



Datasets

September 2026

A214 Bus Priority

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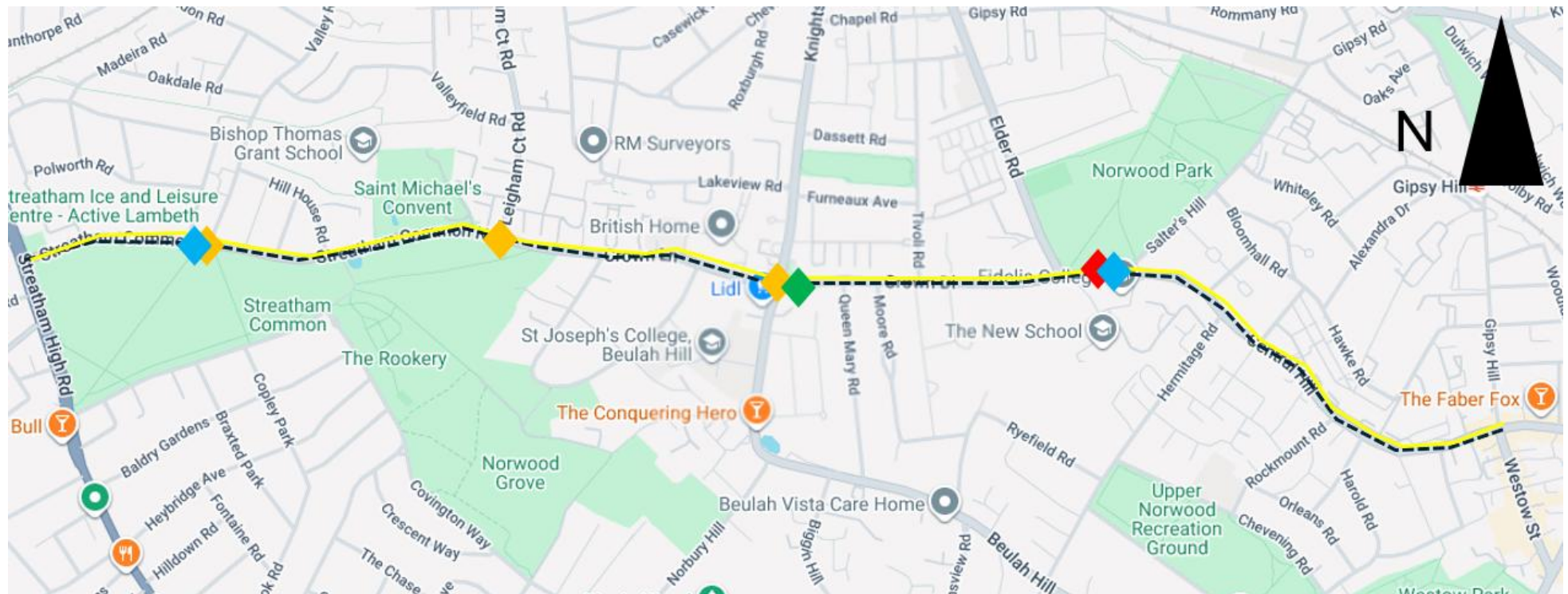
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Overview of datasets



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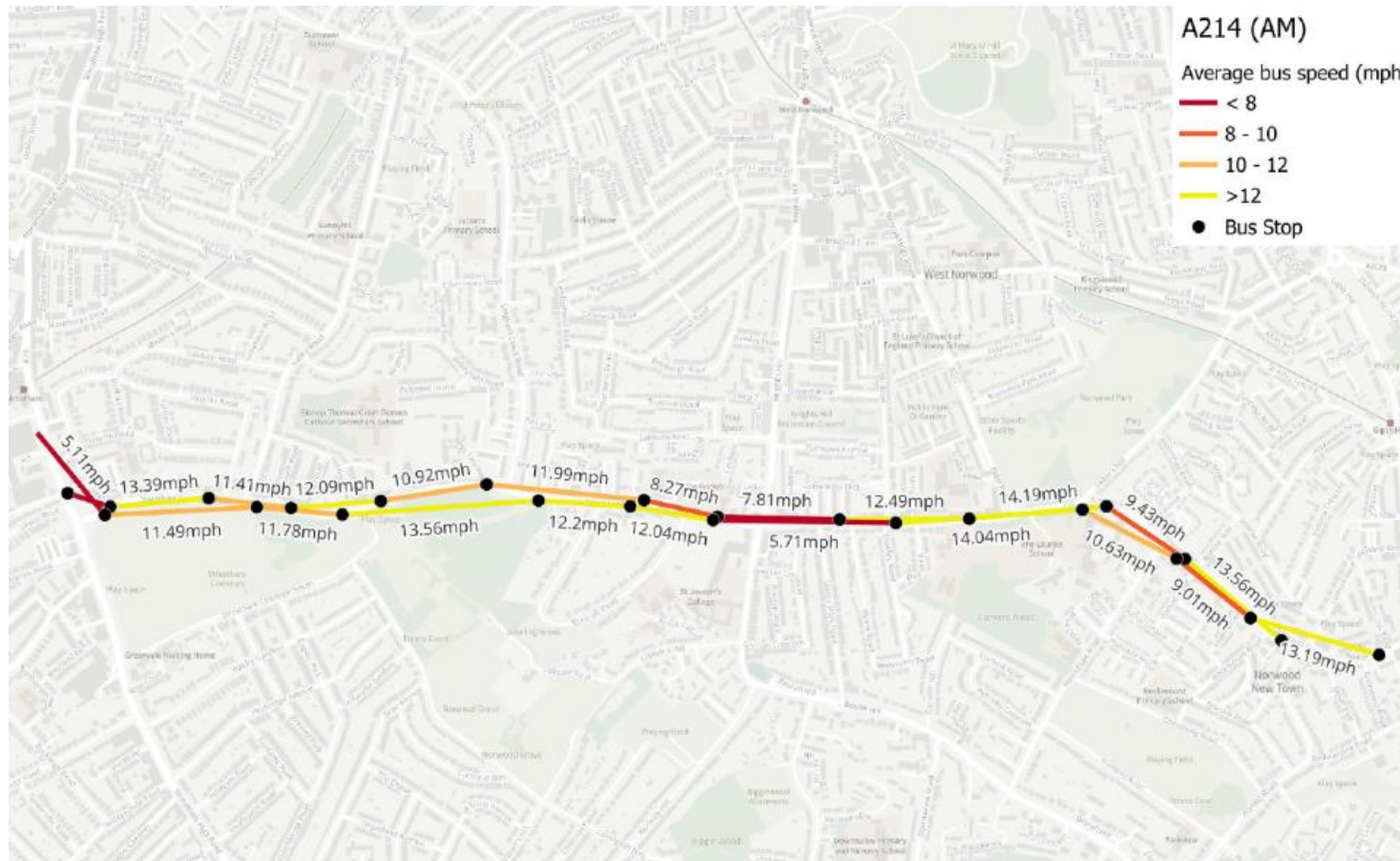


