

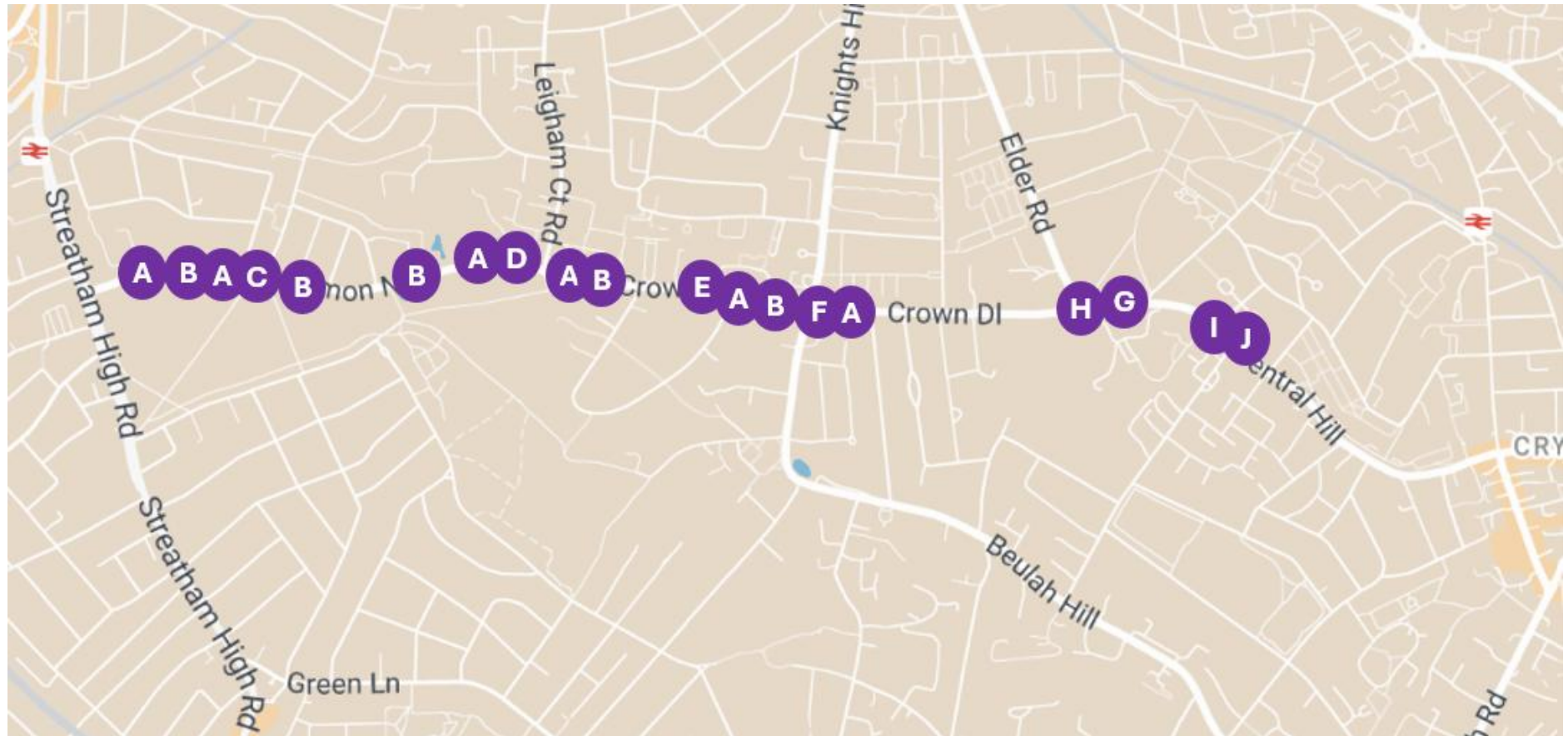


Streaktham Common North

Design Rationale

September 2026

A214 Bus Priority



- A Double Yellow Lines
- B Bus lane introduced
- C Informal crossing removed
- D Bus stop moved
- E Excess road width converted to greening
- F Two parking bays removed
- G Pavement buildouts
- H Widened pedestrian island
- I Disabled bay moved
- J Keep clear markings installed

