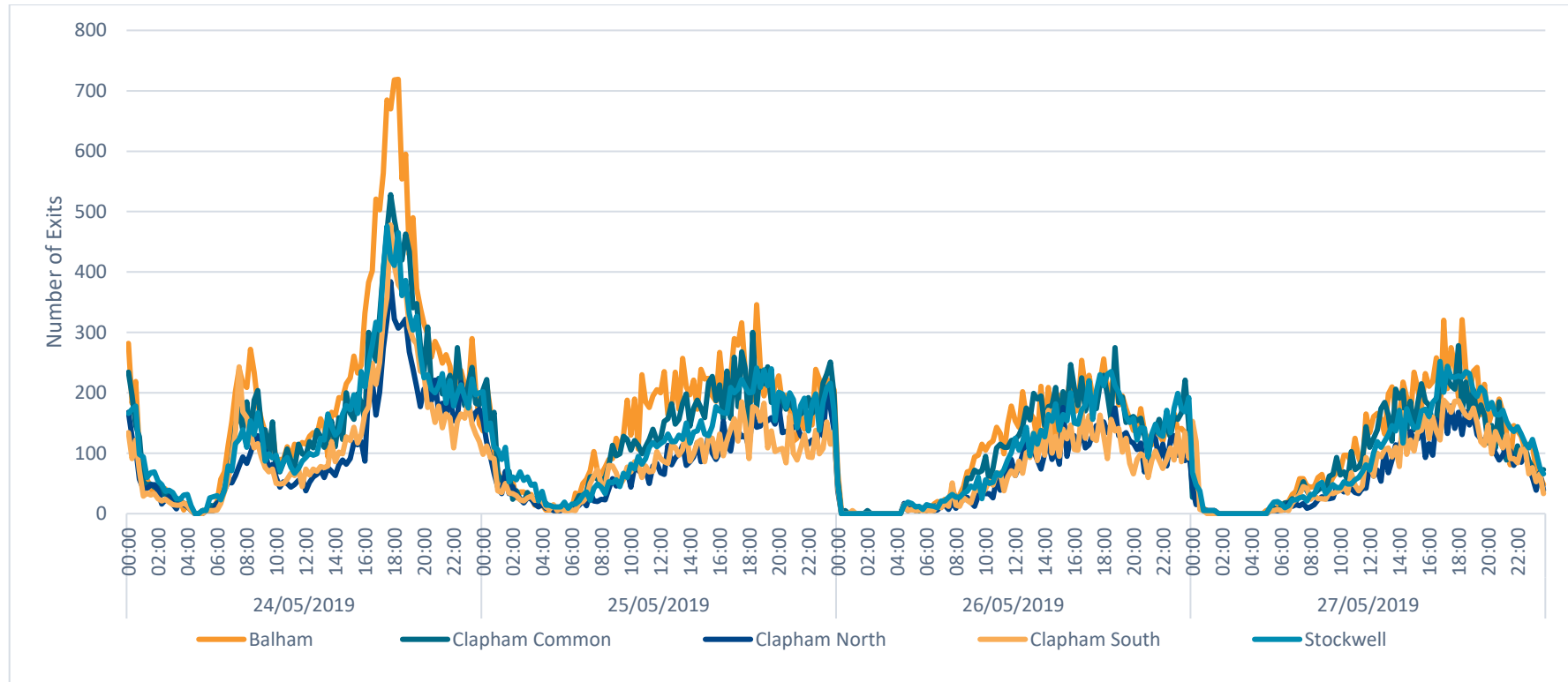


Figure 8.2: May Bank Holiday Exit Profile



August Weekend Prior to Bank Holiday

- 8.6 The entry and exit profile for the weekend prior August bank holiday weekend is provided overleaf within **Figure 8.3** and **Figure 8.4**.

Entry Data

- 8.7 For the weekend prior to the August bank holiday the entry peaks for the weekdays are indicative of the commuting profile, the highest entry count for the 15 minute intervals was 1,376 recorded at Stockwell at 08:15 on the Monday, for the Friday the peak was 1,370 recorded at Stockwell at 08:30. The peak 15 minute interval for all five stations occurred at 08:15 on the Monday. The entry profiles over the weekend were flatter and didn't have a clear peak in comparison with the weekday data. On Saturday night there were 15 entries recorded at the five stations between 00:15 and 04:15 whereas on the Sunday night there were 15 entries recorded between 01:00 and 04:45.

Exit Data

- 8.8 The exit counts for the weekend prior to the August bank holiday had a peak on the Monday between the hours of 17:00 and 20:00, with the peak 15 minute interval for all five stations occurring at 18:30, where 3,545 exits were recorded. The station with the most exits was Balham with 1,098 exits occurring between 18:00-18:14. The weekend exit counts were less than the weekdays, with a more gradual growth trendline rather than distinguishable peaks. At the weekend all the tube stations are used at a fairly similar level.

Figure 8.3: Weekend Prior to August Bank Holiday Entry Data

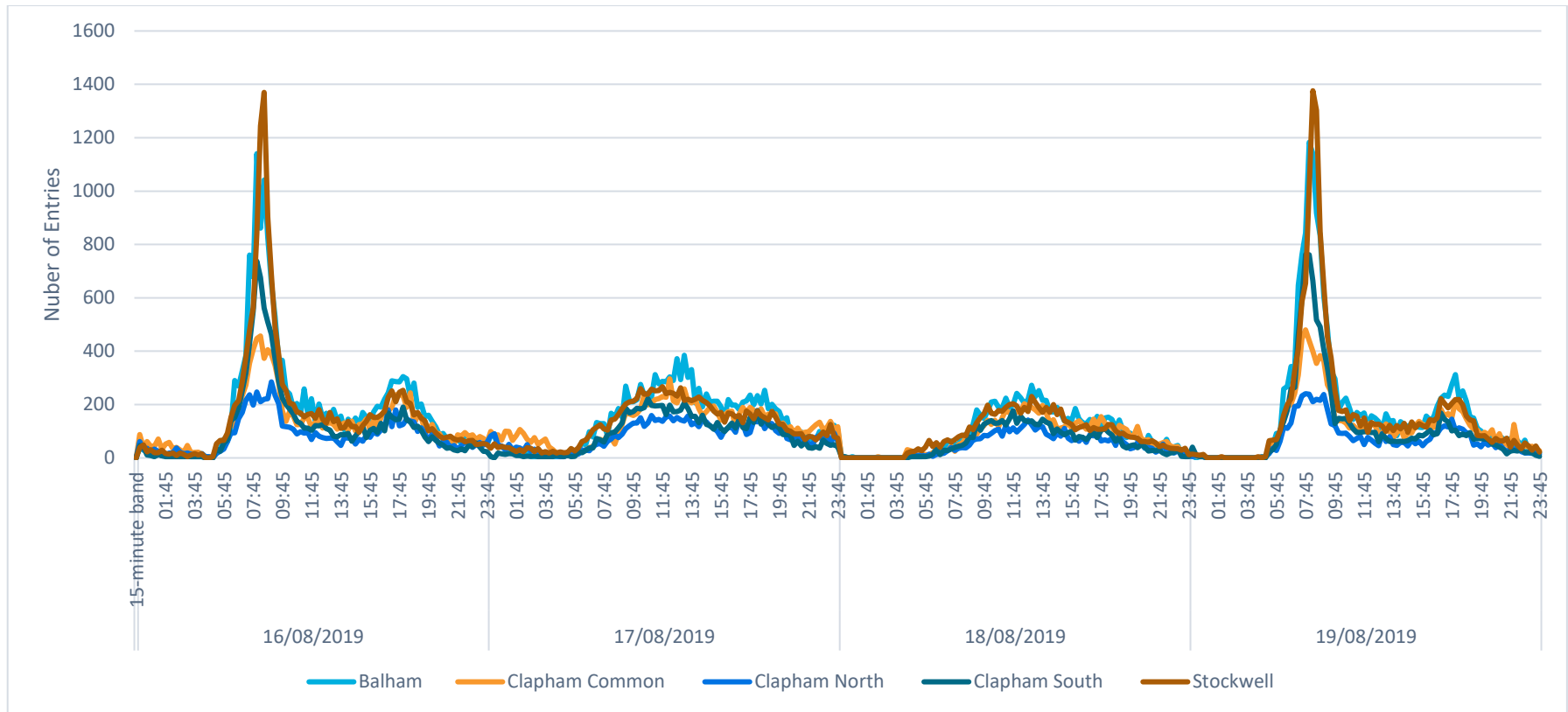
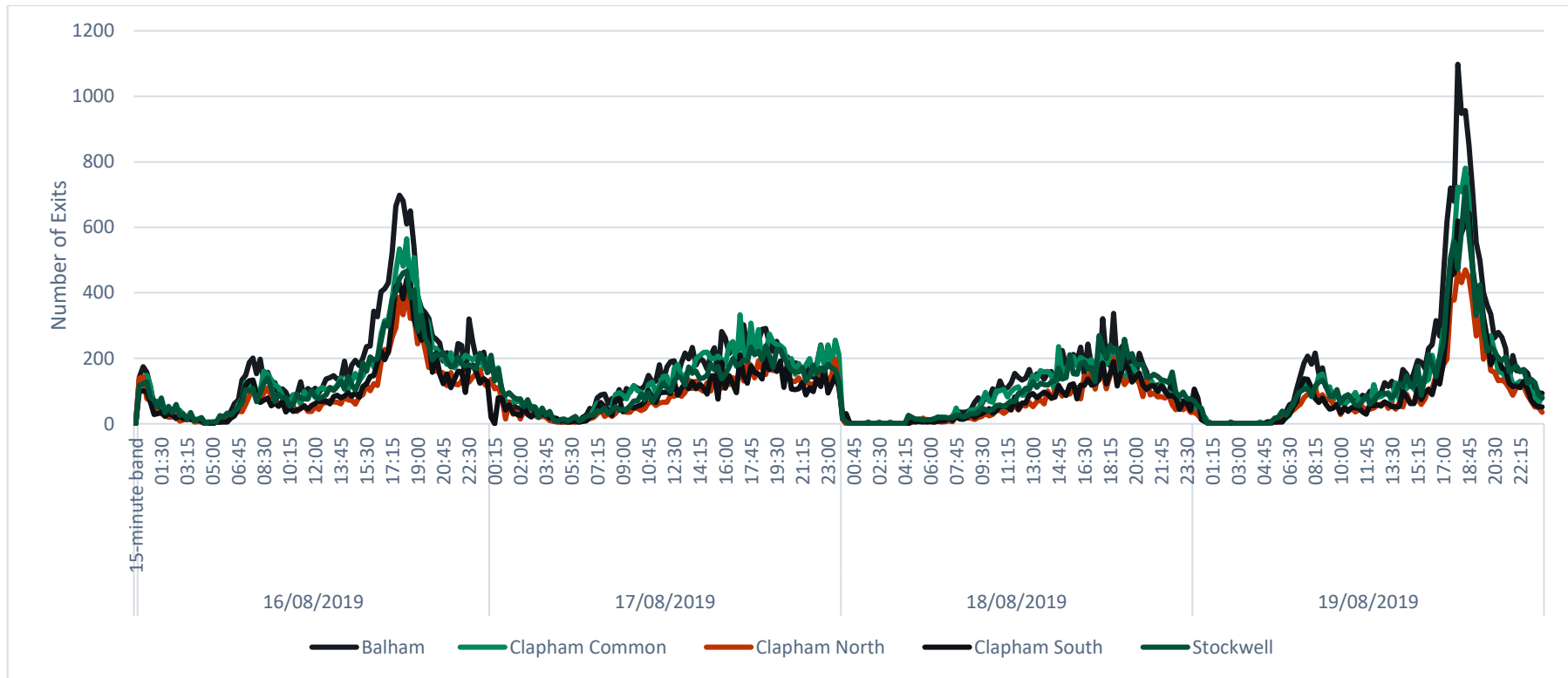