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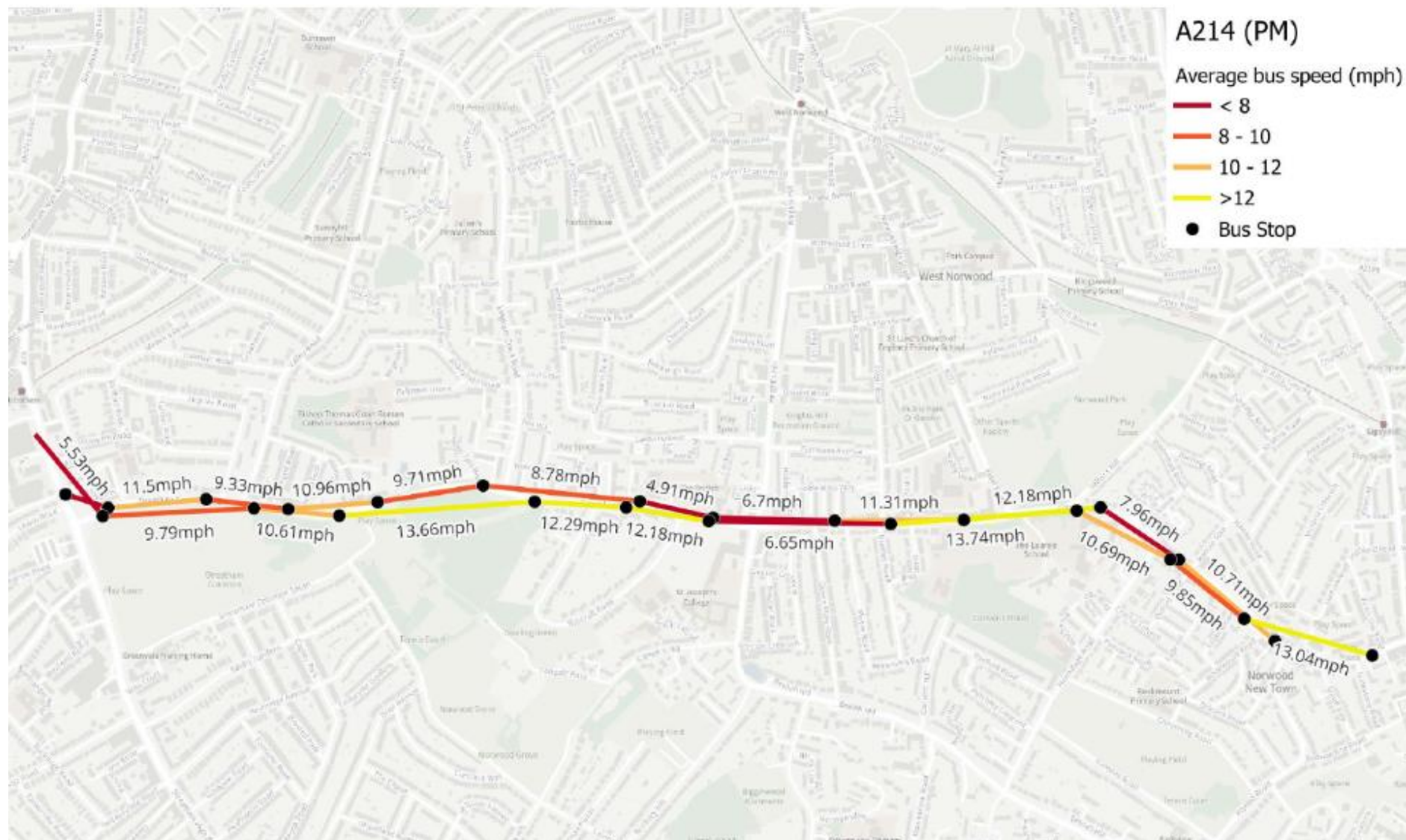
Datasets

Bus Speeds



Average bus journey times along A214 during the morning peak November 2025 (Source: TfL iBus data).



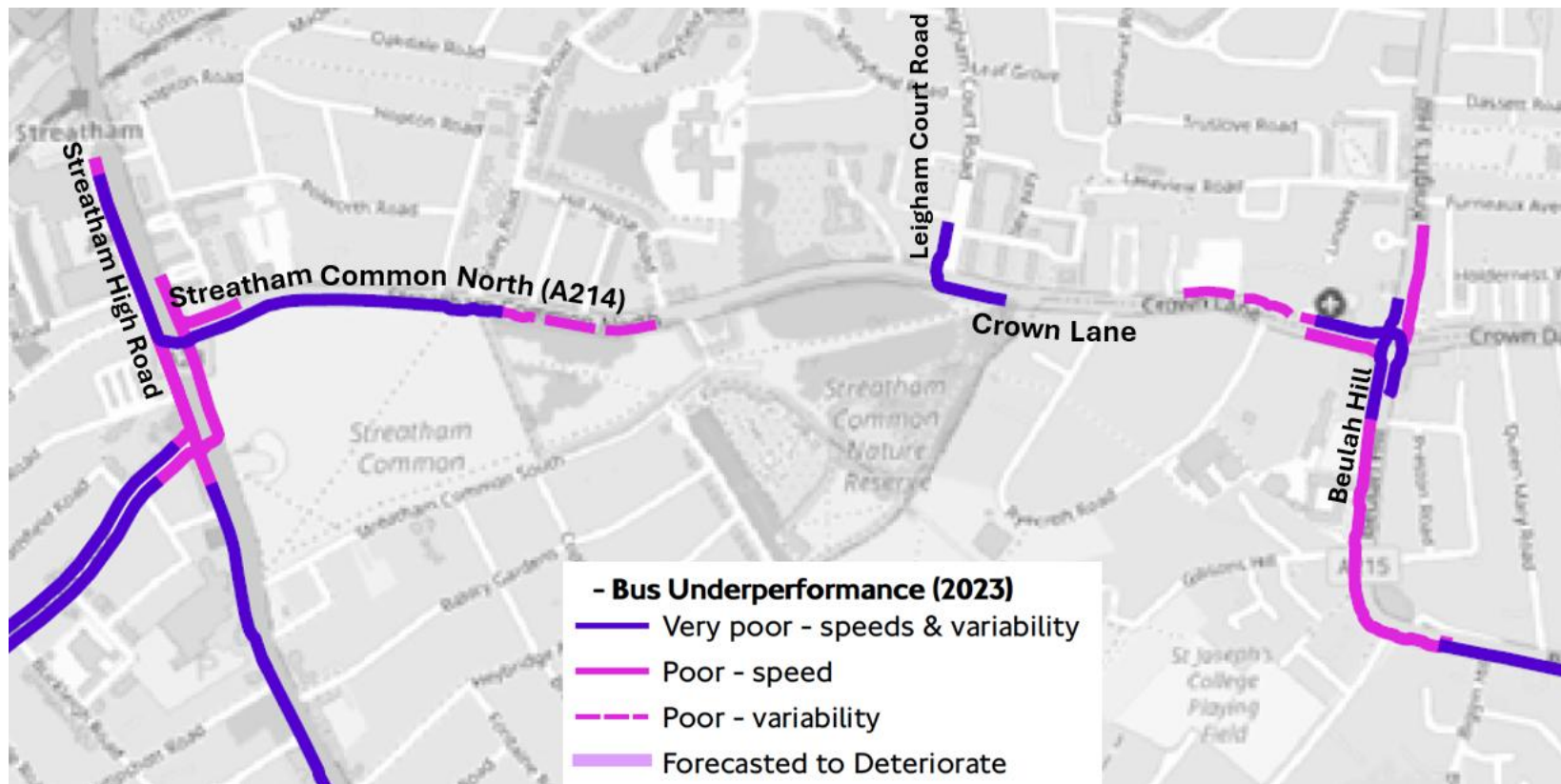


Average bus journey times along the A214 during the evening peak November 2025 (Source: TfL iBus data).



