

Pope's Road Brixton
Hondo Enterprises



Preliminary Public Realm
Impact Assessment

Planning Application

March 2020

Space Syntax

Space Syntax

21 Brownlow Mews
London
WC1N 2LG
United Kingdom

T +44 20 7400 1320
F +44 20 7400 1333

london@spacesyntax.com
www.spacesyntax.com

TEAM

Max Martinez

m.martinez@spacesyntax.com

Nora Karastergiou

n.karastergiou@spacesyntax.com

Sofia Hoch

s.hoch@spacesyntax.com

DOCUMENT REFERENCE

2970_Pope's Road Brixton_Public_Realm_Note_Planning_Application.pptx

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Executive summary **Introduction, approach & key findings**

Introduction

Space Syntax has developed an Urban Baseline to inform the design development of the Pope's Road site.

This note presents a preliminary assessment of the capacity of the proposed new public spaces to accommodate pedestrian flows and dwelling.

The assessment is based on the results of a comprehensive survey of pedestrian movement of the site and its wider context developed as part of the Urban Baseline.

Approach

Space Syntax makes use of a unique set of technologies and methodologies which focus on the links between spatial configuration and user behaviour. In other words how the geometry of the street network, land use and transport patterns impact how people experience and move in cities. These techniques allow an understanding of how the variables of size, shape and relation to other spaces impact on patterns of pedestrian movement, public space activity, legibility, security, user communication and experience.

Our evidence-based approach helps to inform the understanding of the existing conditions and the likely impact of the proposed designs on the movement patterns, the building performance and its operation, as well as on the social interactions and activity patterns.

Key findings

The analysis shows that the proposed spaces provide ample capacity to accommodate existing and future pedestrian flows and dwelling in the area.

The aim of the development should therefore be to provide a high quality public realm in order to ensure that the space is active by creating opportunities for people that pass through the area to stop and dwell.

Pedestrian movement survey

Pedestrian movement Area wide daily patterns

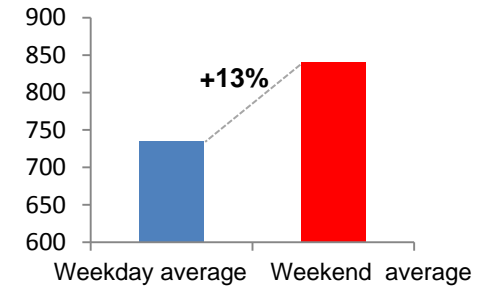
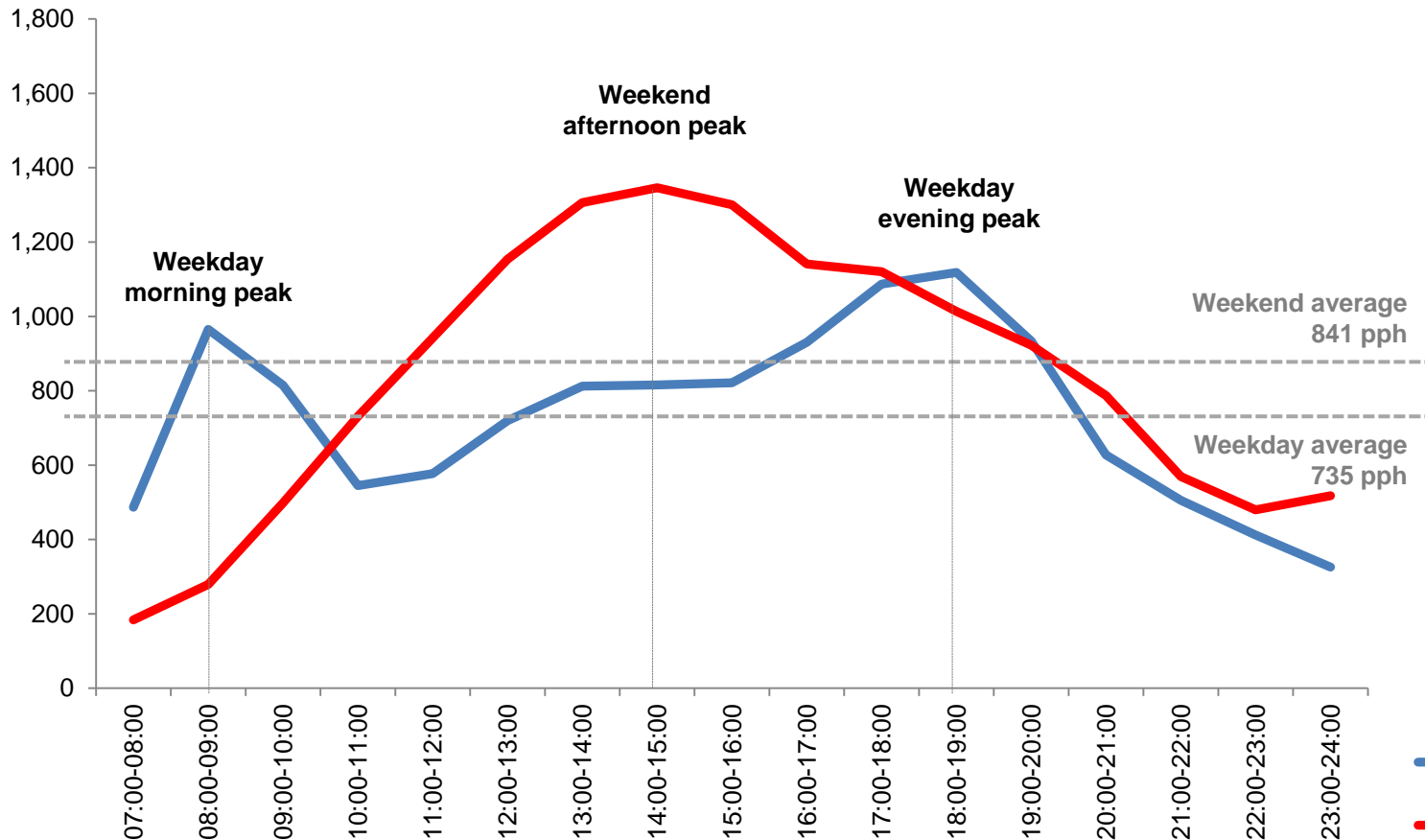
To understand the pedestrian and movement patterns in the area we commissioned a series of camera-based surveys. These were carried out on