Figure 8.4: Weekend Prior to August Bank Holiday Exit Data



August Bank Holiday

- 8.9 The entry and exit profile for the August bank holiday weekend is provided overleaf within **Figure 8.5** and **Figure 8.6**.

Entry Data

- 8.10 The entry data for the August bank holiday has a peak of 1,203 which was recorded at Stockwell during the 15 minute interval at 08:30 on the Friday. For all five stations the peak entries occurred during the hour of 08:15, where 3,343 exits were recorded. The morning peak for the stations is between 07:00 and 09:30, this peak is expected due to Friday being a 'standard' working day, so usual commuting patterns would be evident.
- 8.11 For the remainder of the weekend the entry peaks occur later in the day, the highest entries for the Saturday (1,331 at 23:15), Sunday (1,176 at 22:45) and bank holiday Monday (1,394 at 22:00) were recorded at Clapham South. Between 00:15 and 04:29 on the Sunday morning there were 15 entries recorded, on the Monday morning there were 20 entries between 00:15 and 05:14.

Exit Data

- 8.12 The exit profile for the August bank holiday has a peak of 1,243 which was recorded at Clapham Common station during the 15 minute interval at 13:30 on the Saturday. For all five stations the peak exits occurred on the Friday during the hour of 18:00, where 2,174 exits were recorded.
- 8.13 Over the weekend the exit peaks recorded on the Saturday and the Sunday are higher than the remaining days. The exit peaks on the Saturday, Sunday and Monday occurs earlier in the day either early afternoon or around midday in comparison with the Friday where the peak occurs in the late afternoon. The highest exits were recorded at Clapham Common on the Sunday and Monday were 769 (13:15) and 513 (13:45).

Figure 8.5: August Bank Holiday Entry Data

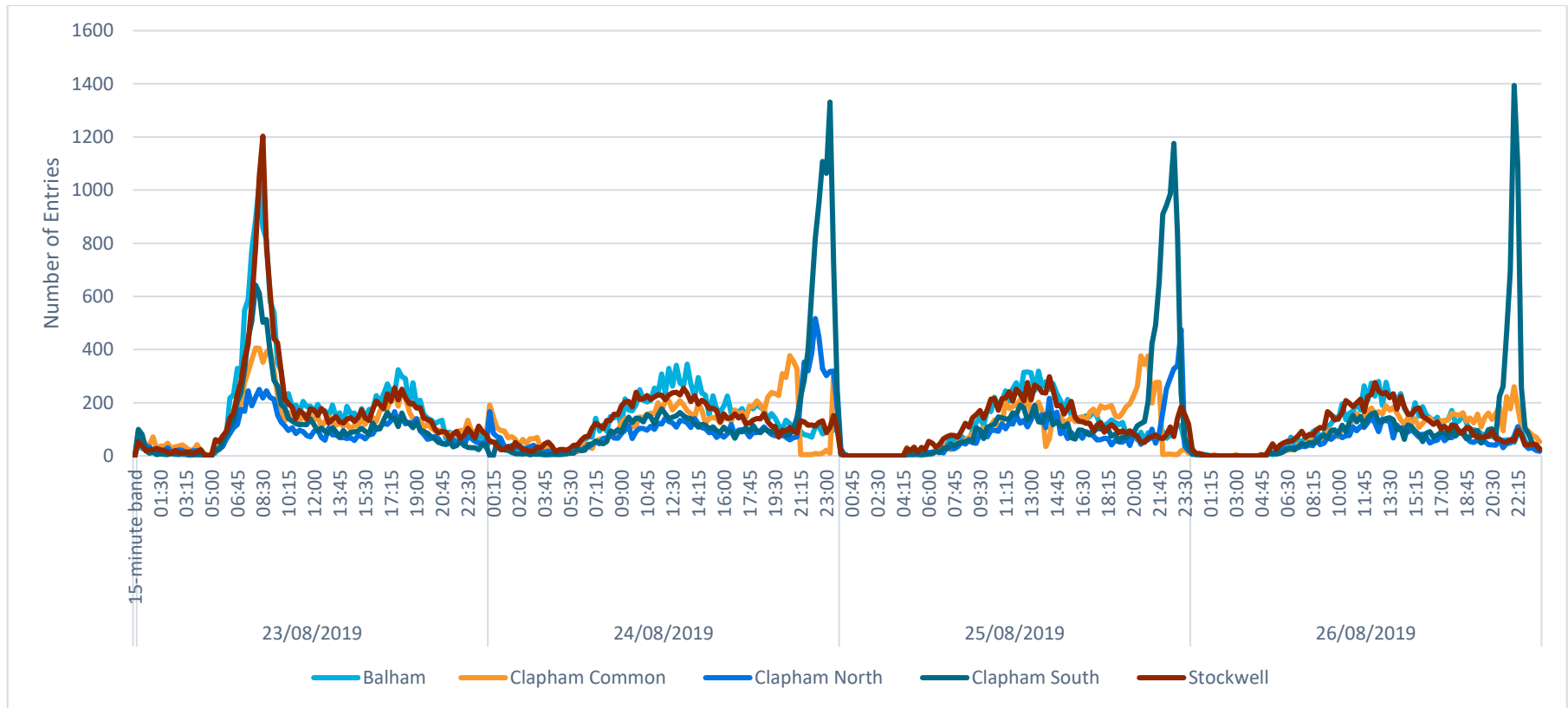
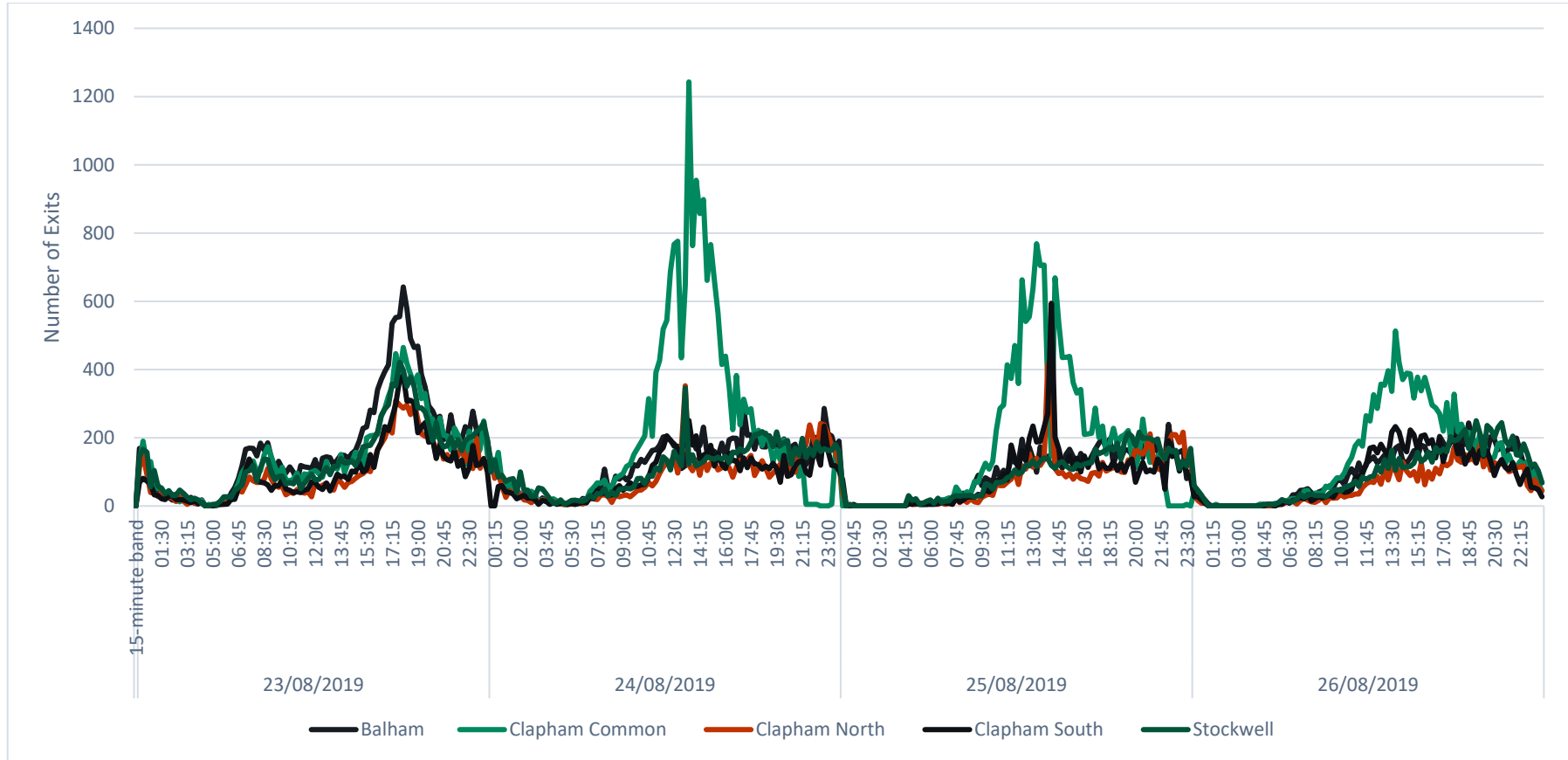