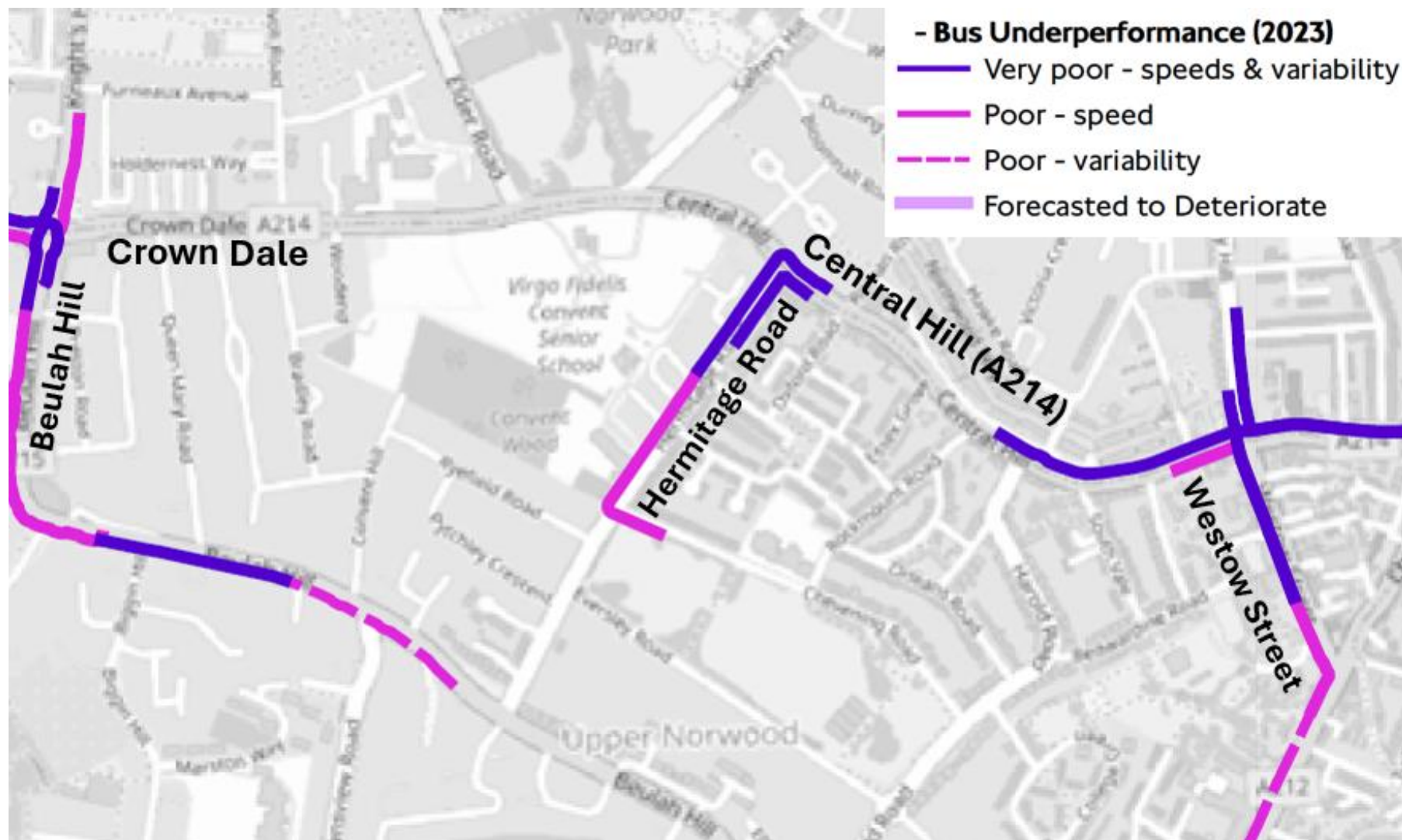
Bus Performance

Bus Underperformance Data, 2023



Source: Transport for London Healthy Streets Data Pack, Spring 2024





Source: Transport for London Healthy Streets Data Pack, Spring 2024



Bus Volumes and Usage

Measure	Eastbound	Westbound	Total
Bus routes	1 day route	1 day route	1 route
Buses per day			222
Average buses per hour	6	6	12
Daily bus passengers	2400	2100	4500
Morning peak passengers	400	600	1000
Evening peak passengers	600	400	1000



Traffic counts

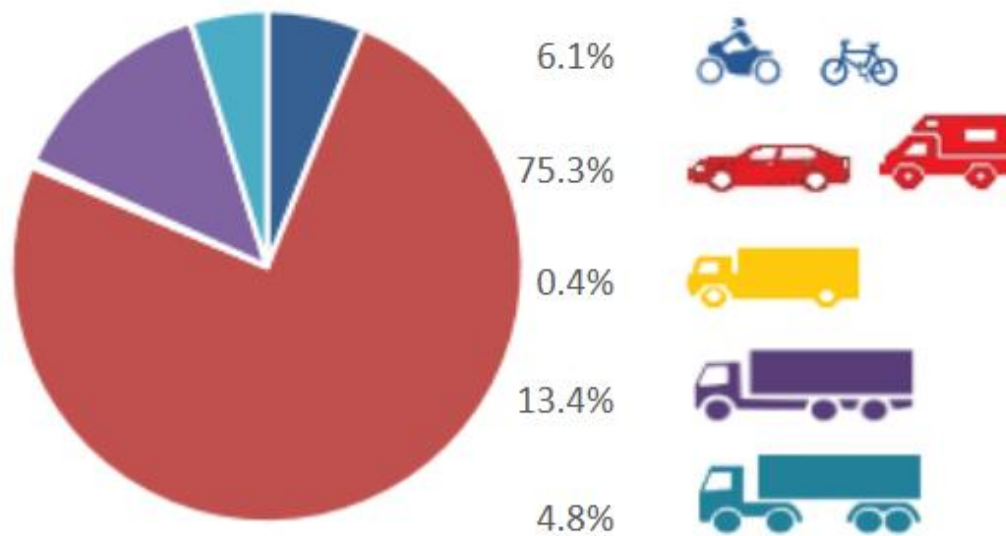
Central Hill

Weekday traffic counts east and west bound per type of vehicle

(05.05.26 – 11.05.26)

Source: Tracsis

Direction	Car	Taxi	LGV	HGV	Bus	MC	PC
Westbound	4664	19	969	80	152	287	29
Eastbound	4524	29	1263	101	152	321	52
Combined	8801	45	1803	141	287	568	82



Central Hill

Total traffic composition of vehicles surveyed

(05.05.26 – 11.05.26)