Saturday 8th and Thursday 18th July 2019 at 61 locations and complemented by an additional 20 locations on

Thursday 21st and Saturday 23rd November 2019.

Pedestrians were counted at each location, on both directions, for 10 minutes every half an hour, between 07:00 and 24:00.

The results were transformed into average hourly rates and results are shown as people per hour (pph) throughout this report.



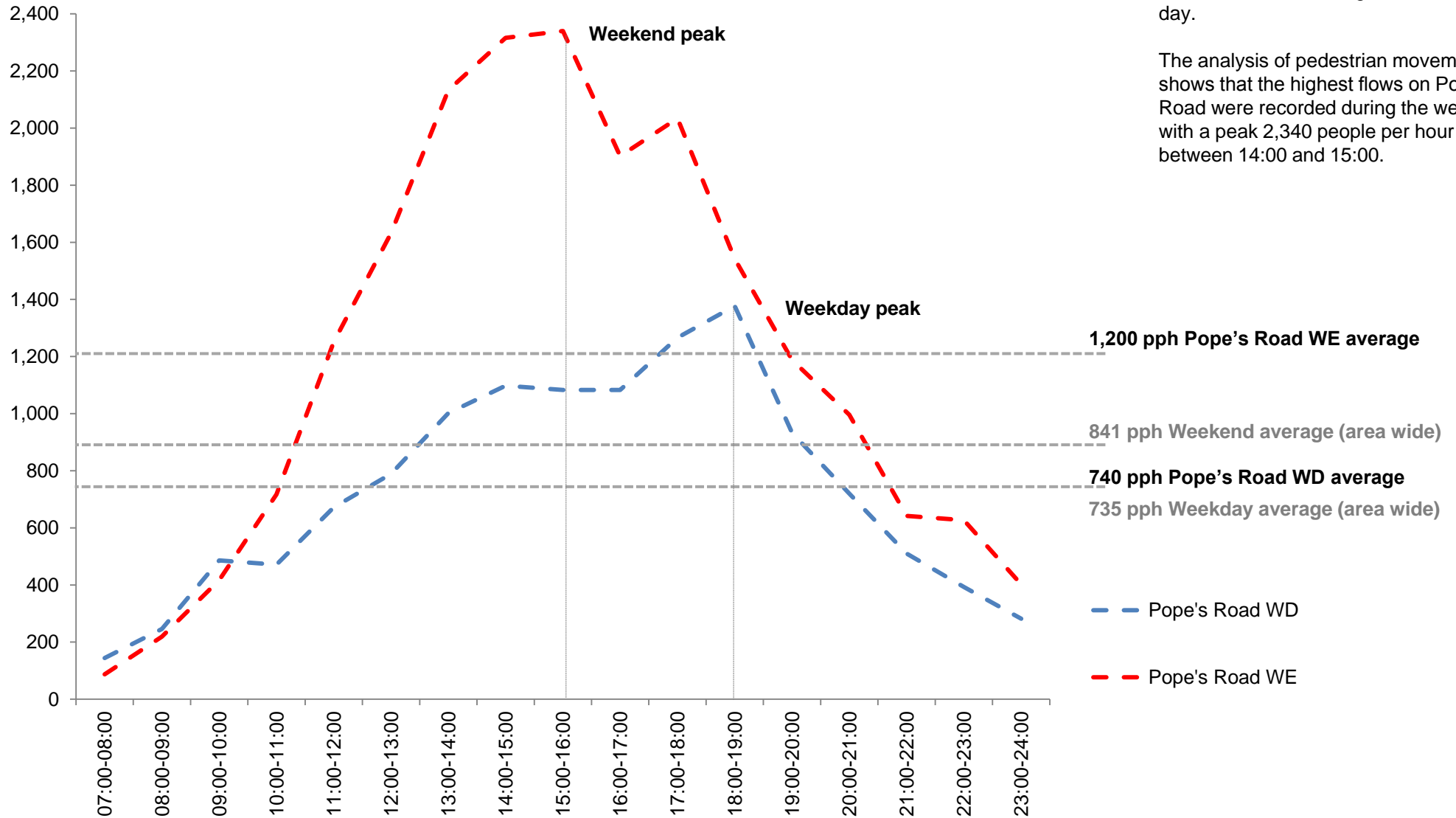
— Weekday Average pedestrian movement (people per hour)
— Weekend Average pedestrian movement (people per hour)

Pedestrian movement Pope's Road daily patterns

The graph shows the daily movement patterns of Pope's Road for a weekday (blue) and a weekend (red).

