



Design Rationale

September 2026

A2199 Bus Priority

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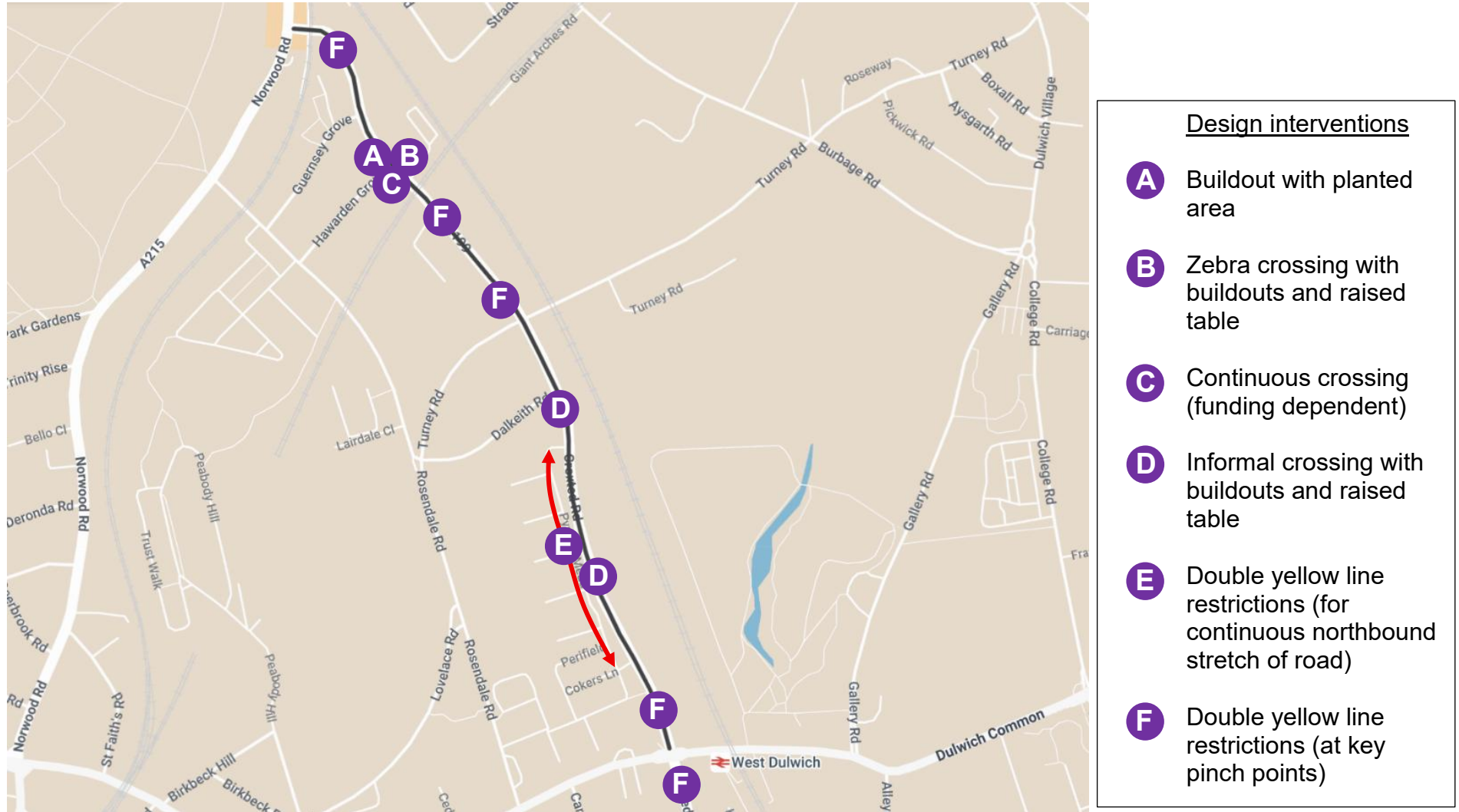
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Design rationale overview map