Source: Tracsis



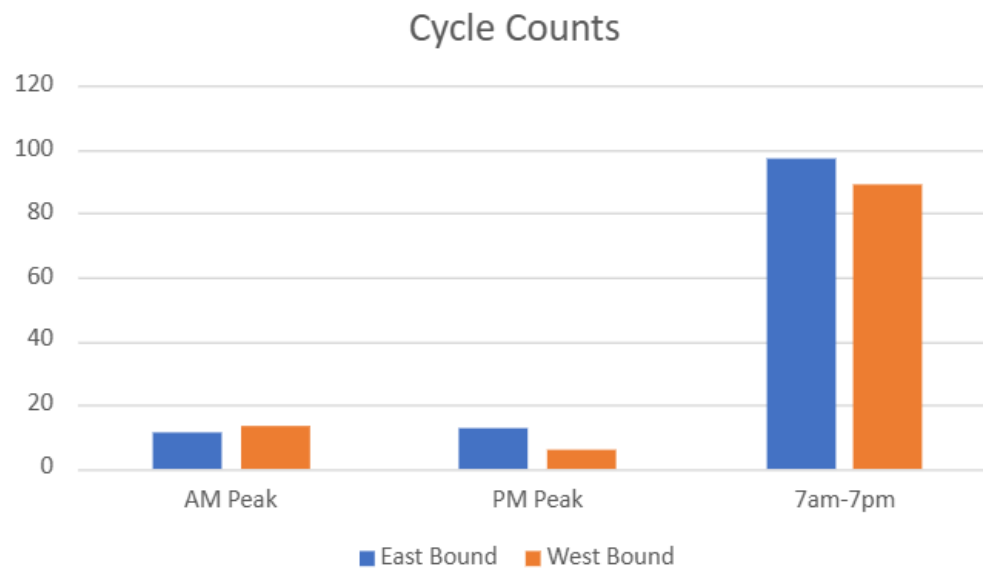
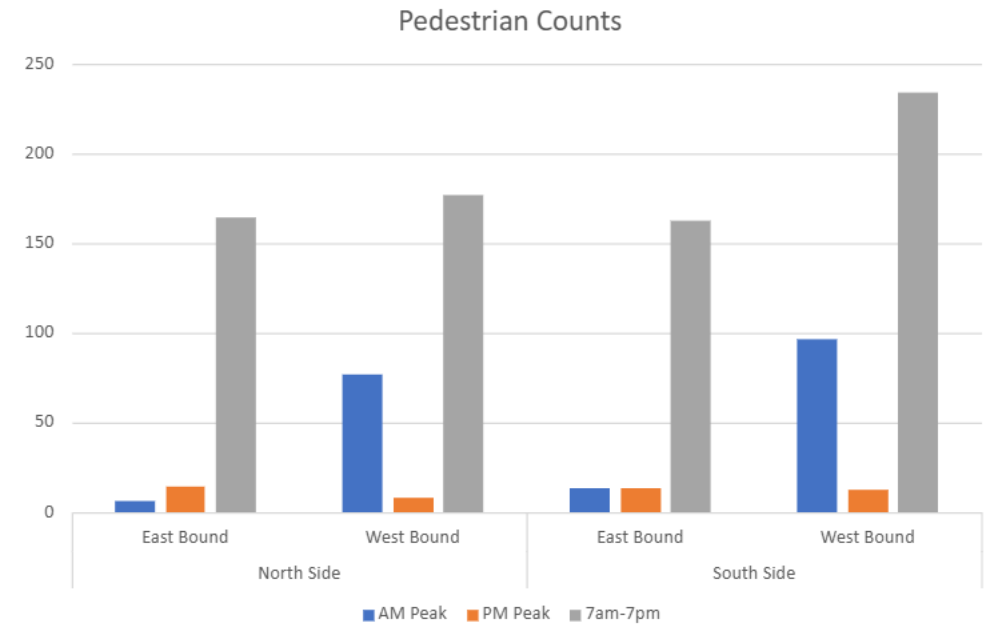
Pedestrian and Cycle Counts

Central Hill

Whole week pedestrian counts on northern and southern side of the road.

(05.05.26 – 11.05.26)

Source: Tracsis



Whole week cycle counts east and west bound.

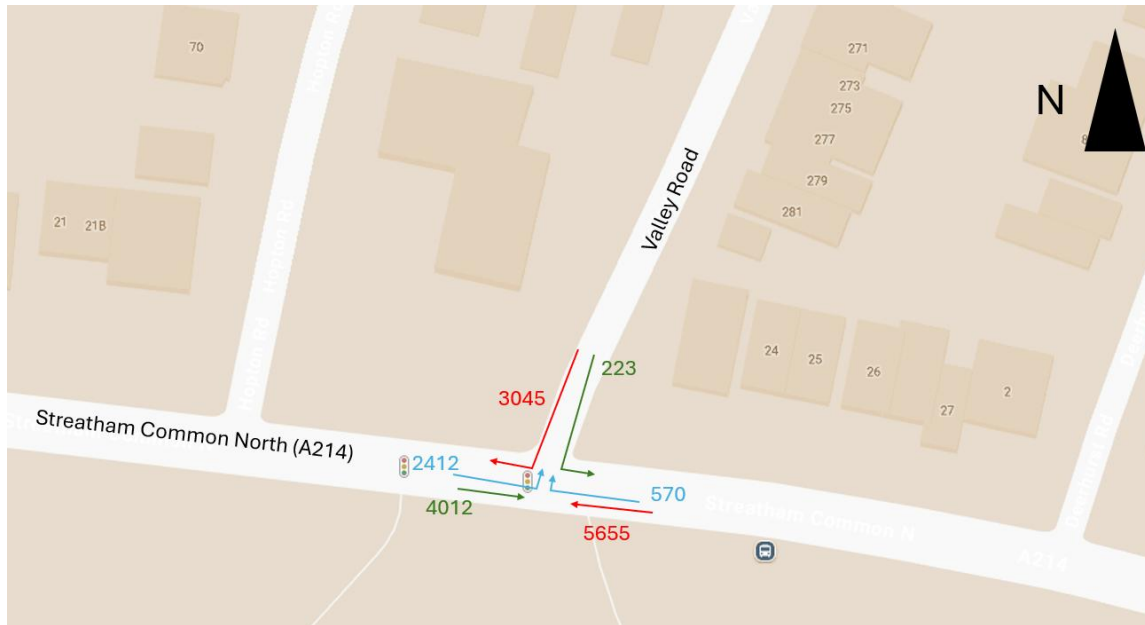
(05.05.26 – 11.05.26)

Source: Tracsis



Turning Counts

Weekday traffic combined turning counts 07:00 – 19:00, average of 6 May and 7 May 2026