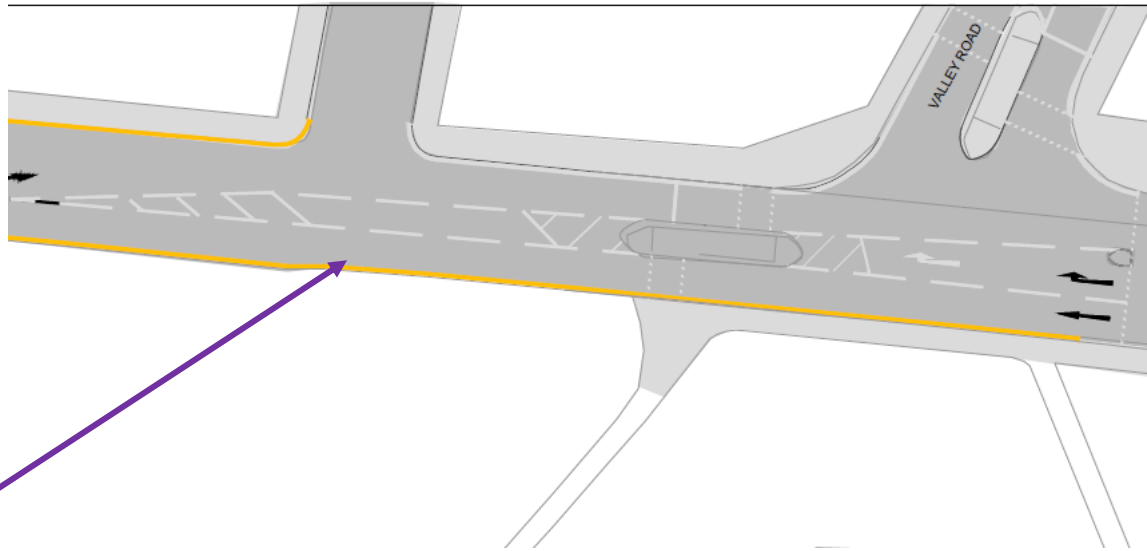


A

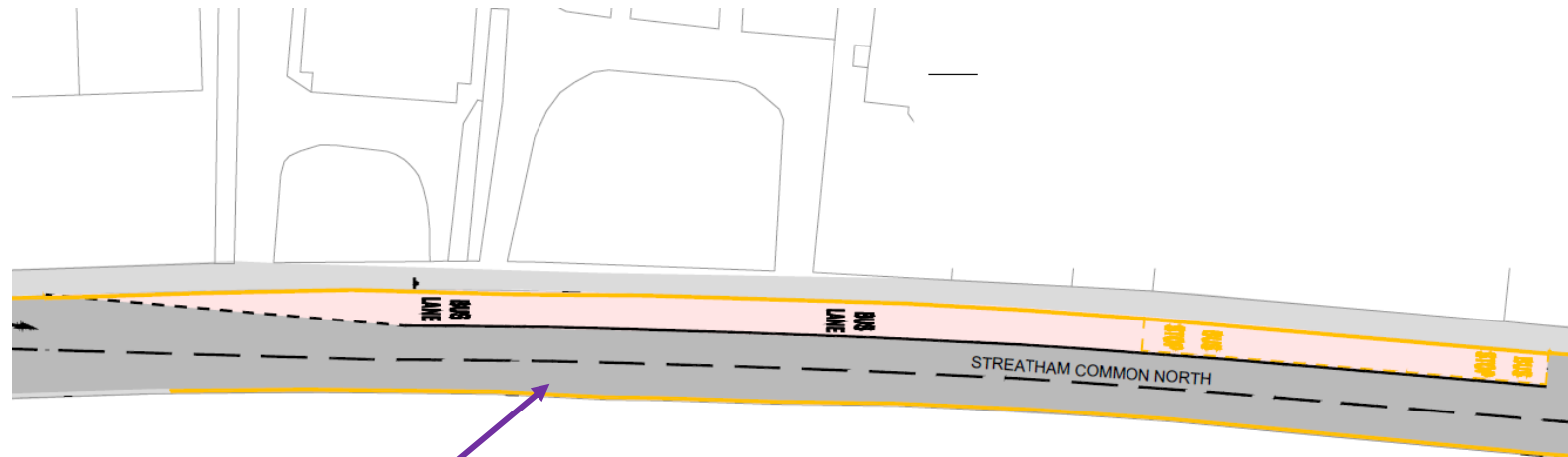
Building Intervention: Double Yellow Lines (DYLs) introduced