Figure 8.6: August Bank Holiday Exit Data



Weekend After Bank Holiday

- 8.14 The entry and exit profile for the weekend after the August bank holiday weekend is provided overleaf within **Figure 8.7** and **Figure 8.8**.

Entry Data

- 8.15 The entry data for the weekend after bank holiday, follows a similar profile as the weekend before bank holiday with peaks in the weekday mornings and Stockwell being the most utilised. The Monday peak is higher than the Friday, however the highest total entries in a 15 minute interval was 3,855 across the five stations at 08:15 on the Friday. The peak entries recorded at Stockwell, 1,392 occurred at 08:15 on the Monday. The entry profiled at the weekend are flatter, with all five stations being used at a similar level.

Exit Data

- 8.16 The exit data for the weekend after bank holiday has a peak 15 minute interval at 08:00 where 1,107 entries were recorded at Balham. Balham station has the highest recorded exits on the Friday and the Monday, which was also the most used station for exits for the weekend prior to the August bank holiday.
- 8.17 The weekend exit data has a more gradual profile, with Saturday having a higher number of exits (56,201) over the day than the Sunday (40,668). The least used station over the weekend was Clapham South.
- 8.18 It is noted that there are no concerns as to the capacity of the London Underground, given the frequency of services operating.

Figure 8.7: Weekend after August Bank Holiday Entry Data

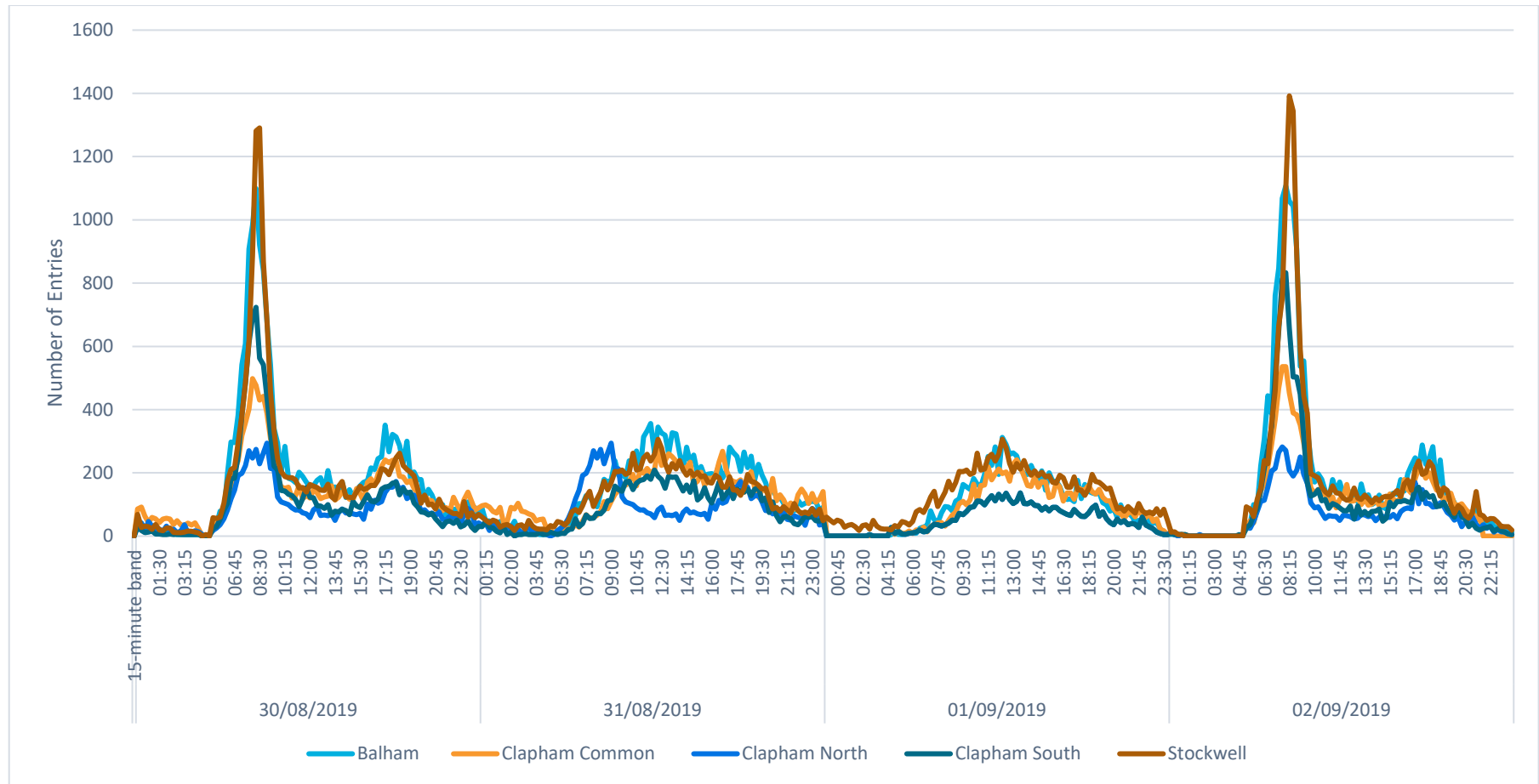
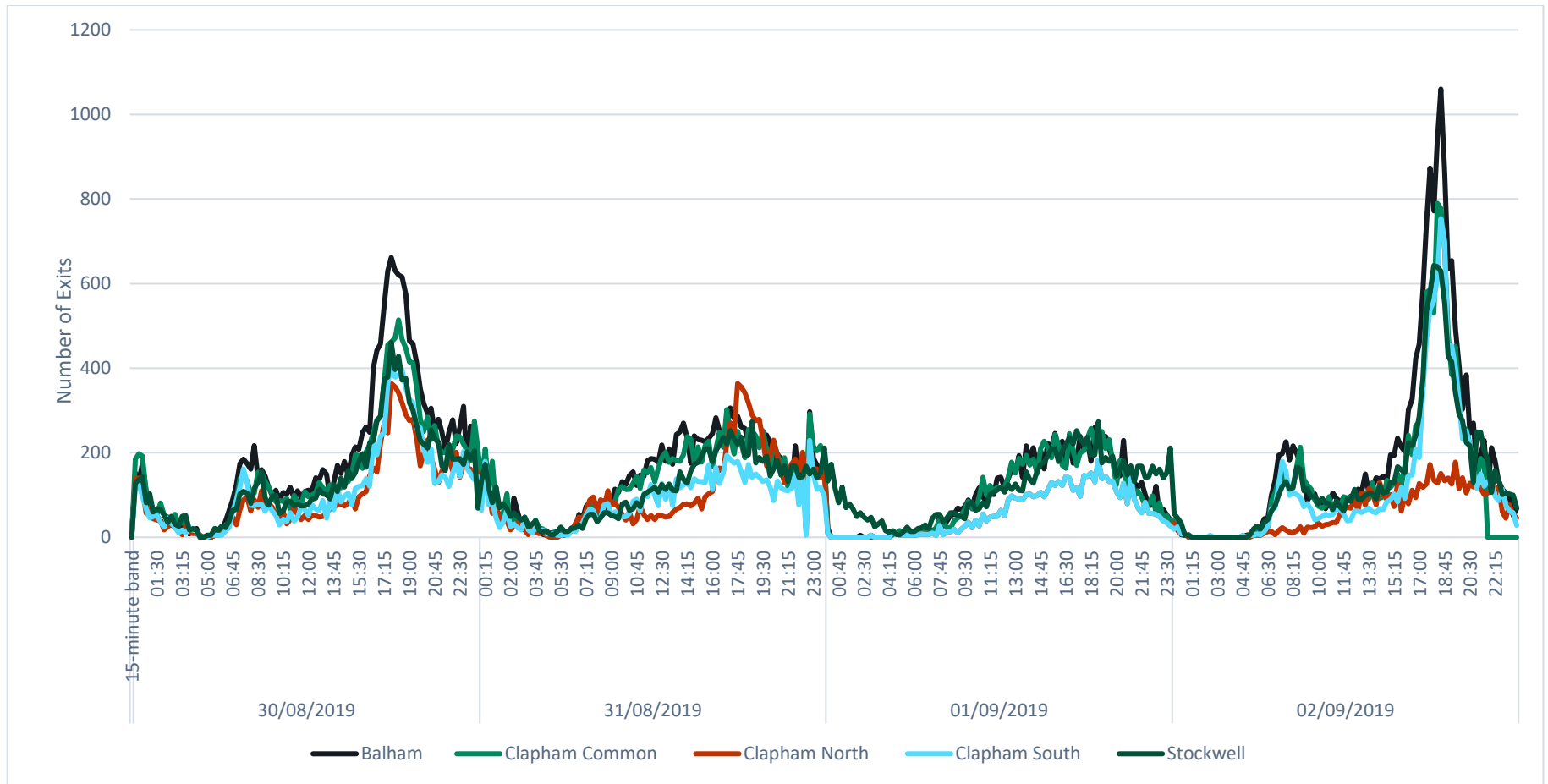


Figure 8.8: Weekend after August Bank Holiday Exit Data



Total Entry and Exits

Table 8.1: Maximum Entry and Exits Stations

	Maximum Entry				Maximum Exits			
	May BHOL	Early Aug	Aug BHOL	Late Aug	May BHOL	Early Aug	Aug BHOL	Late Aug
Friday	Stockwell	Stockwell	Stockwell	Stockwell	Balham	Balham	Balham	Balham
Saturday	Balham	Balham	Clapham South	Balham	Balham	Clapham Common	Clapham Common	Clapham North
Sunday	Balham	Balham	Clapham South	Balham	Clapham Common	Balham	Clapham Common	Balham
Monday	Balham	Stockwell	Clapham South	Stockwell	Balham	Balham	Clapham Common	Balham

- 8.19 Balham station had the maximum entry counts seven times over the data set, Stockwell station had the maximum entries on five of days. Stockwell station had the highest entry counts on all four Fridays. Balham station had the highest number of maximum exits recorded, ten days over the 16 days of data.
- 8.20 On the August bank holiday, the general entry and exit trends change, where the maximum entries occurring at Clapham South and the maximum exits occurring at Clapham Common.

9 Summary & Conclusions

Context