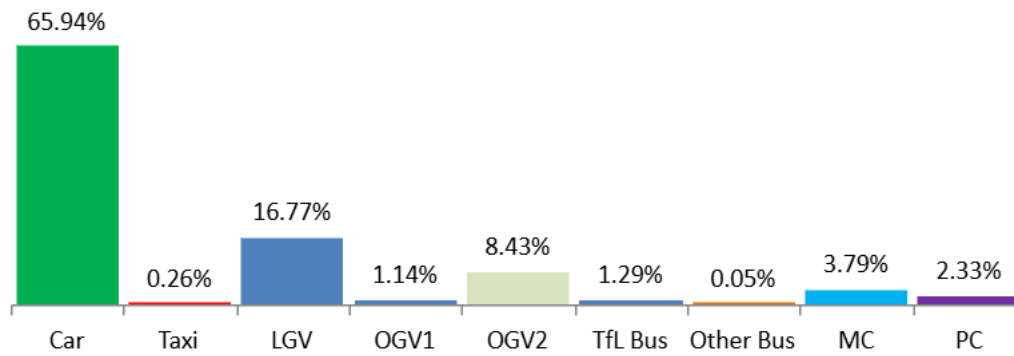
Streatham Common North / Valley Road Source: Tracsis Video Turning Counts, May 2026

Direction of Travel	Combined Count Average
Northbound	2982
Westbound	8701
Eastbound	4235
Total	15918



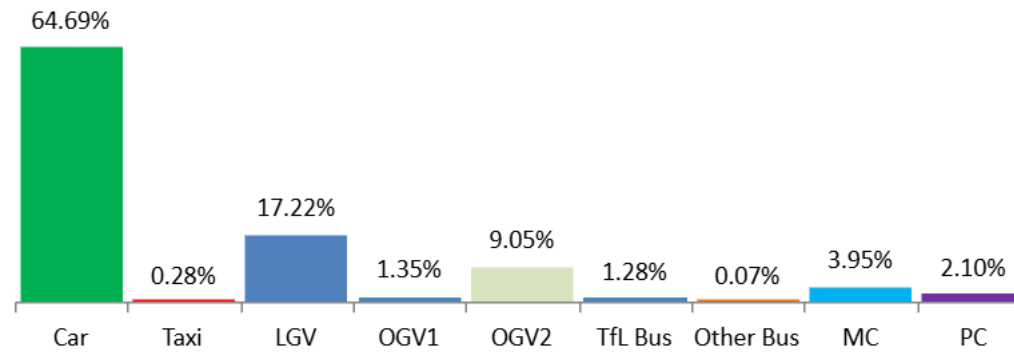
6 May 2026

Percentage of Classed Vehicles

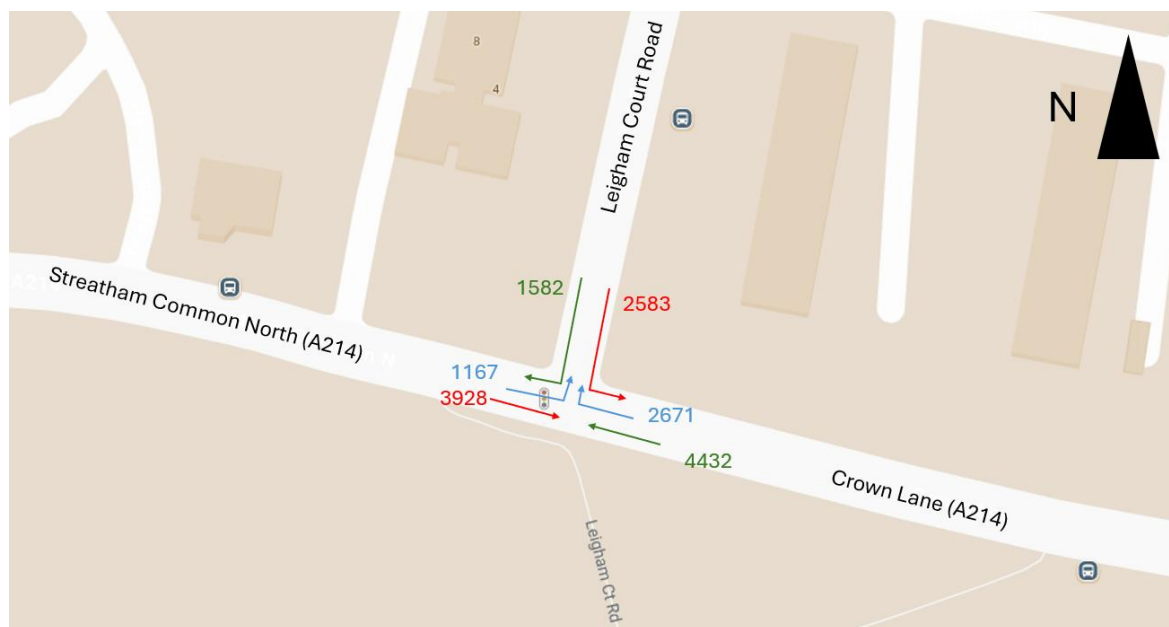


7 May 2026

Percentage of Classed Vehicles



Weekday traffic combined turning counts 07:00 – 19:00, average of 6 May and 7 May 2026



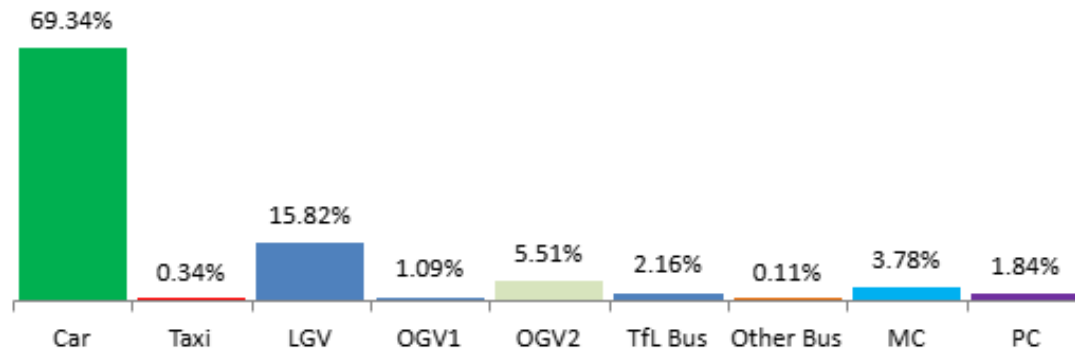
Streatham Common North / Leigham Court Road / Crown Lane Source: Tracsis Video Turning Counts, May 2026

Direction of Travel	Combined Count Average
Northbound	3838
Eastbound	6512
Westbound	6014
Total	16364