Design Rationale:

- DYLs support new 7am – 7pm bus lane by restricting parking
- DYLs can increase efficiency of junctions by creating more spaces for moving traffic
- Removal of parked cars helps reduce obstructions for buses, and improve bus performance



B



Building Intervention: Excess road width converted to bus lane

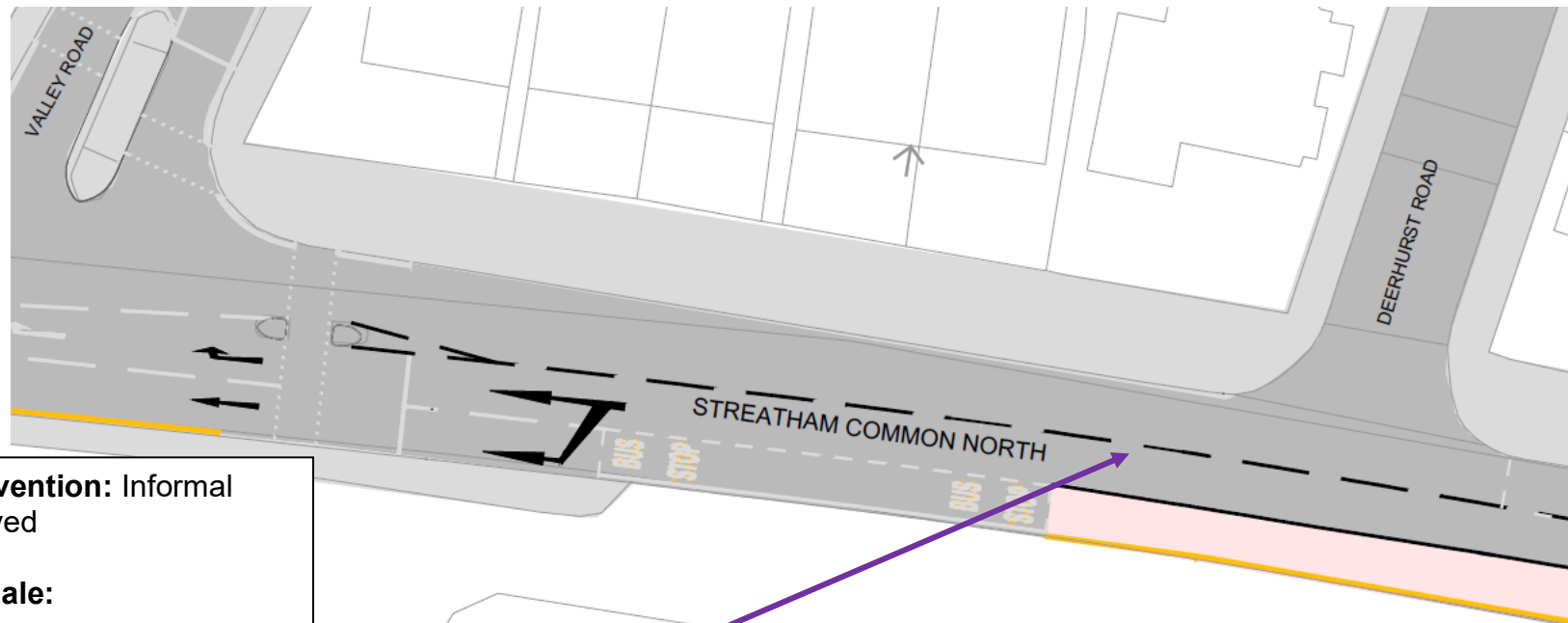
Design Rationale:

- Current hatched markings are not required in a 20mph environment.
- Reallocating this space can create a new 7am – 7pm bus lane
- Dedicated bus lanes also create more space for people to cycle safely.