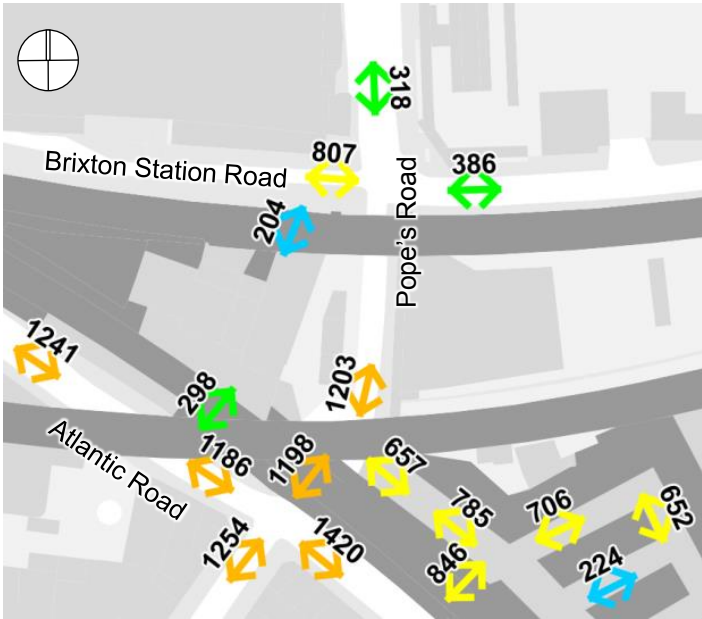
The shape of both days is typical of a leisure or retail destination with higher movement levels during the middle of the day.

The analysis of pedestrian movement shows that the highest flows on Pope's Road were recorded during the weekend, with a peak 2,340 people per hour between 14:00 and 15:00.

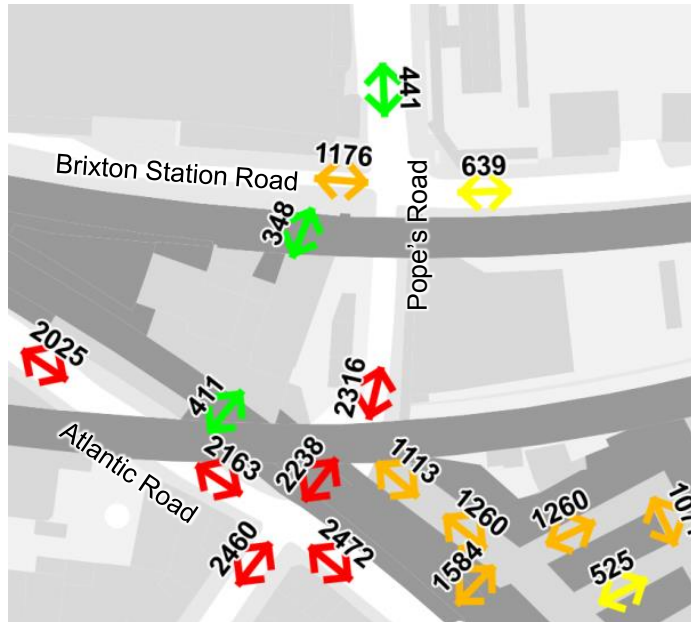


Pedestrian movement Weekend and weekday Average & Peak

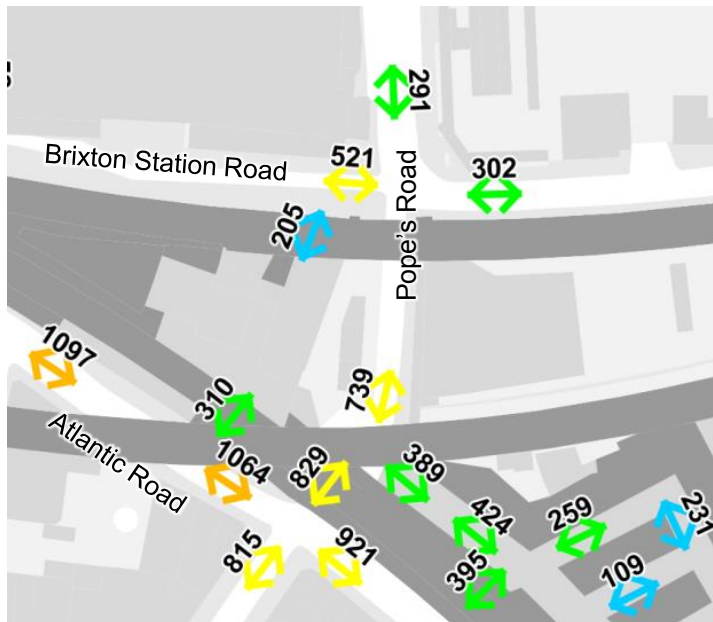
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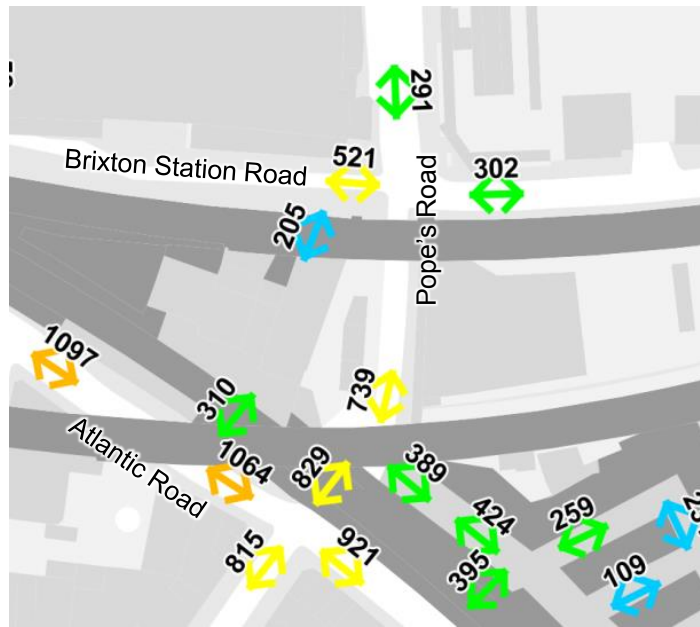
All day average Weekend