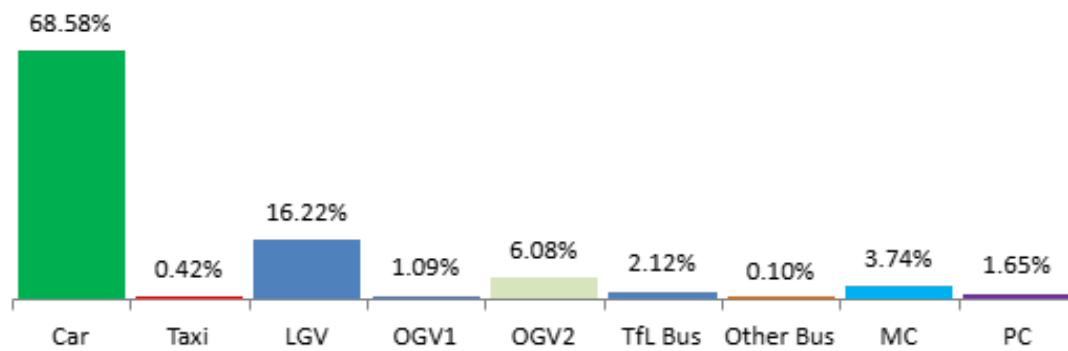
6 May 2026

Percentage of Classed Vehicles

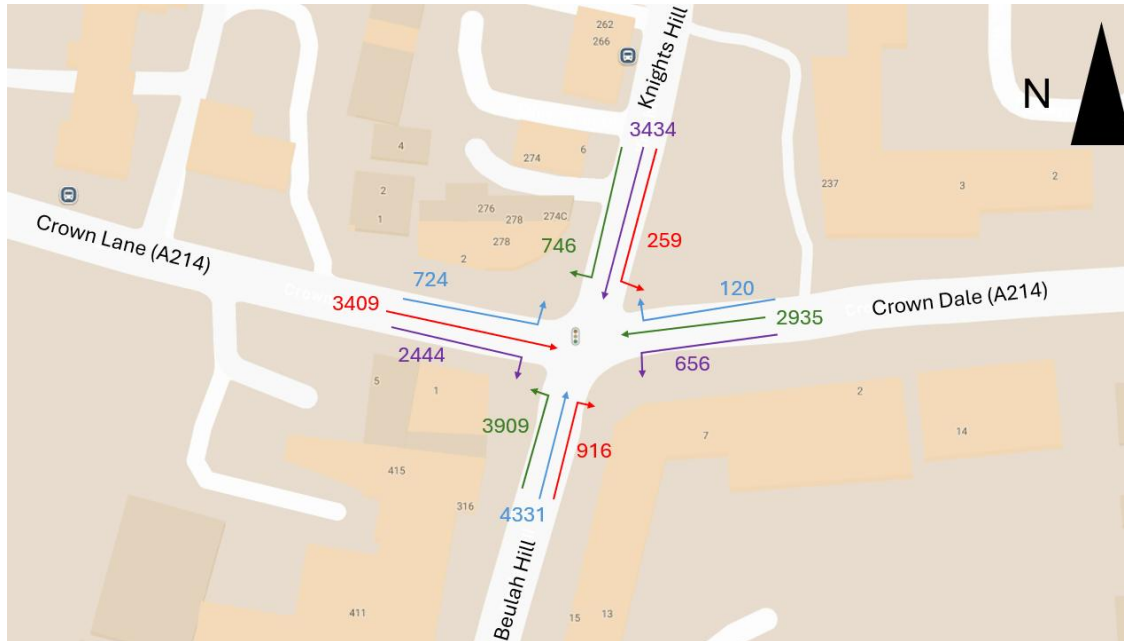


7 May 2026

Percentage of Classed Vehicles



Weekday traffic combined turning counts 07:00 – 19:00, average of 6 May and 7 May 2026



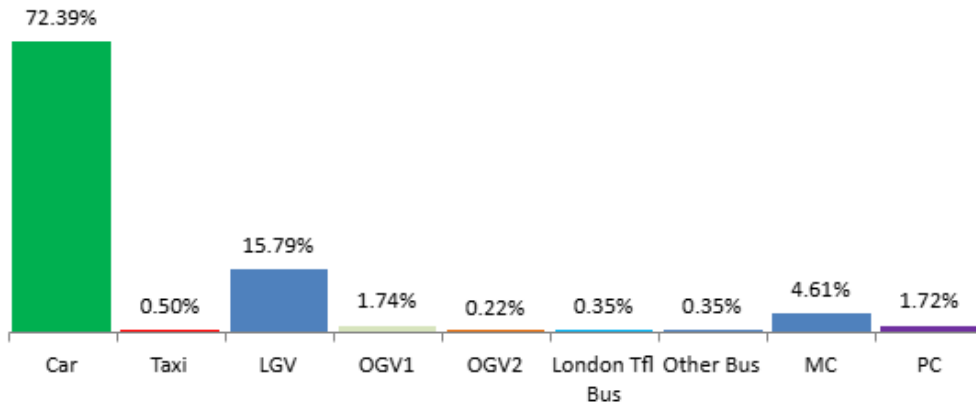
Crown Lane / Knight's Hill / Crown Dale / Beulah Hill Source: Tracsis Video Turning Counts, May 2026

Direction of Travel	Combined Count Average
Northbound	5175
Eastbound	4585
Southbound	6535
Westbound	7591
Total	23886