Example: visualisation of a bus lane, Streatham Hill (A23).





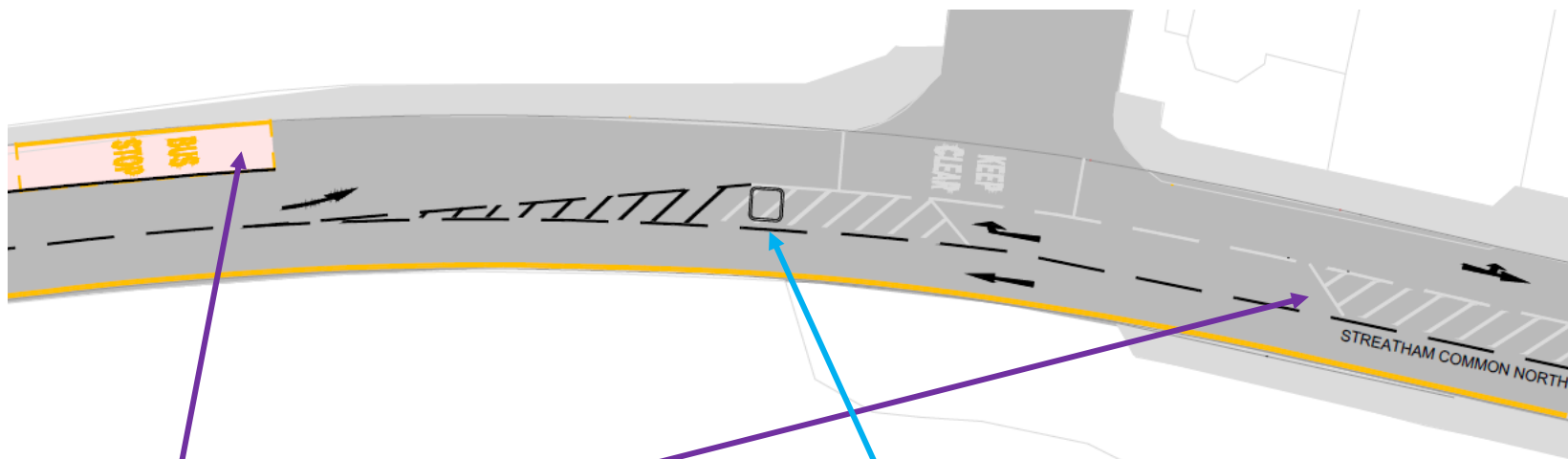
Building Intervention: Informal crossing removed

Design Rationale:

- Allows the new bus lane to continue a significant distance into the Valley Road bus stop
- Crossing is not fit for purpose and is on average used by less than 10 people per hour
- A signalised crossing with proper pavement is available 50 meters west
- The introduction of the bus lane creates a horizontal deflection and narrower lanes, slowing traffic



D



Building Intervention: Bus stop CB moved

Design Rationale:

- Increases efficiency of the Leigham Court Road Junction, allowing more eastbound traffic to pass through.
- Removes the conflict between buses alighting at the bus stop and queueing traffic
- New bus stop location would be located roughly 60 meters further west

Building Intervention: Traffic island moved

Design Rationale:

- Supports the move of bus stop CB to improve the efficiency of the Leigham Court Road junction
- Slows speeding traffic and protects the right-hand turn pocket into Henry Tate Mews.