Afternoon peak 14:00 -15:00 Weekend



All day average Weekday

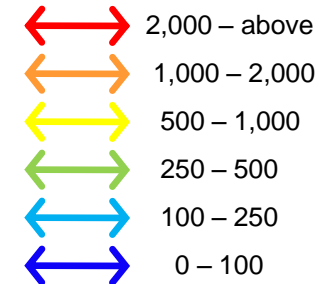


Afternoon peak 18:00 -19:00 Weekday

The images on the left show average and peak movement flows during the weekend (top) and the weekday (bottom).

Pedestrian movement

People per hour



Underground

Railway station

Pedestrian movement Peak periods

Weekday peak 18:00 - 19:00

1,377pph



18:08

Weekend peak 13:00 - 14:00

2,316 pph



13:08

Weekend peak 14:00 - 15:00

2,340 pph



14:01



18:27



13:32



14:41



18:55



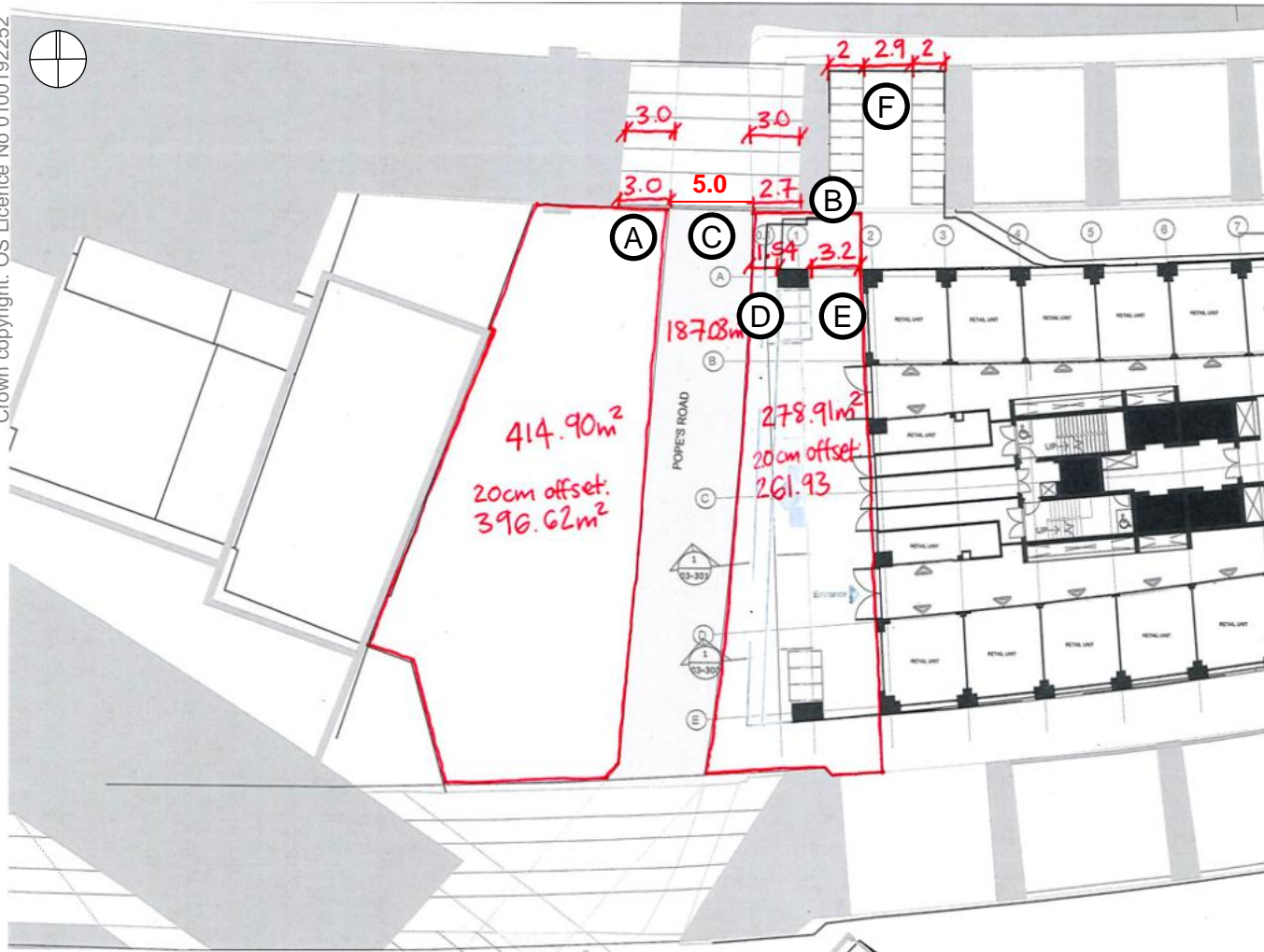
13:53



14:51

Level of Service Flow capacity Peak period

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The table to the left shows the Level of Service assessment of Pope's Road between Atlantic Road and Brixton Station Road.