Map showing locations of different design interventions



Design intervention:
Buildout with planted area

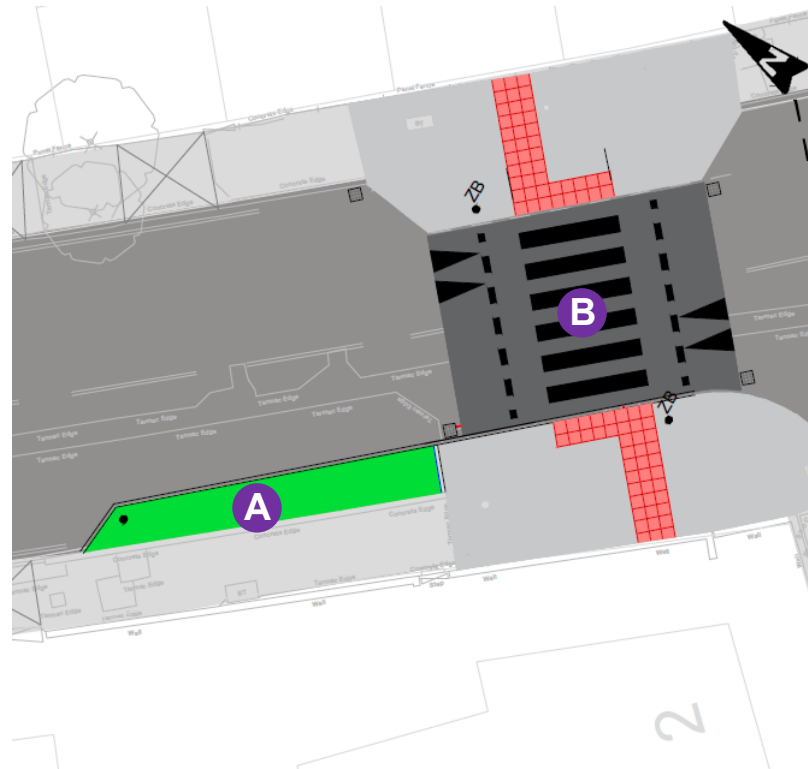
Design rationale:

- Initial Engagement feedback included requests for greening within crossings and buildouts
- Planting can absorb rain water runoff, increasing flood resilience
- Planting supports biodiversity, improving climate resilience

Location:

Croxted Road (Adjacent to
Hawarden Grove)

See Design Sheet 1, Page 1



Example: Brockwell Park
Gardens, LB Lambeth



B**Design intervention:**

Zebra crossing with buildouts and raised table

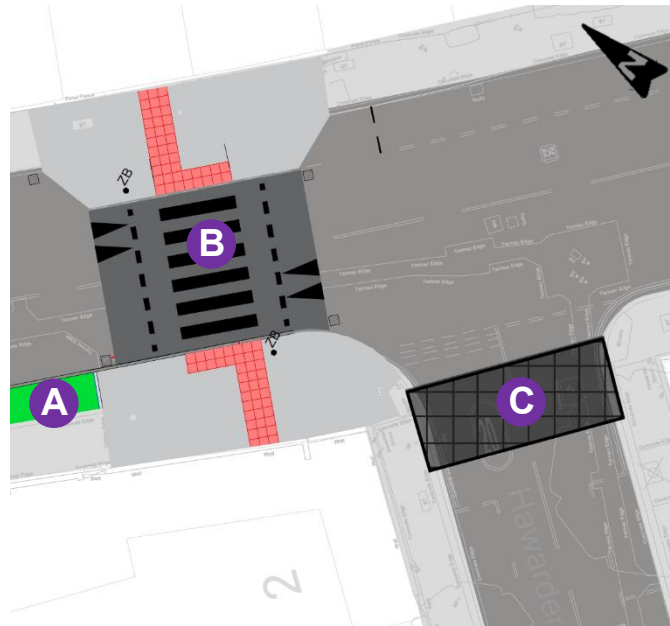
Design rationale:

- Initial Engagement feedback raised a need for pedestrian crossings, and reducing of vehicle speeds*
- Zebra crossing provides clear priority to pedestrians
- Buildout reduces crossing distance for pedestrians and increases visibility to vehicles
- Raised table helps reduce vehicle speeds

Location:

Croxted Road (Adjacent to Hawarden Grove)

See Design Sheet 1, Page 1

**C****Design intervention:**

Continuous crossing
(funding dependent)

Design rationale:

- Initial Engagement comments included crossings for side roads
- Continuous crossings provide clear pedestrian priority to all road users
- Raised crossing encourages drivers to slow down and minimises changes in level for pedestrians
- Tactile paving at either end of the crossing provides an aid for those with accessibility needs

Location:

Hawarden Grove

See Design Sheet 1, Page 1



Example: Emmanuel Road, LB Lambeth

Example: Roycroft Close, LB Lambeth



*Over 40% of vehicles travel above the speed limit along this section (see data report, page 12)



D**Design intervention:**

Informal crossing with buildouts and raised table

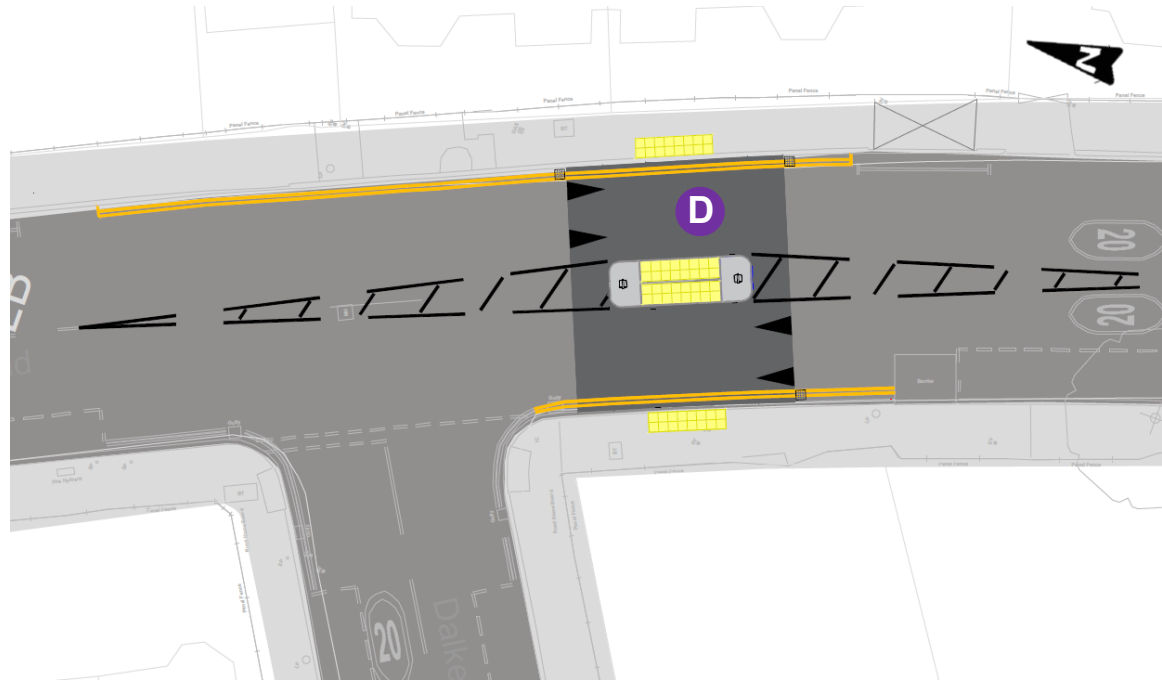
Design rationale:

- Initial Engagement feedback raised a need for pedestrian crossings, and reducing of vehicle speeds*
- New crossings provide better connectivity for pedestrians
- Raised table helps reduce vehicle speeds
- Central refuge island allows pedestrians to cross in two-stages during busier periods