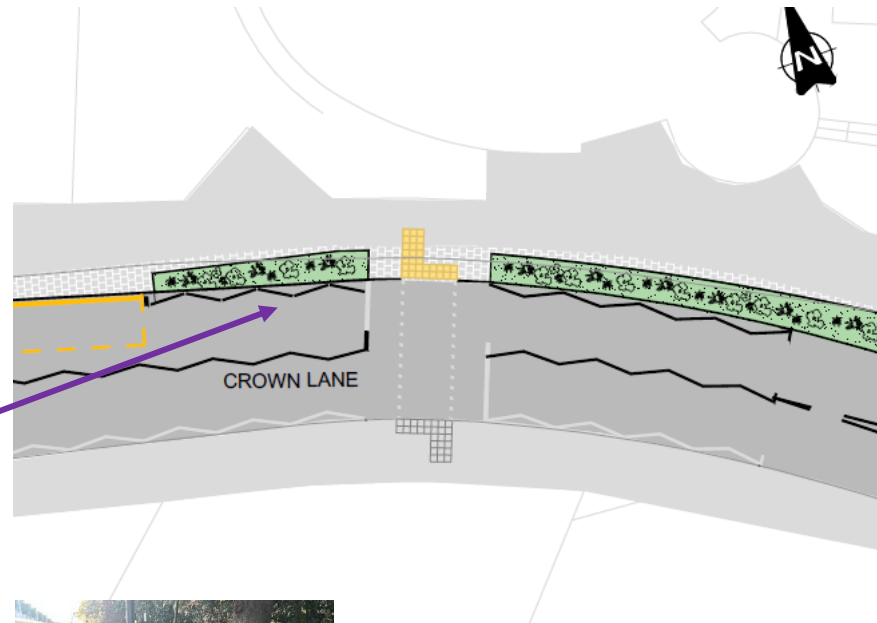


E

Building Intervention: Excess road width converted to pavement buildout with greening

Design Rationale:

- Reduces crossing distance near Crown Lane Primary School at signalised crossing
- Pavement widening can include greening, seating, play on the way features.
- Planting can absorb rainwater runoff, increasing flood resilience
- Planting supports biodiversity, improving climate resilience



Example: Brockwell Park Gardens, LB



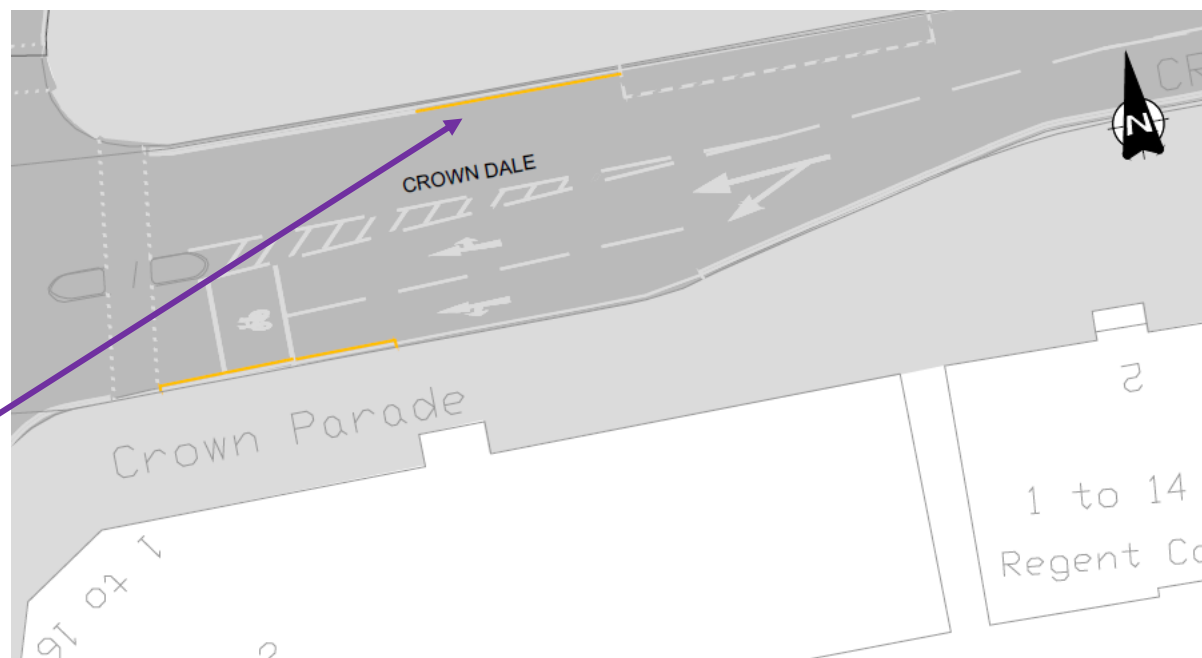
F

Building Intervention:

Removing parking east of Buelah Hill junction

Design Rationale:

- Creates more capacity for the nearside lane going west. Allows more vehicles to queue in this lane
- Our freight survey indicates that vehicles are often parked for long stretches of time on the Single Yellow Lines
- Cutting back the parking on the north side makes it easier to exit the junction going east, improving journey times
- Parking bays are often used for quick stops, and 3 parking bays are still retained.

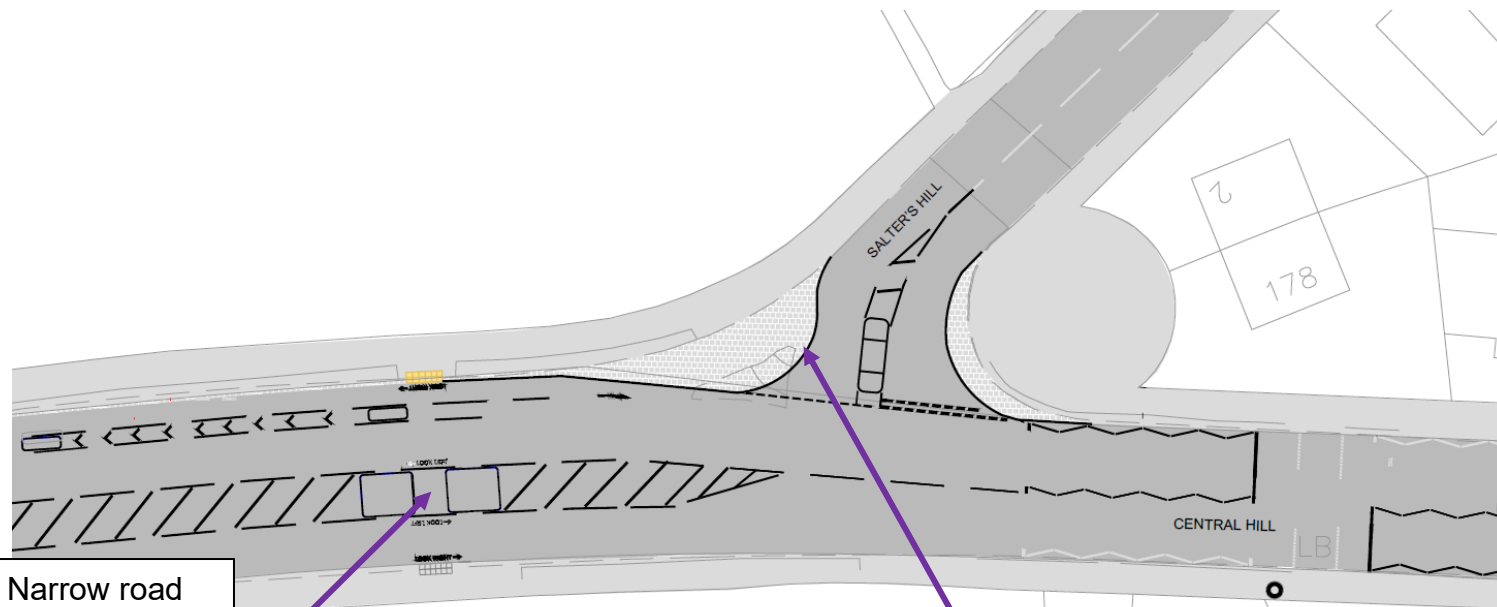




Building Intervention: Narrow road lanes and widen crossing islands

Design Rationale:

- Reduces crossing distance near schools, making it easier to cross the road.
- Narrowing traffic lanes can help to slow speeds outside the school cluster
- Our pedestrian survey indicates that it took people sometimes more than 30 seconds to cross the road, indicating they had to wait in the middle for a gap in traffic.