The table uses weekend peak movement flows, 2,316 people per hour (pph), the highest potential movement of both survey days. Weekday movement would be lower at 1,916¹ (pph), even if all the peak office development demand (estimated at 596 pph during the evening peak period, 17:00 – 18:00¹) is assigned to the route (in reality movement from the development would be split between north and south routes).

The analysis shows that the pavements have enough capacity to accommodate flows within the levels recommended by TfL (PCL C+).

The narrowest points (excluding additional spaces within the development (location F), have been used for the assessment). These are under the railway arches (locations A and B).

These spaces have a capacity to accommodate 6,020pph. Based on the existing peak movement, this represents a spare capacity of 62%.

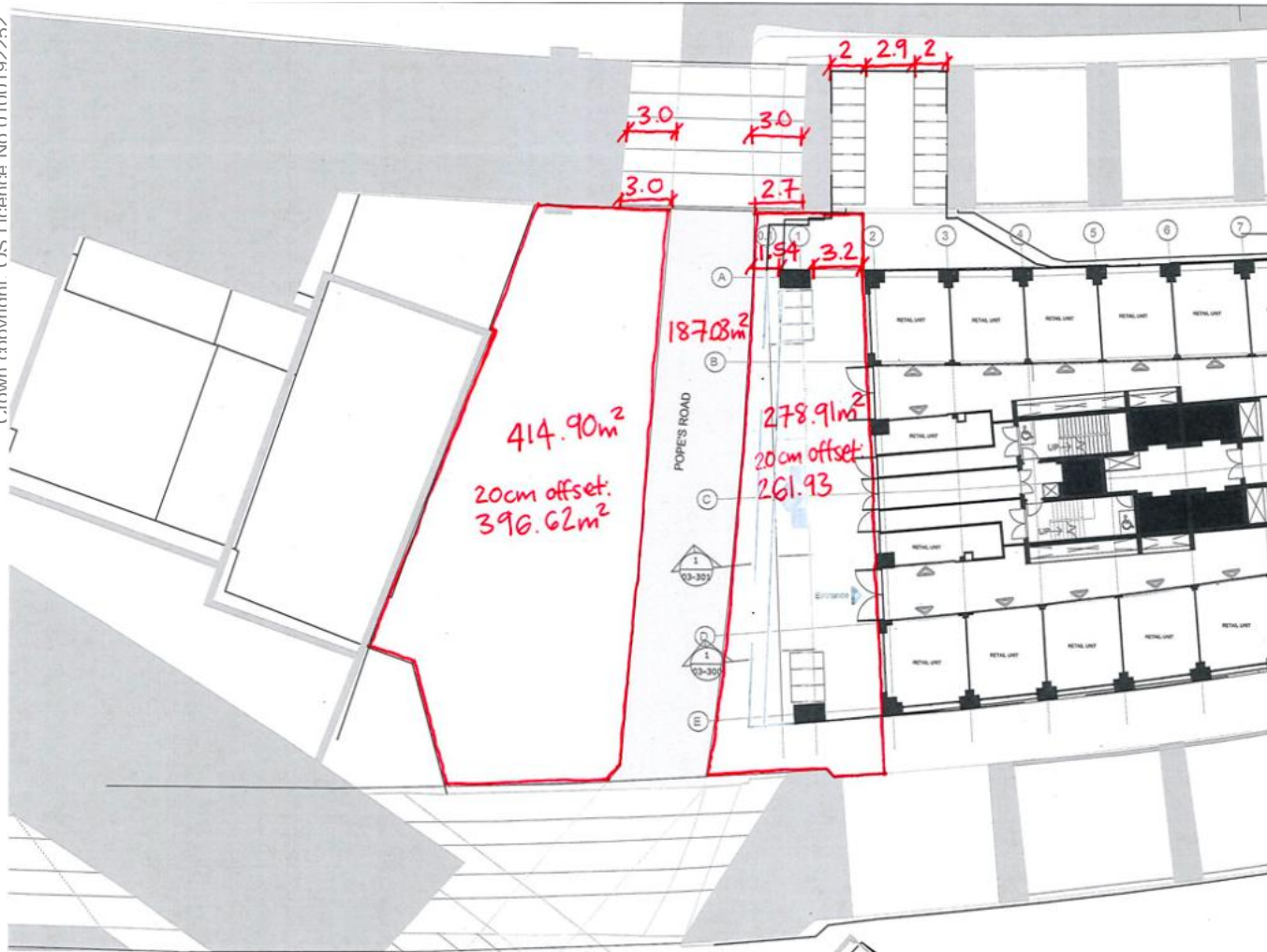
During the peak weekday and weekend periods, Pope's Road is pedestrianised and has a spare capacity of 82%.