9.1 Steer were commissioned by EventLambeth to conduct a range of transport surveys during SouthWest Four (SW4) & House of Common Festival staged on Clapham Common in 2019. The survey methodology was derived in co-ordination with Lambeth Borough Council (LBC) Highways to achieve the core project objective of:

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

9.2 This report presents the results of these surveys conducted on the following dates, across the August Bank Holiday weekend:

- SW4 Festival (Saturday 24th and Sunday 25th of August 2019); and
- House of Common Festival (Monday 26th of August 2019).

Key Observations

Parking Stress

9.3 The number of parked cars increases throughout the day on all three survey dates, rising by an average of 6% of the total parking capacity. The data does not suggest car parking around Clapham Common is causing any significant issues in terms of capacity.

Pedestrian Movement Assessment

9.4 The graphs presented within Chapter 4, highlight the key peaks in pedestrian movements associated with each day of the festival. Whilst the arrival profiles are evenly spread over a number of hours, the departure profile on all three days shows a clear peak of pedestrian movement, with the majority of journeys away from the common taking place over a 30 minute period.

Bus Stop Assessment

9.5 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 and that the key pedestrian routes around the Common (as illustrated within **Figure 2.1**) are largely segregated from the bus stops.

Vehicular Operations

9.6 Pre and post event the operation of Windmill Drive was the key operational issue with regard to vehicular pickups. Mini cabs were recorded parking on double red lines on Clapham Common South Side, but this is likely attributable to the congestion recorded upon Windmill Drive and outside of the Windmill Pub.

Face to Face Surveys

- 9.7 The vast majority of attendees utilised public transport as their main mode to access the festivals with train (45%), tube (20%) and bus (6%) accounting for 71% of all trips. A total of 6% parked in the local vicinity, whilst 3% were dropped off. The remaining attendees arrived via a form of taxi (9%) or cycle (1%).

Public Transport Data

- 9.8 The 24-hour gateline information provided by Transport for London (TfL) for five London Underground Stations around the festival have been analysed. The arrival and departure profiles for the event at each transport node are presented within Chapter 8. There are no concerns as to the capacity of public transport services.

Key Recommendations for Future Events

- A review of signage and wayfinding is recommended particularly with regard to pre-event procedure and signage to the festival from public transport nodes.
- Consideration should be given to making Windmill Drive one way during events held on the Common. This would significantly reduce congestion and optimise the drop off and pick up procedure.