Building Intervention: Excess road width converted to pavement buildout

Design Rationale:

- Reduces crossing distance across Salter's Hill
- Pavement widening can include greening and Sustainable Urban Drainage (SuDs)
- Planting can absorb rainwater runoff, increasing flood resilience
- Planting supports biodiversity, improving climate resilience

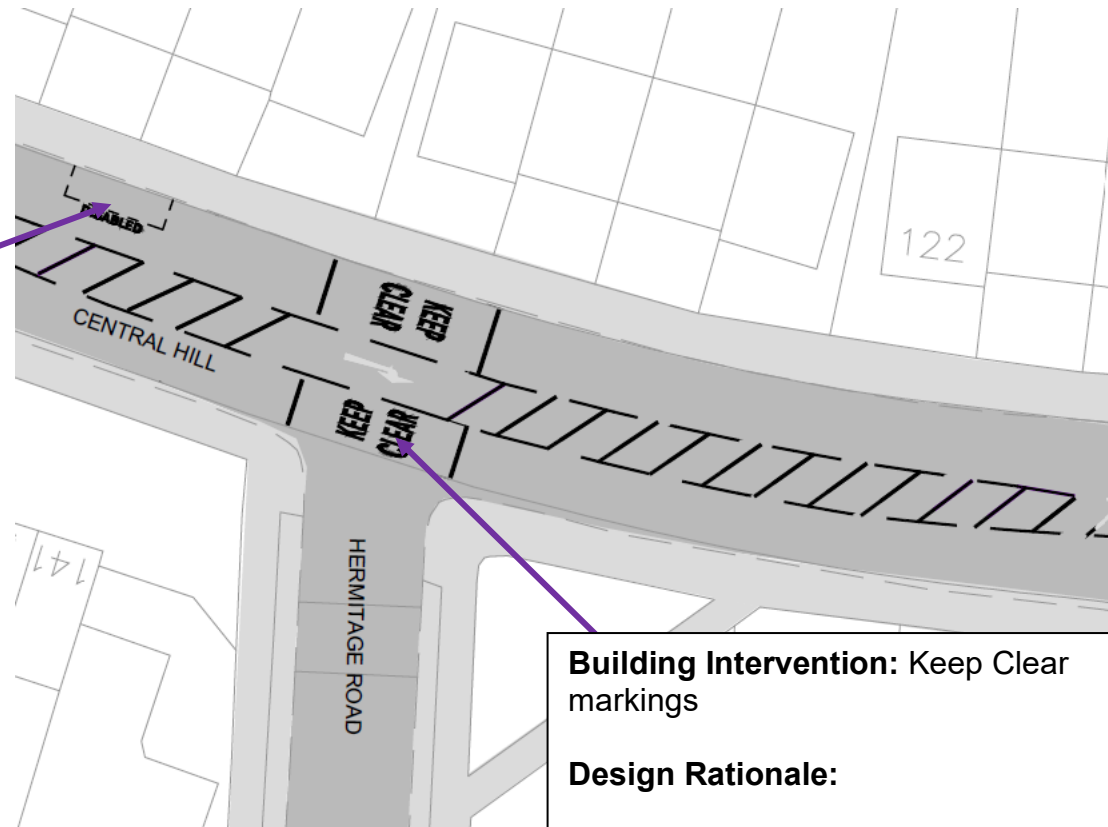




Building Intervention: Disabled bays moved

Design Rationale:

- Disabled bay moved to make space at junction



Building Intervention: Keep Clear markings

Design Rationale:

- Keeps the junction open for traffic turning in and out of Hermitage Road
- This is a specific issue highlighted by the 450 bus service, which is often delayed at this junction
- Moving the disabled bay creates space for the Keep Clear markings.