Location	Full width (m)	Effective width (m)	PCL		
			Peak movement	Maximum pph at C+	Spare capacity
A + B	5.7	4.9	2,316	6,020	62%
A + B + C	10.7	10.3	2,316	12,675	82%
D + E	4.7	3.9	1,158	4,841	76%

¹ Movement demand based on Pope's Road – Trip Generation Assessment provided by Caneparo Associates.

Level of Service Density

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We have used two methods to assess the capacity of the Pope's Road public space.

First, we have taken Fruin's level of service guidance, a recognised method to assess the level of density that can be achieved by a space.

Secondly, and to complement Fruin's methodology, we have used a set of public realm case studies to evaluate to provide a benchmark for Pope's Road.

The proposed public open spaces in the development provide a combined area of approximately 694sqm or 856 when Pope's Road is pedestrianised.

This results in a potential occupancy at Fruin LoS A (1.2 sqm per person), the most comfortable rating that allows people to move freely within the space, of 527 people or 677 if the the carriage way of Pope's Road is included.

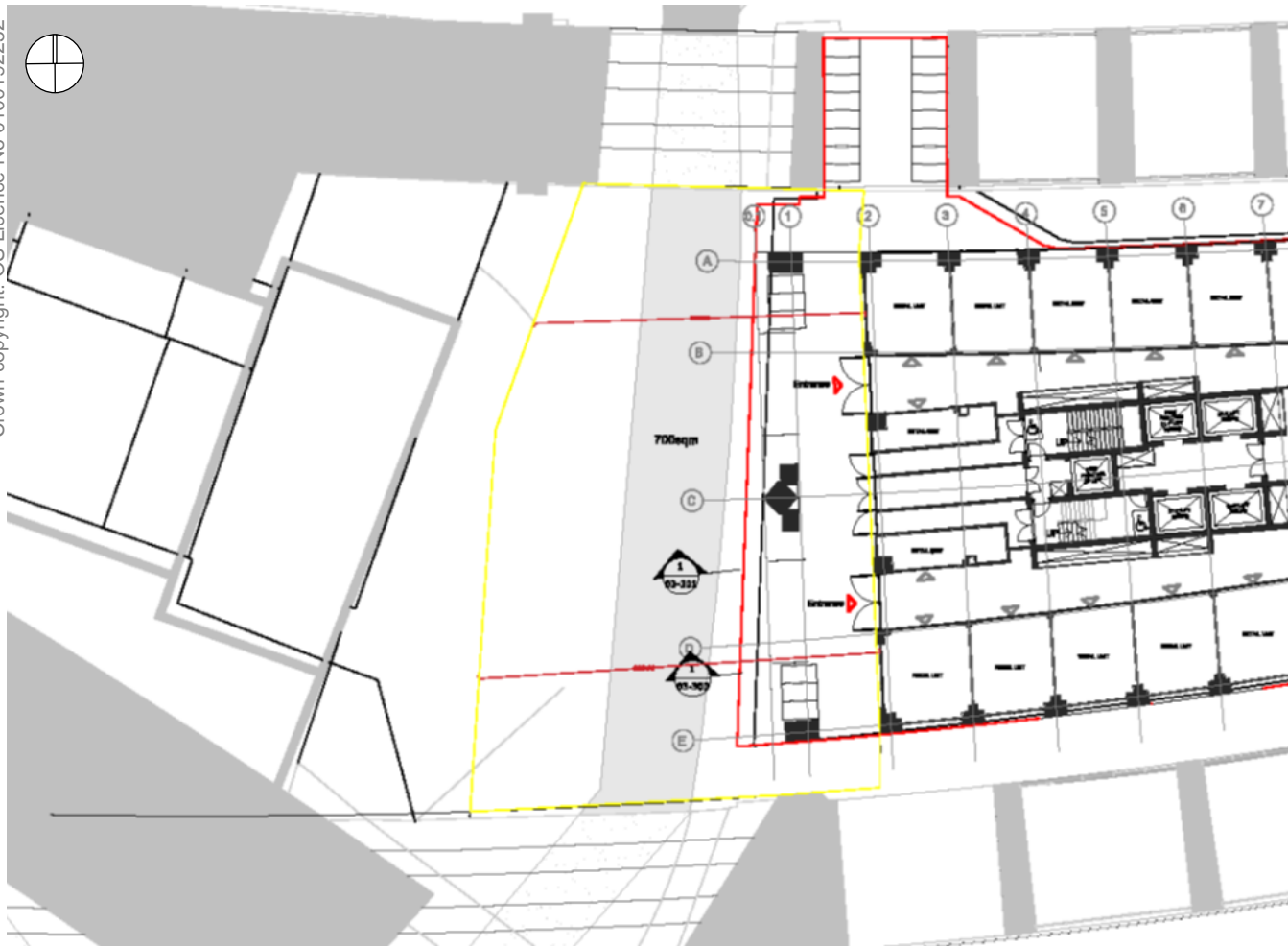
In practice this density would only be reached during a special programmed event.

Even at peak weekend use, it is unlikely that the density would be more than a range of 4 to 6sqm per person. At this density the space can comfortably accommodate up to 165 people (excluding the carriageway) or 210 (people if Pope's Road is included in the calculation).