Location:

1. Croxted Road (adjacent to Dalkeith Road) **See Design Sheet 2, Page 1**
2. Croxted Road (adjacent to Pymers Mead) **See Design Sheet 2, Page 1**

*Over 40% of vehicles travel above the speed limit along this section (see data report, page 12)



Example: Dulwich Wood Avenue, LB Southwark



E**Design intervention:**

Double yellow line restrictions (for continuous northbound stretch of road)

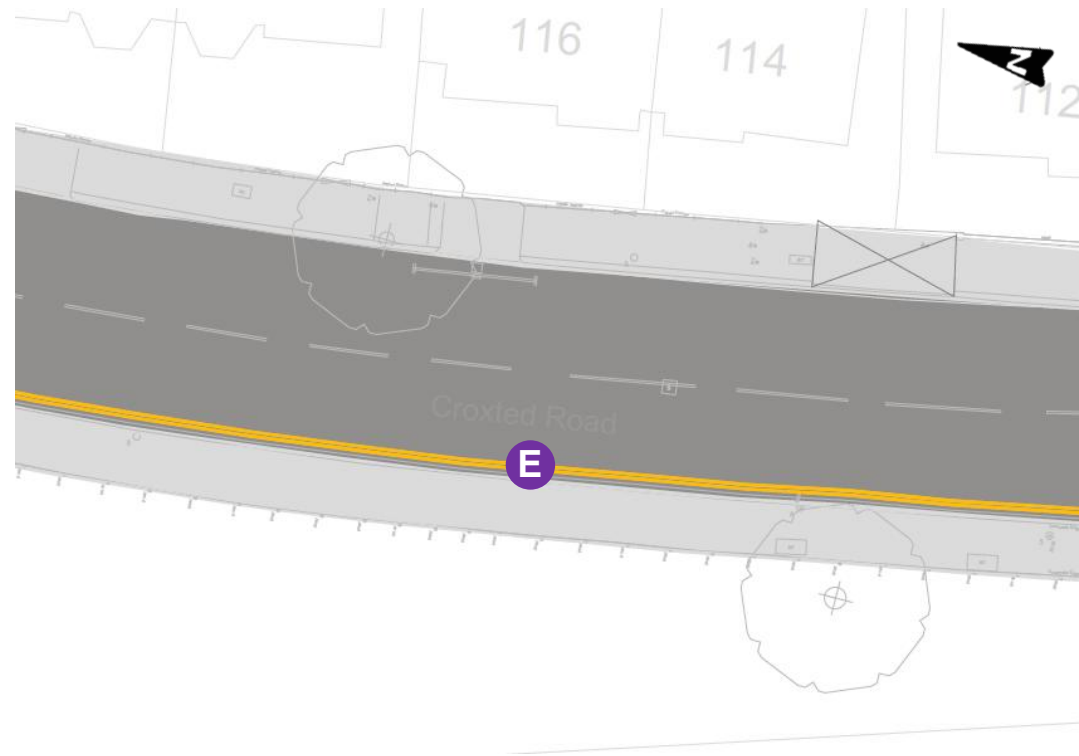
Design rationale:

- Scoping data and Initial Engagement feedback highlighted northbound bus performance* and speeds** as being slowest
- Removal of parked cars helps reduce obstructions for buses, and improve bus performance
- Removal of centre line marking helps reduce vehicle speeds***

Location:

Croxted Road northbound (between South Circular and Turney Road)

See Design Sheet 2 and Sheet 3



*Bus Performance is classified as “Very Poor” in terms of both speeds and variability for this section (see data report page 6)

**Average northbound bus speeds for this section are 7.1mph in the morning peak, compared with the Mayor of London target of 10 - 13mph (see data report, page 4-5)

***Over 40% of vehicles travel above the speed limit along this section (see data report, page 12)



F

Design intervention:

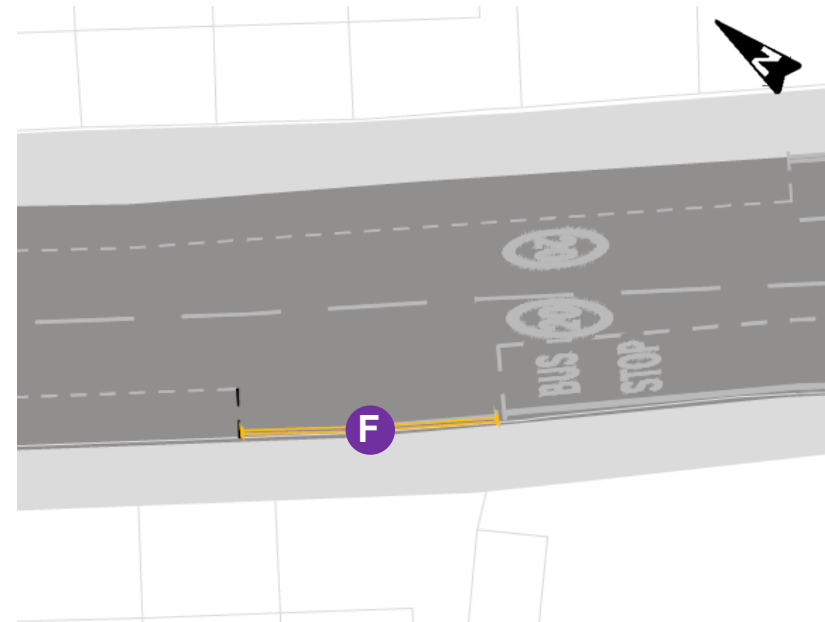
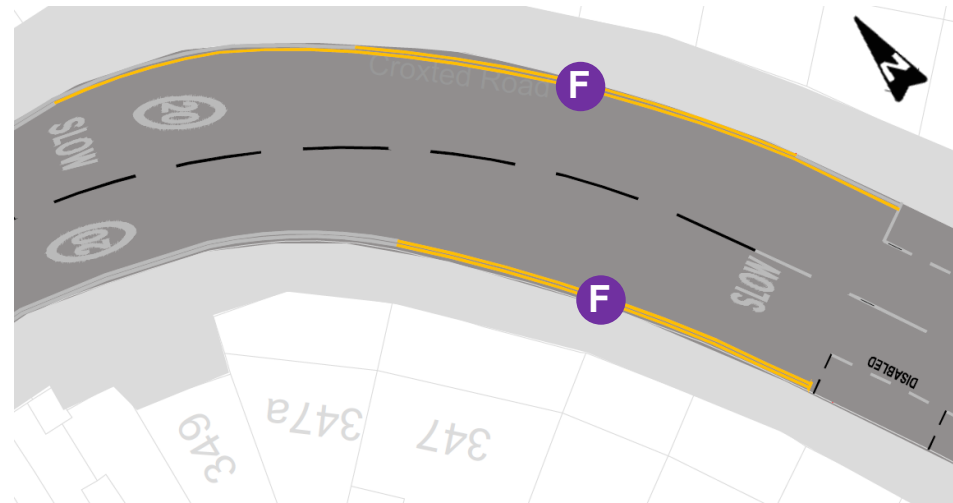
Double yellow line restrictions (at key pinch points)

Design rationale:

- Scoping data and Initial Engagement feedback highlighted several areas where parked cars create a 'pinch point' where two buses cannot pass each other*
- Localised removal of parked cars helps reduce obstructions for buses, and improve bus performance**, whilst reducing the amount of parking removal

Location:

Various



*Average northbound bus speeds vary from 3.8 - 7.1mph in the morning peak, compared with the Mayor of London target of 10 - 13mph (see data report, page 4-5)

**Northbound Bus Performance is classified as "Very Poor" in terms of both speeds and variability for this section (see data report page 6)