Appendices

A Parking Stress Data

Total Study Area Results

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	1	0	1	0	3	1	1	0	0	156
Single Yellow	12	10	17	16	24	21	17	19	22	309
Drop Kerb	4	4	7	5	9	11	4	9	5	202
Double Yellow	0	0	0	2	0	0	0	0	0	99
Keep Clear	2	1	0	0	0	0	0	0	0	18
Shared Users	1,321	1,338	1,390	1,254	1,348	1,401	1,285	1,433	1,521	2,343
Permit Holders Only	316	335	358	291	340	358	286	369	360	454
Pedestrian Crossing	0	0	0	0	0	0	0	0	0	3
Red Route / Parking Bays	36	37	35	42	54	46	35	45	45	102
Disabled Bay	25	26	25	18	24	25	26	28	28	46
Motor Cycles Only	8	8	7	7	6	7	7	7	9	42
Red Route / Doctor's Bay	0	0	0	0	1	1	0	0	1	1
Red Route / Disabled Bay	0	0	0	0	0	0	0	0	0	1
Bus Stop / Bus Stand	0	0	1	0	0	0	0	0	0	45
Single Red	0	0	2	1	5	4	0	2	3	65
Red Route / Loading Bay	4	2	6	6	8	6	4	6	7	10
Car Club	1	3	3	3	5	4	4	3	5	11
Zig Zag Lines	0	0	0	0	0	0	0	0	0	34
Electric Vehicles Only	1	1	1	2	3	3	1	1	1	13
Doctors Bay	0	0	0	0	0	0	0	0	0	1
Resident Permit Holders Only	16	17	18	19	20	18	16	16	15	33
Pay by Phone	13	14	16	11	13	14	9	14	12	16
Single Yellow / White Lines	1	1	1	-	2	1	1	1	1	0
Loading Bay	4	2	4	1	4	4	3	3	3	5
Taxi Bay	2	6	8	0	5	3	1	6	3	11
All	1,767	1,805	1,900	1,678	1,874	1,928	1,700	1,964	2,043	4,020

Total Study Area Results (%)

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	1%	0%	1%	0%	2%	1%	1%	0%	0%	156
Single Yellow	4%	3%	6%	5%	8%	7%	6%	6%	7%	309
Drop Kerb	2%	2%	3%	2%	4%	5%	2%	4%	2%	202
Double Yellow	0%	0%	0%	2%	0%	0%	0%	0%	0%	99
Keep Clear	11%	6%	0%	0%	0%	0%	0%	0%	0%	18
Shared Users	56%	57%	59%	54%	58%	60%	55%	61%	65%	2,343
Permit Holders Only	70%	74%	79%	64%	75%	79%	63%	81%	79%	454
Pedestrian Crossing	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Red Route / Parking Bays	35%	36%	34%	41%	53%	45%	34%	44%	44%	102
Disabled Bay	54%	57%	54%	39%	52%	54%	57%	61%	61%	46
Motor Cycles Only	19%	19%	17%	17%	14%	17%	17%	17%	21%	42
Red Route / Doctor's Bay	0%	0%	0%	0%	100%	100%	0%	0%	100%	1
Red Route / Disabled Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Bus Stop / Bus Stand	0%	0%	2%	0%	0%	0%	0%	0%	0%	45
Single Red	0%	0%	3%	2%	8%	6%	0%	3%	5%	65
Red Route / Loading Bay	40%	20%	60%	60%	80%	60%	40%	60%	70%	10
Car Club	9%	27%	27%	27%	45%	36%	36%	27%	45%	11
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	34
Electric Vehicles Only	8%	8%	8%	15%	23%	23%	8%	8%	8%	13
Doctors Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Resident Permit Holders Only	48%	52%	55%	58%	61%	55%	48%	48%	45%	33
Pay by Phone	81%	88%	100%	69%	81%	88%	56%	88%	75%	16
Single Yellow / White Lines	100%	100%	100%	-	100%	100%	100%	100%	100%	0
Loading Bay	80%	40%	80%	20%	80%	80%	60%	60%	60%	5
Taxi Bay	18%	55%	73%	0%	45%	27%	9%	55%	27%	11
All	44%	45%	47%	42%	47%	48%	42%	49%	51%	4,020

Crescent Lane

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	8
Single Yellow	0	0	2	0	0	1	4	1	4	38
Drop Kerb	0	0	0	0	0	0	0	0	0	13
Double Yellow	0	0	0	0	0	0	0	0	0	7
Keep Clear	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	0	1	4	1	4	68

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Single Yellow	0%	0%	5%	0%	0%	3%	11%	3%	11%	38
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	13
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Keep Clear	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Total	0%	0%	3%	0%	0%	1%	6%	1%	6%	68

Elms Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	4
Single Yellow	1	0	3	0	2	2	0	1	2	1
Drop Kerb	1	1	1	0	2	3	0	1	0	16
Keep Clear	0	0	0	0	0	0	0	0	0	1
Shared Users	16	21	21	16	21	21	10	20	21	20
Permit Holders Only	16	20	21	14	22	21	8	21	21	19
Total	34	42	46	30	47	47	18	43	44	61

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	100%	0%	300%	0%	200%	200%	0%	100%	200%	1
Drop Kerb	6%	6%	6%	0%	13%	19%	0%	6%	0%	16
Keep Clear	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	80%	105%	105%	80%	105%	105%	50%	100%	105%	20
Permit Holders Only	84%	105%	111%	74%	116%	111%	42%	111%	111%	19
Total	56%	69%	75%	49%	77%	77%	30%	70%	72%	61

Narbonne Avenue

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	1	0	0	0	0	7
Drop Kerb	0	0	0	0	0	0	0	1	0	3
Double Yellow	0	0	0	0	0	0	0	0	0	2
Shared Users	12	13	19	10	11	13	13	17	17	17
Permit Holders Only	27	28	28	20	25	32	24	29	32	37
Red Route / Parking Bays	1	1	1	2	3	3	2	3	3	3
Disabled Bay	0	0	1	0	0	0	1	0	0	1
Total	40	42	49	32	40	48	40	50	52	70

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	14%	0%	0%	0%	0%	7
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	33%	0%	3
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	71%	76%	112%	59%	65%	76%	76%	100%	100%	17
Permit Holders Only	73%	76%	76%	54%	68%	86%	65%	78%	86%	37
Red Route / Parking Bays	33%	33%	33%	67%	100%	100%	67%	100%	100%	3
Disabled Bay	0%	0%	100%	0%	0%	0%	100%	0%	0%	1
Total	57%	60%	70%	46%	57%	69%	57%	71%	74%	70

Hambalt Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Yellow	0	0	0	0	0	0	0	0	0	2
Permit Holders Only	15	13	15	13	11	11	13	15	15	18
Disabled Bay	0	0	0	0	0	0	0	0	0	1
Total	15	13	15	13	11	11	13	15	15	21

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Permit Holders Only	83%	72%	83%	72%	61%	61%	72%	83%	83%	18
Disabled Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	71%	62%	71%	62%	52%	52%	62%	71%	71%	21

Cautley Avenue

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	5
Shared Users	8	9	10	3	8	9	4	10	9	10
Permit Holders Only	23	26	26	22	27	29	26	35	35	49
Red Route / Parking Bays	2	1	1	1	3	3	0	2	2	4
Total	33	36	37	26	38	41	30	47	46	70

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Shared Users	80%	90%	100%	30%	80%	90%	40%	100%	90%	10
Permit Holders Only	47%	53%	53%	45%	55%	59%	53%	71%	71%	49
Red Route / Parking Bays	50%	25%	25%	25%	75%	75%	0%	50%	50%	4
Total	47%	51%	53%	37%	54%	59%	43%	67%	66%	70

Englewood Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	4
Single Yellow	0	0	0	1	1	1	0	0	0	3
Drop Kerb	0	0	0	1	0	0	0	0	0	1
Shared Users	6	6	6	5	5	5	4	6	5	6
Permit Holders Only	13	23	30	20	25	23	20	27	27	43
Red Route / Parking Bays	1	1	1	1	1	1	1	1	1	1
Disabled Bay	0	0	0	0	0	0	0	1	0	2
Single Red	0	0	2	0	2	3	0	2	3	3
Red Route / Loading Bay	2	1	2	1	1	0	0	2	1	2
Total	22	31	41	29	35	33	25	39	37	65

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	0%	0%	0%	33%	33%	33%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	100%	0%	0%	0%	0%	0%	1
Shared Users	100%	100%	100%	83%	83%	83%	67%	100%	83%	6
Permit Holders Only	30%	53%	70%	47%	58%	53%	47%	63%	63%	43
Red Route / Parking Bays	100%	100%	100%	100%	100%	100%	100%	100%	100%	1
Disabled Bay	0%	0%	0%	0%	0%	0%	0%	50%	0%	2
Single Red	0%	0%	67%	0%	67%	100%	0%	67%	100%	3
Red Route / Loading Bay	100%	50%	100%	50%	50%	0%	0%	100%	50%	2
Total	34%	48%	63%	45%	54%	51%	38%	60%	57%	65

Hazelbourne Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	2	3	2	1	1	1	1	2
Drop Kerb	0	0	0	0	1	1	0	1	0	2
Shared Users	29	26	24	24	26	17	24	28	27	34
Permit Holders Only	17	16	18	14	16	16	10	16	16	17
Red Route / Parking Bays	1	1	1	2	2	2	1	1	2	3
Disabled Bay	2	2	2	1	2	2	1	1	0	3
Single Red	0	0	0	1	1	1	0	0	0	5
Car Club	0	0	0	1	1	1	0	0	0	1
Total	49	45	47	46	51	41	37	48	46	67