This density is typically found in popular public spaces in London such as the Roof Garden at the Southbank Centre, Potters Fields civic area, Paternoster Square, the British Museum's forecourt and St Paul's Festival Gardens.

Level of Service **Density** Network Rail build out

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This scenario considers an expanded footprint for Brixton Station in the event that any station redevelopment came right out to the back of the existing toilet block. This results in an area of 700sqm (yellow outline) or approximately 675sqm of useable area.

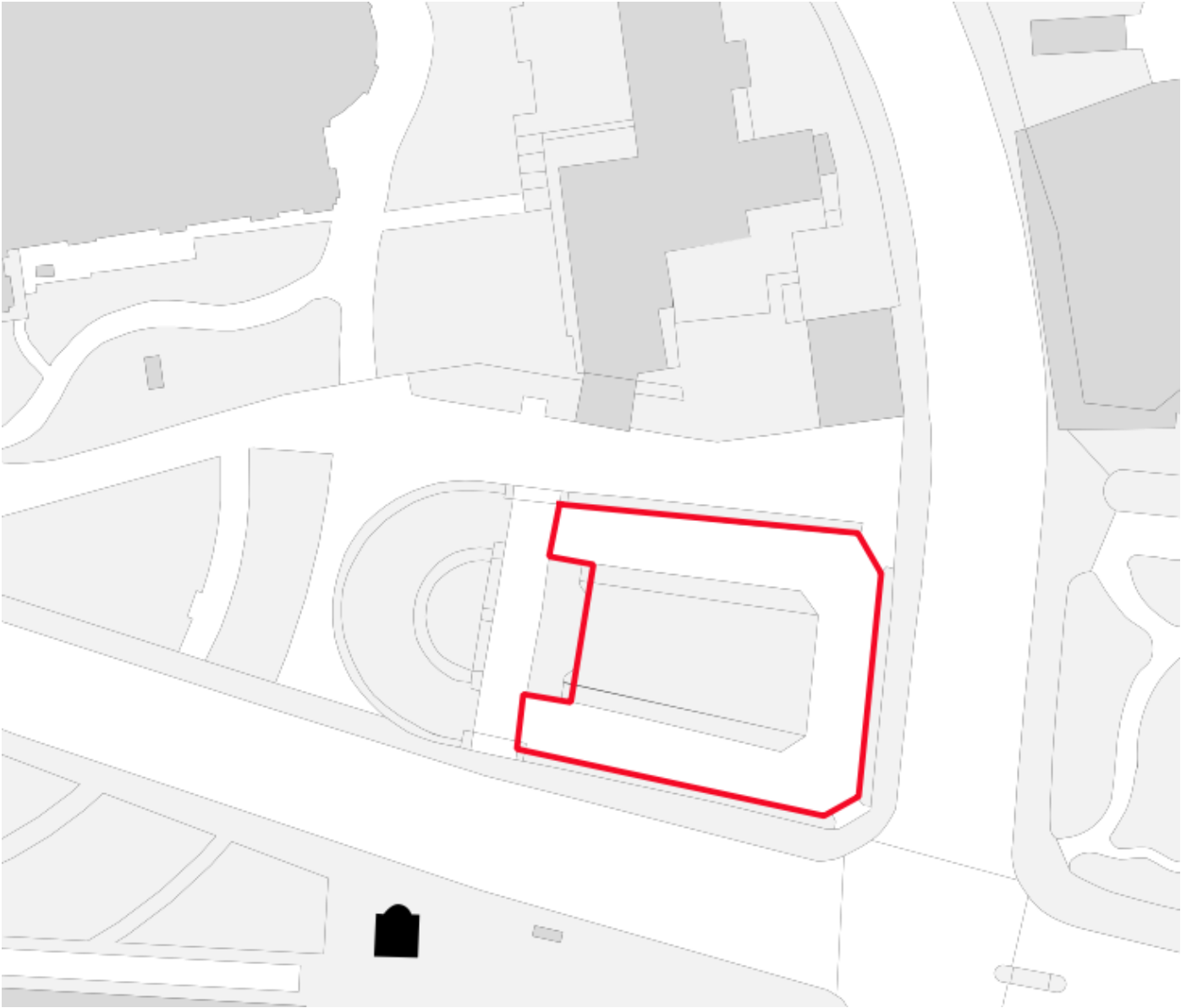
This results in a potential occupancy at Fruin LoS A (1.2 sqm per person), the most comfortable rating that allows people to move freely within the space, of 382 people (excluding Pope's Road) or 532 when Pope's Road is pedestrianised.

At a density of 4 to 6sqm per person, typically found in popular public spaces in London, the space can comfortably accommodate up to 120 people (excluding the carriageway) or 166 people when Pope's Road is pedestrianised.

Case studies **Festival Gardens**

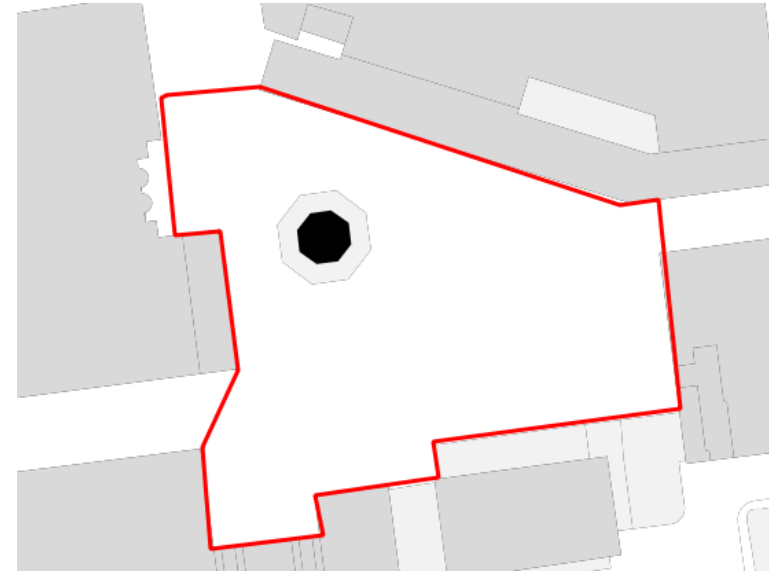


Case studies **Festival Gardens**



1.045 sqm
158 people
6.6 sqm per person

Case studies **Paternoster Square**



2.610 sqm
522 people
5.0 sqm per person

Case studies **Potters Fields**



Case studies **Potters Fields**

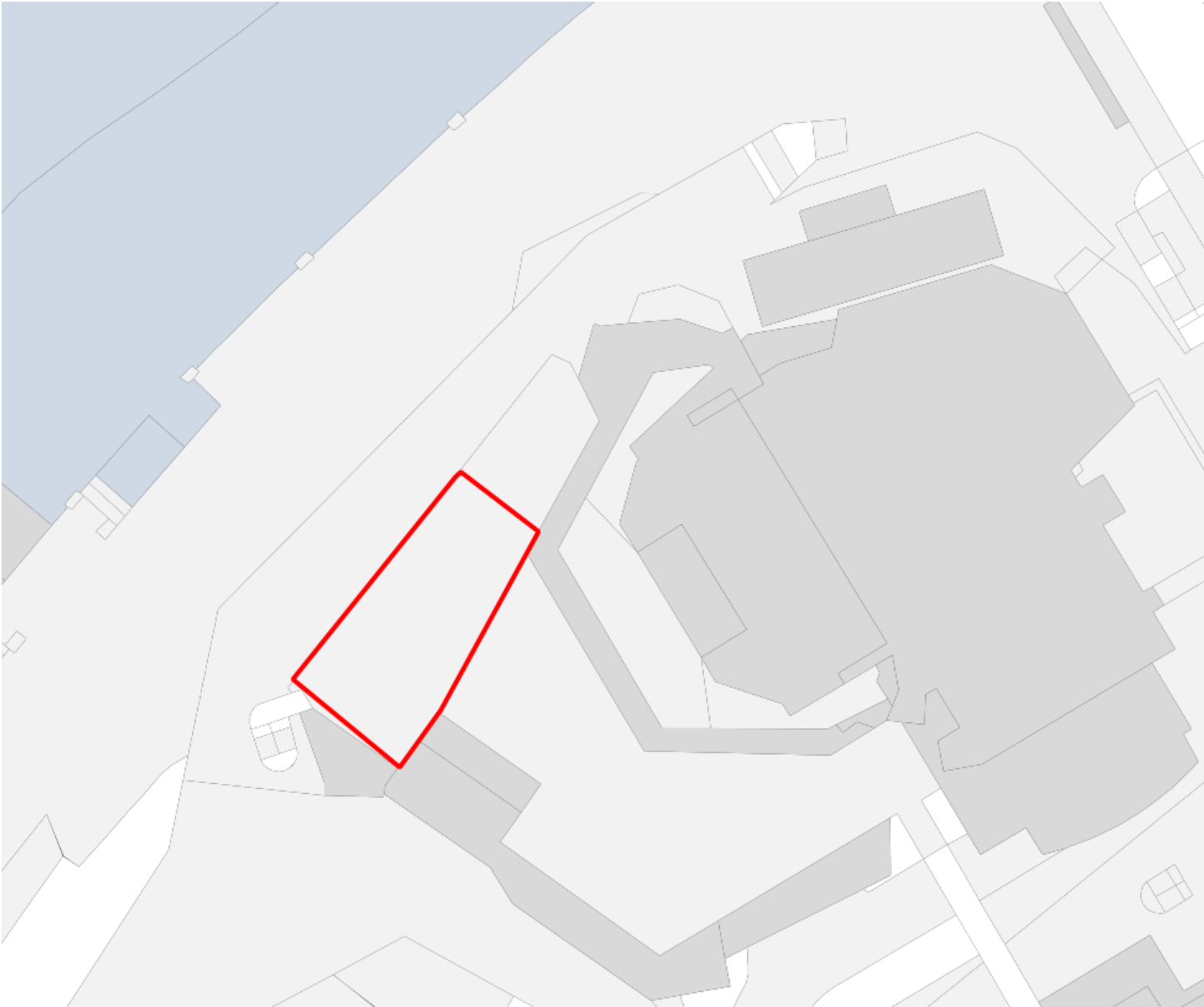


1.441 sqm
307 people
4.7 sqm per person

Case studies Southbank Centre roof garden



Case studies **Southbank Centre roof garden**



295 sqm
72 people
4.1 sqm per person