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	100%	150%	100%	50%	50%	50%	50%	2
Drop Kerb	0%	0%	0%	0%	50%	50%	0%	50%	0%	2
Shared Users	85%	76%	71%	71%	76%	50%	71%	82%	79%	34
Permit Holders Only	100%	94%	106%	82%	94%	94%	59%	94%	94%	17
Red Route / Parking Bays	33%	33%	33%	67%	67%	67%	33%	33%	67%	3
Disabled Bay	67%	67%	67%	33%	67%	67%	33%	33%	0%	3
Single Red	0%	0%	0%	20%	20%	20%	0%	0%	0%	5
Car Club	0%	0%	0%	100%	100%	100%	0%	0%	0%	1
Total	73%	67%	70%	69%	76%	61%	55%	72%	69%	67

Nightingale Lane

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	12
Single Yellow	0	0	0	1	1	0	0	0	0	10
Drop Kerb	0	0	0	0	0	0	0	0	0	8
Double Yellow	0	0	0	0	0	0	0	0	0	12
Shared Users	10	11	15	13	14	14	11	13	14	18
Motor Cycles Only	0	0	0	0	0	0	0	0	0	6
Bus Stop / Bus Stand	0	0	0	0	0	0	0	0	0	10
Zig Zag Lines	0	0	0	0	0	0	0	0	0	6
Total	10	11	15	14	15	14	11	13	14	82

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	12
Single Yellow	0%	0%	0%	10%	10%	0%	0%	0%	0%	10
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	12
Shared Users	56%	61%	83%	72%	78%	78%	61%	72%	78%	18
Motor Cycles Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Bus Stop / Bus Stand	0%	0%	0%	0%	0%	0%	0%	0%	0%	10
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Total	12%	13%	18%	17%	18%	17%	13%	16%	17%	82

Alderbrook Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	0	0	0	0	0	0	0	0	0	6
Double Yellow	0	0	0	0	0	0	0	0	0	3
Shared Users	26	20	22	20	18	18	17	22	19	45
Car Club	0	0	0	0	0	0	0	0	0	1
Total	26	20	22	20	18	18	17	22	19	55

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Shared Users	58%	44%	49%	44%	40%	40%	38%	49%	42%	45
Car Club	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	47%	36%	40%	36%	33%	33%	31%	40%	35%	55

Sumburah Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	5
Drop Kerb	0	1	1	1	1	1	1	1	1	5
Shared Users	24	20	20	17	15	14	16	19	15	38
Electric Vehicles Only	0	0	0	0	1	1	0	0	0	3
Total	24	21	21	18	17	16	17	20	16	51

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Drop Kerb	0%	20%	20%	20%	20%	20%	20%	20%	20%	5
Shared Users	63%	53%	53%	45%	39%	37%	42%	50%	39%	38
Electric Vehicles Only	0%	0%	0%	0%	33%	33%	0%	0%	0%	3
Total	47%	41%	41%	35%	33%	31%	33%	39%	31%	51

Thurleigh Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	11
Shared Users	31	22	24	23	25	26	21	28	28	62
Disabled Bay	1	1	1	1	1	1	1	1	1	1
Total	32	23	25	24	26	27	22	29	29	77

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	11
Shared Users	50%	35%	39%	37%	40%	42%	34%	45%	45%	62
Disabled Bay	100%	100%	100%	100%	100%	100%	100%	100%	100%	1
Total	42%	30%	32%	31%	34%	35%	29%	38%	38%	77

Baldwin Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Shared Users	2	4	0	1	1	1	1	1	1	21
Total	2	4	0	1	1	1	1	1	1	25

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	10%	19%	0%	5%	5%	5%	5%	5%	5%	21
Total	8%	16%	0%	4%	4%	4%	4%	4%	4%	25

Roseneath Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Shared Users	5	3	5	3	5	5	3	3	4	5
Total	5	3	5	3	5	5	3	3	4	5

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Shared Users	100%	60%	100%	60%	100%	100%	60%	60%	80%	5
Total	100%	60%	100%	60%	100%	100%	60%	60%	80%	5

Lavender Gardens

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	2
Shared Users	40	36	38	30	32	38	46	43	49	72
Red Route / Parking Bays	1	0	0	1	0	0	0	0	0	2
Disabled Bay	1	1	1	1	1	1	1	0	1	1
Single Red	0	0	0	0	0	0	0	0	0	2
Car Club	0	0	0	0	0	0	0	0	1	1
Total	42	37	39	32	33	39	47	43	51	82

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	56%	50%	53%	42%	44%	53%	64%	60%	68%	72
Red Route / Parking Bays	50%	0%	0%	50%	0%	0%	0%	0%	0%	2
Disabled Bay	100%	100%	100%	100%	100%	100%	100%	0%	100%	1
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Car Club	0%	0%	0%	0%	0%	0%	0%	0%	100%	1
Total	51%	45%	48%	39%	40%	48%	57%	52%	62%	82

Altenburg Gardens

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	5
Shared Users	45	46	47	53	49	45	34	38	39	63
Red Route / Parking Bays	3	1	1	3	4	0	1	1	1	3
Disabled Bay	0	0	0	1	0	0	0	0	0	2
Total	48	47	48	57	53	45	35	39	40	75

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Shared Users	71%	73%	75%	84%	78%	71%	54%	60%	62%	63
Red Route / Parking Bays	100%	33%	33%	100%	133%	0%	33%	33%	33%	3
Disabled Bay	0%	0%	0%	50%	0%	0%	0%	0%	0%	2
Total	64%	63%	64%	76%	71%	60%	47%	52%	53%	75

Leathwaite Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	3
Single Yellow	1	0	0	1	0	1	0	1	1	4
Shared Users	13	12	14	13	11	10	13	15	15	17
Permit Holders Only	8	7	8	8	7	9	8	8	7	10
Red Route / Parking Bays	0	0	0	1	2	0	2	1	0	2
Red Route / Loading Bay	0	0	0	2	1	1	0	0	0	2
Doctors Bay	0	0	0	0	0	0	0	0	0	1
Total	22	19	22	25	21	21	23	25	23	39

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	25%	0%	0%	25%	0%	25%	0%	25%	25%	4
Shared Users	76%	71%	82%	76%	65%	59%	76%	88%	88%	17
Permit Holders Only	80%	70%	80%	80%	70%	90%	80%	80%	70%	10
Red Route / Parking Bays	0%	0%	0%	50%	100%	0%	100%	50%	0%	2
Red Route / Loading Bay	0%	0%	0%	100%	50%	50%	0%	0%	0%	2
Doctors Bay	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	56%	49%	56%	64%	54%	54%	59%	64%	59%	39

Keildon Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	1	0	4
Shared Users	13	14	14	14	14	13	15	15	11	23
Permit Holders Only	16	12	13	13	12	12	14	16	14	22
Total	29	26	27	27	26	25	29	32	25	49

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	25%	0%	4
Shared Users	57%	61%	61%	61%	61%	57%	65%	65%	48%	23
Permit Holders Only	73%	55%	59%	59%	55%	55%	64%	73%	64%	22
Total	59%	53%	55%	55%	53%	51%	59%	65%	51%	49

Wakehurst Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	21
Drop Kerb	0	0	0	0	0	0	0	0	0	4
Shared Users	43	38	44	38	33	34	43	40	44	83
Disabled Bay	1	1	1	1	1	1	1	1	1	1
Total	44	39	45	39	34	35	44	41	45	109

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	21
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Shared Users	52%	46%	53%	46%	40%	41%	52%	48%	53%	83
Disabled Bay	100%	100%	100%	100%	100%	100%	100%	100%	100%	1
Total	40%	36%	41%	36%	31%	32%	40%	38%	41%	109

Grandison Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	1
Single Yellow	0	0	0	0	0	0	0	0	0	10
Drop Kerb	0	0	0	0	0	0	0	0	0	2
Shared Users	23	28	22	14	16	21	19	24	26	50
Red Route / Parking Bays	1	2	1	1	1	2	1	1	1	3
Single Red	0	0	0	0	0	0	0	0	0	2
Total	24	30	23	15	17	23	20	25	27	68

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	10
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	46%	56%	44%	28%	32%	42%	38%	48%	52%	50
Red Route / Parking Bays	33%	67%	33%	33%	33%	67%	33%	33%	33%	3
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Total	35%	44%	34%	22%	25%	34%	29%	37%	40%	68

Alfriston Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Shared Users	32	31	31	25	30	32	29	30	35	48
Red Route / Parking Bays	0	0	1	0	0	0	0	0	0	2
Disabled Bay	0	0	0	0	0	0	1	1	1	1
Single Red	0	0	0	0	0	0	0	0	0	2
Total	32	31	32	25	30	32	30	31	36	56

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	67%	65%	65%	52%	63%	67%	60%	63%	73%	48
Red Route / Parking Bays	0%	0%	50%	0%	0%	0%	0%	0%	0%	2
Disabled Bay	0%	0%	0%	0%	0%	0%	100%	100%	100%	1
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Total	57%	55%	57%	45%	54%	57%	54%	55%	64%	56

Muncaster Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	4
Shared Users	20	26	28	24	22	30	26	23	32	40
Red Route / Parking Bays	0	0	0	0	0	0	0	1	0	6
Single Red	0	0	0	0	0	0	0	0	0	2
Total	20	26	28	24	22	30	26	24	32	55

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Shared Users	50%	65%	70%	60%	55%	75%	65%	58%	80%	40
Red Route / Parking Bays	0%	0%	0%	0%	0%	0%	0%	17%	0%	6
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Total	36%	47%	51%	44%	40%	55%	47%	44%	58%	55

Canford Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	6
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Shared Users	46	44	51	46	47	51	52	55	60	93
Red Route / Parking Bays	0	1	0	0	0	2	1	2	0	6
Disabled Bay	1	2	2	3	3	3	3	3	3	3
Motor Cycles Only	2	2	2	2	2	2	2	2	2	7
Single Red	0	0	0	0	0	0	0	0	0	2
Electric Vehicles Only	0	0	0	1	0	0	0	0	0	2
Total	49	49	55	52	52	58	58	62	65	120

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	49%	47%	55%	49%	51%	55%	56%	59%	65%	93
Red Route / Parking Bays	0%	17%	0%	0%	0%	33%	17%	33%	0%	6
Disabled Bay	33%	67%	67%	100%	100%	100%	100%	100%	100%	3
Motor Cycles Only	29%	29%	29%	29%	29%	29%	29%	29%	29%	7
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Electric Vehicles Only	0%	0%	0%	50%	0%	0%	0%	0%	0%	2
Total	41%	41%	46%	43%	43%	48%	48%	52%	54%	120

Culmstock Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	1	8
Drop Kerb	0	0	0	0	0	0	0	0	0	2
Shared Users	26	29	29	23	28	29	25	32	33	47
Disabled Bay	0	0	0	0	0	0	1	1	1	2
Total	26	29	29	23	28	29	26	33	35	59

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	13%	8
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	55%	62%	62%	49%	60%	62%	53%	68%	70%	47
Disabled Bay	0%	0%	0%	0%	0%	0%	50%	50%	50%	2
Total	44%	49%	49%	39%	47%	49%	44%	56%	59%	59

Elspeth Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	29
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Disabled Bay	1	1	1	1	1	1	0	1	1	1
Single Red	0	0	0	0	0	0	0	0	0	2
Zig Zag Lines	0	0	0	0	0	0	0	0	0	8
Resident Permit Holders Only	16	16	17	19	20	18	16	16	15	23
Total	17	17	18	20	21	19	16	17	16	64

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	29
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Disabled Bay	100%	100%	100%	100%	100%	100%	0%	100%	100%	1
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Resident Permit Holders Only	70%	70%	74%	83%	87%	78%	70%	70%	65%	23
Total	27%	27%	28%	31%	33%	30%	25%	27%	25%	64

Marjorie Grove

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	1
Drop Kerb	0	0	0	0	0	0	0	0	0	3
Shared Users	3	3	3	2	4	4	2	2	4	4
Red Route / Parking Bays	0	0	0	0	0	0	0	0	0	1
Single Red	0	0	0	0	0	0	0	0	0	1
Total	3	3	3	2	4	4	2	2	4	10

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Shared Users	75%	75%	75%	50%	100%	100%	50%	50%	100%	4
Red Route / Parking Bays	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	30%	30%	30%	20%	40%	40%	20%	20%	40%	10

Mysore Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	1	0	0	0	0	0	0	0	0	4
Single Yellow	0	0	0	0	0	0	0	0	0	7
Drop Kerb	0	0	0	0	0	0	0	0	0	2
Shared Users	19	17	18	23	24	24	23	22	23	34
Disabled Bay	0	0	0	0	1	1	0	0	0	1
Total	20	17	18	23	25	25	23	22	23	48

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	25%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	7
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	56%	50%	53%	68%	71%	71%	68%	65%	68%	34
Disabled Bay	0%	0%	0%	0%	100%	100%	0%	0%	0%	1
Total	42%	35%	38%	48%	52%	52%	48%	46%	48%	48

Mariorie Gardens

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	3
Shared Users	23	27	27	24	23	27	28	30	35	47
Red Route / Parking Bays	0	0	0	0	1	1	0	0	0	2
Single Red	0	0	0	0	0	0	0	0	0	1
Total	23	27	27	24	24	28	28	30	35	53

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Shared Users	49%	57%	57%	51%	49%	57%	60%	64%	74%	47
Red Route / Parking Bays	0%	0%	0%	0%	50%	50%	0%	0%	0%	2
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	43%	51%	51%	45%	45%	53%	53%	57%	66%	53

Sisters Avenue

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	4
Drop Kerb	0	0	0	0	0	0	0	0	0	6
Shared Users	36	36	41	38	41	41	36	38	42	61
Single Red	0	0	0	0	0	0	0	0	0	2
Electric Vehicles Only	1	1	1	1	2	2	1	1	1	3
Total	37	37	42	39	43	43	37	39	43	76

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Shared Users	59%	59%	67%	62%	67%	67%	59%	62%	69%	61
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Electric Vehicles Only	33%	33%	33%	33%	67%	67%	33%	33%	33%	3
Total	49%	49%	55%	51%	57%	57%	49%	51%	57%	76

Suaden Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	1
Shared Users	44	47	46	38	41	50	47	45	45	72
Red Route / Parking Bays	0	0	0	0	0	0	0	0	0	1
Disabled Bay	1	1	0	0	1	1	1	1	1	1
Single Red	0	0	0	0	0	0	0	0	0	1
Total	45	48	46	38	42	51	48	46	46	76

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	61%	65%	64%	53%	57%	69%	65%	63%	63%	72
Red Route / Parking Bays	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Disabled Bay	100%	100%	0%	0%	100%	100%	100%	100%	100%	1
Single Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Total	59%	63%	61%	50%	55%	67%	63%	61%	61%	76

Marney Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	8
Shared Users	38	36	35	33	36	39	34	37	41	67
Red Route / Parking Bays	0	0	0	0	0	0	0	0	0	4
Disabled Bay	1	1	1	1	0	0	1	1	1	2
Total	39	37	36	34	36	39	35	38	42	83

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	8
Shared Users	57%	54%	52%	49%	54%	58%	51%	55%	61%	67
Red Route / Parking Bays	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Disabled Bay	50%	50%	50%	50%	0%	0%	50%	50%	50%	2
Total	47%	45%	43%	41%	43%	47%	42%	46%	51%	83

Forthbridge Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	4
Single Yellow	0	0	0	1	1	1	1	1	1	2
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Keep Clear	2	1	0	0	0	0	0	0	0	13
Shared Users	30	35	32	24	27	27	26	25	26	45
Red Route / Parking Bays	2	0	1	0	0	0	0	0	0	4
Total	34	36	33	25	28	28	27	26	27	69

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	0%	0%	0%	50%	50%	50%	50%	50%	50%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Keep Clear	15%	8%	0%	0%	0%	0%	0%	0%	0%	13
Shared Users	67%	78%	71%	53%	60%	60%	58%	56%	58%	45
Red Route / Parking Bays	50%	0%	25%	0%	0%	0%	0%	0%	0%	4
Total	49%	52%	48%	36%	41%	41%	39%	38%	39%	69

Tregarvon Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	4
Single Yellow	0	0	0	0	0	0	0	0	0	2
Drop Kerb	0	0	0	0	0	0	0	0	0	1
Shared Users	37	44	47	38	40	42	38	40	47	63
Red Route / Parking Bays	0	0	0	1	1	2	0	1	0	4
Disabled Bay	1	1	1	1	1	1	0	1	0	1
Total	38	45	48	40	42	45	38	42	47	75

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	59%	70%	75%	60%	63%	67%	60%	63%	75%	63
Red Route / Parking Bays	0%	0%	0%	25%	25%	50%	0%	25%	0%	4
Disabled Bay	100%	100%	100%	100%	100%	100%	0%	100%	0%	1
Total	51%	60%	64%	53%	56%	60%	51%	56%	63%	75

Meteor Street

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0	0	0	0	0	0	0	0	0	5
Drop Kerb	0	0	0	0	0	0	0	0	0	3
Keep Clear	0	0	0	0	0	0	0	0	0	2
Shared Users	13	12	14	12	13	13	13	13	16	41
Permit Holders Only	2	3	2	3	2	2	2	3	5	8
Disabled Bay	0	1	1	1	1	1	1	1	1	1
Total	15	16	17	16	16	16	16	17	22	60

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Keep Clear	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Shared Users	32%	29%	34%	29%	32%	32%	32%	32%	39%	41
Permit Holders Only	25%	38%	25%	38%	25%	25%	25%	38%	63%	8
Disabled Bay	0%	100%	100%	100%	100%	100%	100%	100%	100%	1
Total	25%	27%	28%	27%	27%	27%	27%	28%	37%	60

Taybridge Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	3
Single Yellow	0	0	0	0	0	0	0	0	0	3
Drop Kerb	0	0	0	0	0	0	0	0	0	3
Shared Users	32	35	38	33	35	42	34	30	43	59
Red Route / Parking Bays	0	0	0	0	0	0	0	1	3	2
Motor Cycles Only	0	0	0	0	0	0	0	0	0	4
Total	32	35	38	33	35	42	34	31	46	74

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Shared Users	54%	59%	64%	56%	59%	71%	58%	51%	73%	59
Red Route / Parking Bays	0%	0%	0%	0%	0%	0%	0%	50%	150%	2
Motor Cycles Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Total	43%	47%	51%	45%	47%	57%	46%	42%	62%	74

Wix's Lane

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	3
Single Yellow	0	0	0	0	0	0	0	1	0	40
Drop Kerb	0	0	0	0	0	0	0	2	0	2
Shared Users	31	31	33	26	38	38	23	37	36	41
Disabled Bay	1	0	0	0	1	0	1	1	1	2
Total	32	31	33	26	39	38	24	41	37	88

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	3
Single Yellow	0%	0%	0%	0%	0%	0%	0%	3%	0%	40
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	100%	0%	2
Shared Users	76%	76%	80%	63%	93%	93%	56%	90%	88%	41
Disabled Bay	50%	0%	0%	0%	50%	0%	50%	50%	50%	2
Total	36%	35%	38%	30%	44%	43%	27%	47%	42%	88

Cedars Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	6
Single Yellow	0	0	0	0	0	0	0	0	0	53
Drop Kerb	0	0	0	0	0	0	0	0	0	4
Bus Stop / Bus Stand	0	0	0	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	0	0	0	75

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	53
Drop Kerb	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Bus Stop / Bus Stand	0%	0%	0%	0%	0%	0%	0%	0%	0%	12
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	75

Victoria Rise

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	0	0	0	0	0	0	0	5
Single Yellow	0	0	0	0	0	0	0	0	0	6
Drop Kerb	1	1	3	1	1	2	1	2	3	10
Shared Users	14	23	22	17	24	26	17	25	25	28
Permit Holders Only	25	29	29	21	26	33	16	31	31	34
Disabled Bay	1	2	2	1	2	3	3	3	3	3
Car Club	0	0	0	0	1	0	0	0	0	1
Pay by Phone	0	0	2	1	0	2	0	1	0	2
Total	41	55	58	41	54	66	37	62	62	89

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Single Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	6
Drop Kerb	10%	10%	30%	10%	10%	20%	10%	20%	30%	10
Shared Users	50%	82%	79%	61%	86%	93%	61%	89%	89%	28
Permit Holders Only	74%	85%	85%	62%	76%	97%	47%	91%	91%	34
Disabled Bay	33%	67%	67%	33%	67%	100%	100%	100%	100%	3
Car Club	0%	0%	0%	0%	100%	0%	0%	0%	0%	1
Pay by Phone	0%	0%	100%	50%	0%	100%	0%	50%	0%	2
Total	46%	62%	65%	46%	61%	74%	42%	70%	70%	89

The Chase

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	1	0	0	0	1	0	0	0	0	11
Double Yellow	0	0	0	0	0	0	0	0	0	4
Shared Users	12	11	12	13	13	13	13	13	13	14
Permit Holders Only	28	28	28	28	27	28	28	28	27	31
Car Club	0	1	1	0	1	1	2	1	1	2
Total	41	41	41	41	42	42	43	42	41	62

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	9%	0%	0%	0%	9%	0%	0%	0%	0%	11
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	4
Shared Users	86%	79%	86%	93%	93%	93%	93%	93%	93%	14
Permit Holders Only	90%	90%	90%	90%	87%	90%	90%	90%	87%	31
Car Club	0%	50%	50%	0%	50%	50%	100%	50%	50%	2
Total	66%	66%	66%	66%	68%	68%	69%	68%	66%	62

Macaulay Road

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	0	1	2	2	2	2	2	1	0	10
Double Yellow	0	0	0	0	0	0	0	0	0	1
Shared Users	11	11	11	10	10	10	11	11	10	11
Permit Holders Only	18	22	24	16	21	21	18	22	17	24
Pedestrian Crossing	0	0	0	0	0	0	0	0	0	2
Disabled Bay	2	1	2	0	1	2	2	2	2	2
Motor Cycles Only	0	0	0	0	0	0	0	0	0	5
Electric Vehicles Only	0	0	0	0	0	0	0	0	0	2
Pay by Phone	8	9	9	6	8	7	4	8	7	9
Total	41	46	50	35	45	45	39	46	37	66

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Drop Kerb	0%	10%	20%	20%	20%	20%	20%	10%	0%	10
Double Yellow	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Shared Users	100%	100%	100%	91%	91%	91%	100%	100%	91%	11
Permit Holders Only	75%	92%	100%	67%	88%	88%	75%	92%	71%	24
Pedestrian Crossing	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Disabled Bay	100%	50%	100%	0%	50%	100%	100%	100%	100%	2
Motor Cycles Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	5
Electric Vehicles Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	2
Pay by Phone	89%	100%	100%	67%	89%	78%	44%	89%	78%	9
Total	62%	70%	76%	53%	68%	68%	59%	70%	56%	66

The Pavement

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0	0	1	0	2	1	1	0	0	29
Single Yellow	6	6	5	4	6	7	7	7	7	8
Double Yellow	0	0	0	1	0	0	0	0	0	21
Shared Users	7	7	8	8	9	9	7	11	8	12
Permit Holders Only	17	18	19	20	22	21	16	20	17	23
Red Route / Parking Bays	3	1	3	3	3	3	3	3	3	3
Disabled Bay	1	1	1	0	1	1	1	1	1	1
Bus Stop / Bus Stand	0	0	1	0	0	0	0	0	0	11
Red Route / Loading Bay	2	1	4	3	4	4	4	4	5	4
Car Club	1	1	2	2	1	1	2	1	2	2
Zig Zag Lines	0	0	0	0	0	0	0	0	0	16
Resident Permit Holders Only	0	1	1	0	0	0	0	0	0	9
Pay by Phone	5	5	5	4	5	5	5	5	5	5
Loading Bay	3	2	3	1	3	3	3	3	3	3
Taxi Bay	2	6	8	0	5	3	1	6	3	11
Total	47	49	61	46	61	58	50	61	54	158

Restriction	Saturday 24th			Sunday 25h			Monday 26th			Aug-2019
	11:00	15:00	18:30	11:00	15:00	18:30	11:00	15:00	18:30	Capacity
Double Red	0%	0%	3%	0%	7%	3%	3%	0%	0%	29
Single Yellow	75%	75%	63%	50%	75%	88%	88%	88%	88%	8
Double Yellow	0%	0%	0%	5%	0%	0%	0%	0%	0%	21
Shared Users	58%	58%	67%	67%	75%	75%	58%	92%	67%	12
Permit Holders Only	74%	78%	83%	87%	96%	91%	70%	87%	74%	23
Red Route / Parking Bays	100%	33%	100%	100%	100%	100%	100%	100%	100%	3
Disabled Bay	100%	100%	100%	0%	100%	100%	100%	100%	100%	1
Bus Stop / Bus Stand	0%	0%	9%	0%	0%	0%	0%	0%	0%	11
Red Route / Loading Bay	50%	25%	100%	75%	100%	100%	100%	100%	125%	4
Car Club	50%	50%	100%	100%	50%	50%	100%	50%	100%	2
Zig Zag Lines	0%	0%	0%	0%	0%	0%	0%	0%	0%	16
Resident Permit Holders Only	0%	11%	11%	0%	0%	0%	0%	0%	0%	9
Pay by Phone	100%	100%	100%	80%	100%	100%	100%	100%	100%	5
Loading Bay	100%	67%	100%	33%	100%	100%	100%	100%	100%	3
Taxi Bay	18%	55%	73%	0%	45%	27%	9%	55%	27%	11
Total	30%	31%	39%	29%	39%	37%	32%	39%	34%	158

Control Information

Prepared by

Steer
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steergroup.com

Prepared for

EventLambeth
Lambeth Town Hall
Brixton Hill
London
SW2 1RW

Steer project/proposal number

23679001

Client contract/project number

Author/originator

Matthew Jones

Reviewer/approver

Simon Edwards

Other contributors

Frankie Whitfield, Belinda Blasdale

Distribution

Client:

Steer:

Version control/issue number

Draft Issue

Final Issue

Date

11.10.2019

15.12.2019