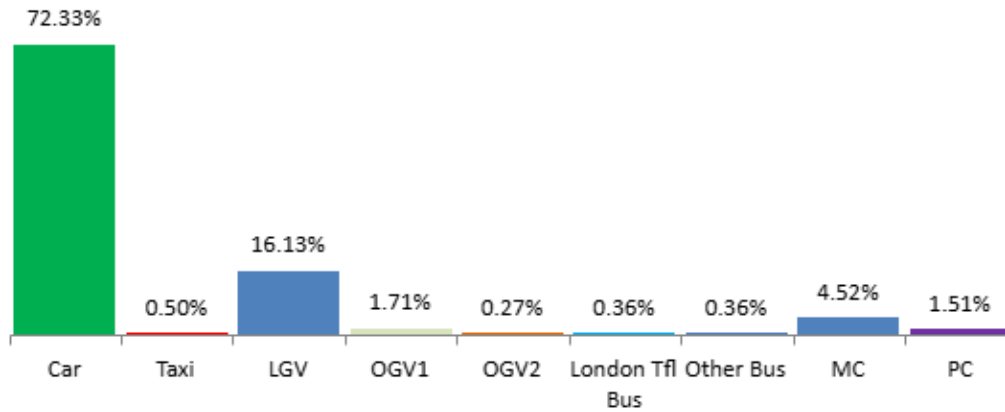
6 May 2026

Percentage of Classed Vehicles

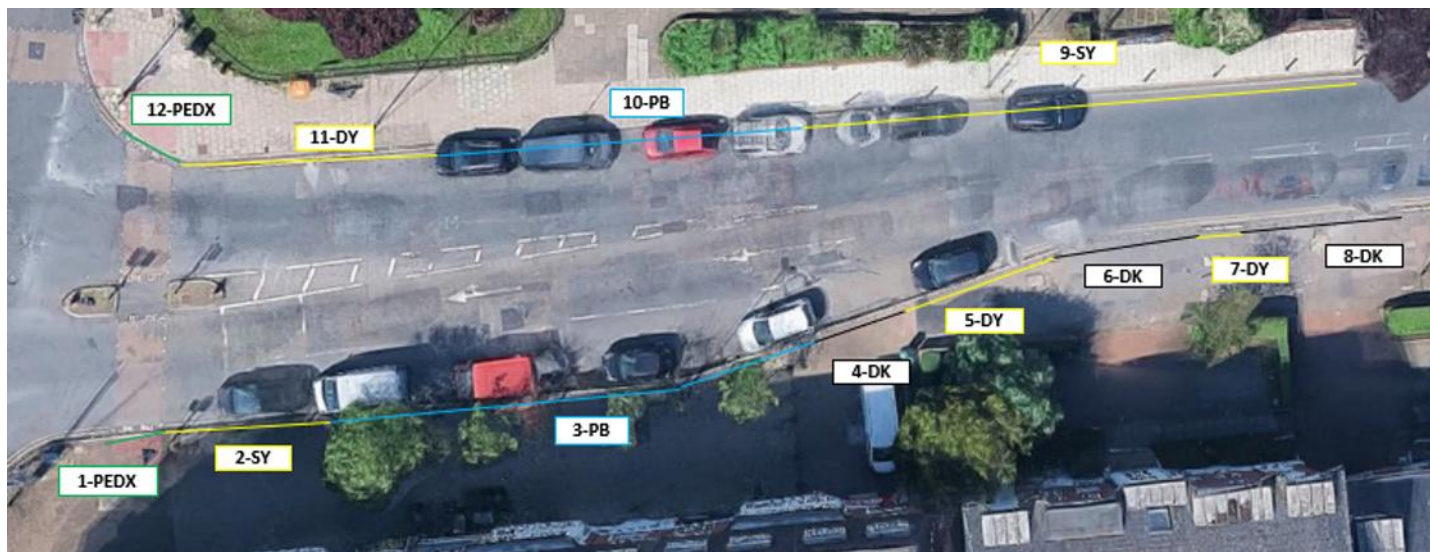


7 May 2026

Percentage of Classed Vehicles



Freight & Loading Survey



Streatham Common North Corridor - Crown Dale – East of junction with Buelah Hill



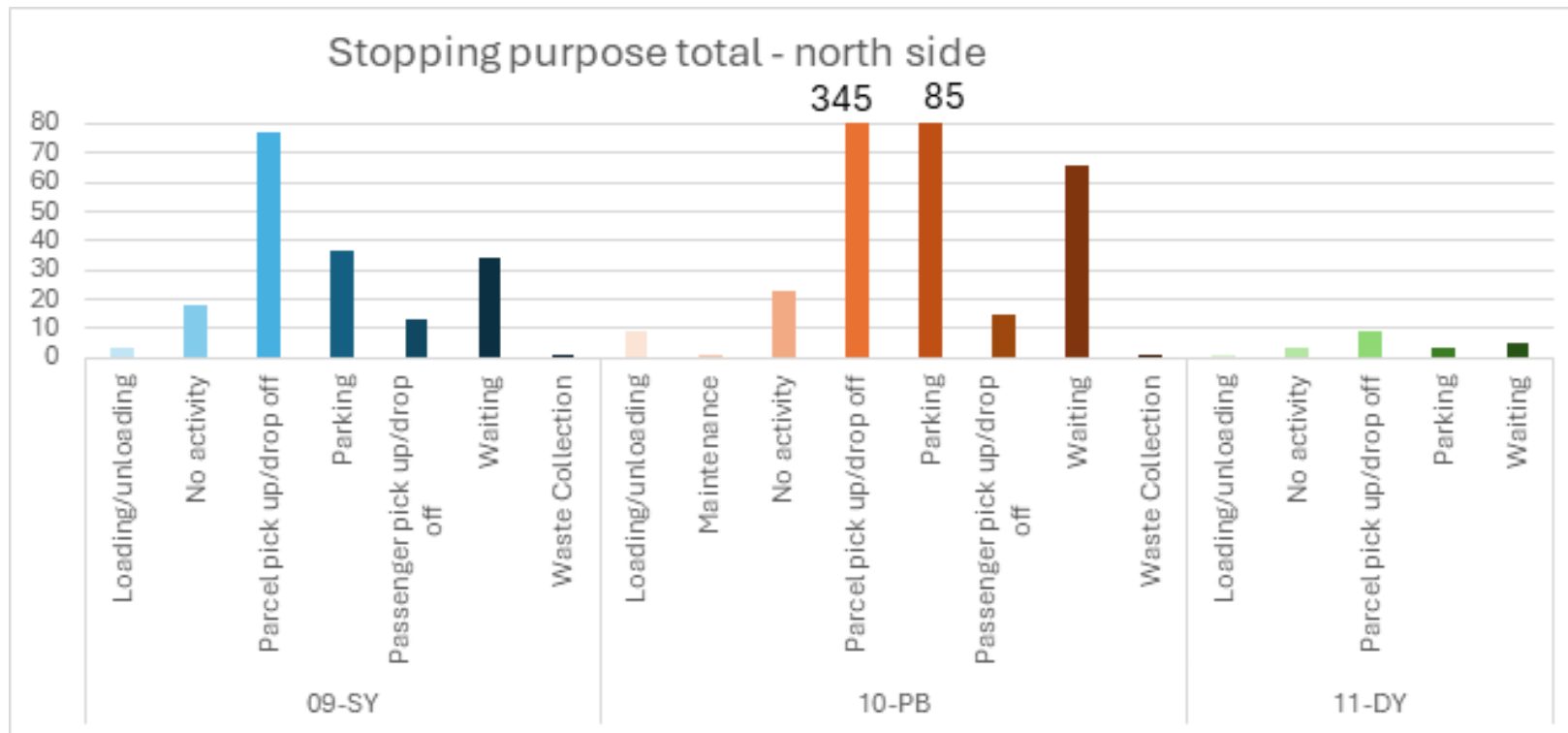
Overall Picture:

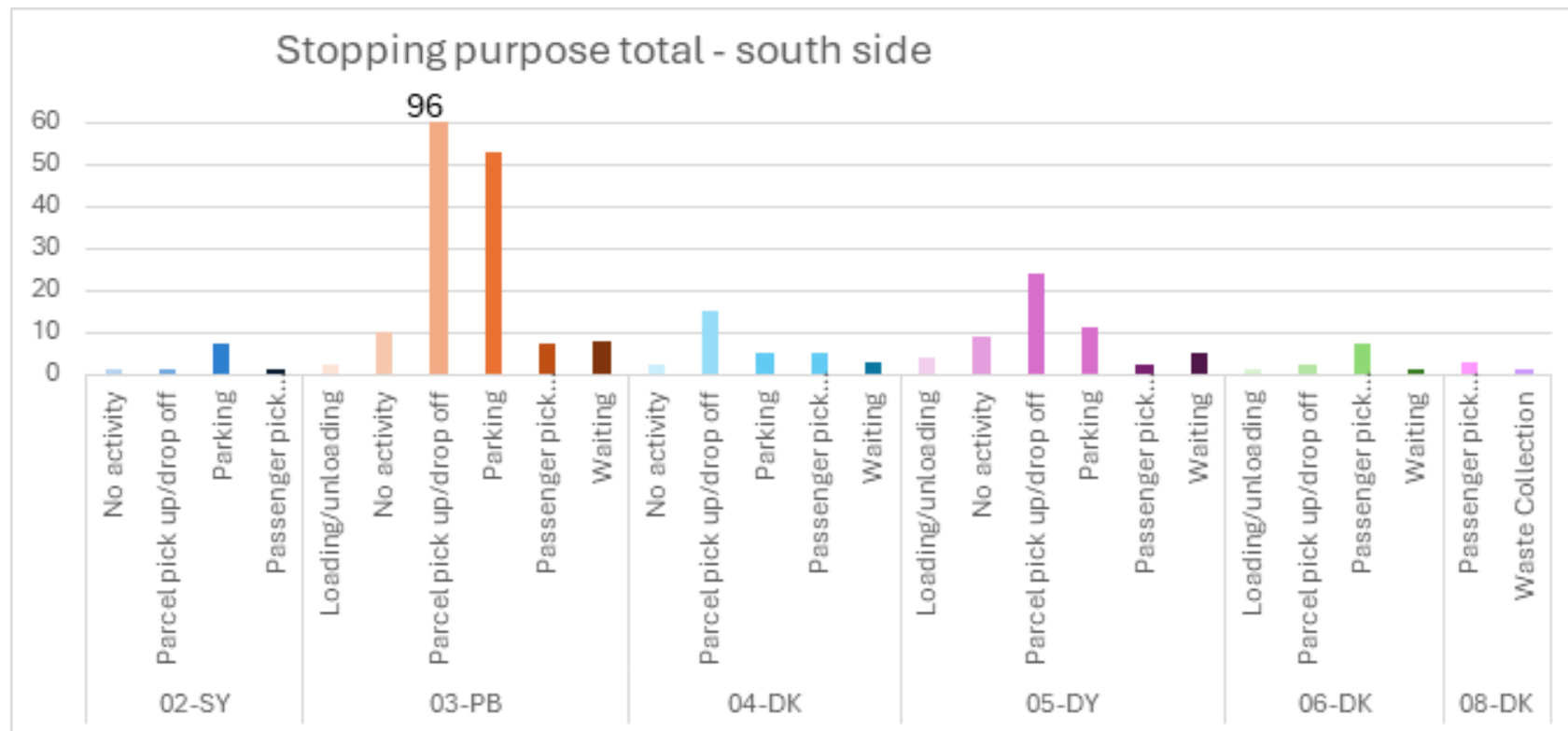
Type of activity	Total	Average Time stopped
Loading/unloading	20	00:10:55
Maintenance	1	05:45:57
No activity	66	00:02:18
Parcel pick up/drop off	449	00:08:30
Parking	237	01:03:58
Passenger pick up/drop off	53	00:01:29
Waiting	122	00:02:58
Waste Collection	3	00:07:27
Grand Total	951	00:21:11

Row Labels	Count of Vehicle Type	Average of Duration of stay (hh:mm:ss)
Car	667	00:22:42
LGV	151	00:20:35
London TfL Bus	3	00:02:35
MC	100	00:16:20
Other Bus	6	00:12:03
PC	6	00:02:32
Taxi	5	00:09:19
HGV	13	00:09:38
Grand Total	951	00:21:11



- 70% of traffic stopping at this location were cars and another 16% were LGVs
- Parking as a stopping activity was only observed 25% of the times. The main activity was parcel pick-up/drop off, which happened more than 47% of the time.
- Many activities and vehicles stopped on average for less than 10 minutes, even though there are little places to stop temporarily.



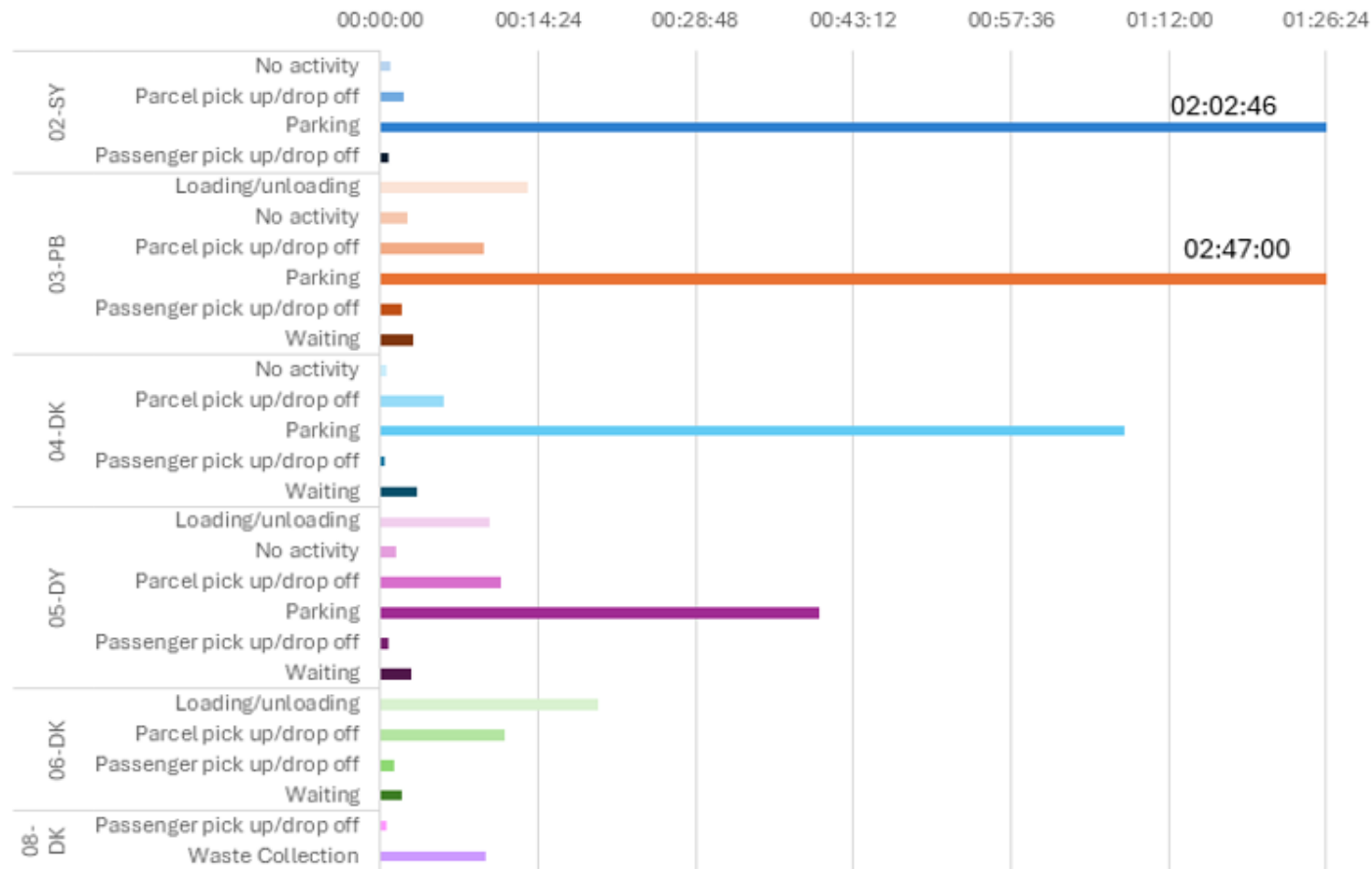


Detailed stopping locations:

- **The places with the highest number of stops recorded were the parking bays on both sides of the road.**
- **At the same time, the section of Single Yellow Line on the north side also had a significant number stopping instances.**
- **Rather than parking, most stops seem to be associated with picking up or dropping off parcels/shopping**
- **Especially on the formal parking bay locations, picking up or dropping of parcels/shipping was the predominant activity.**



Stopping time per activity – South side



Detailed stopping time per activity and location – South side

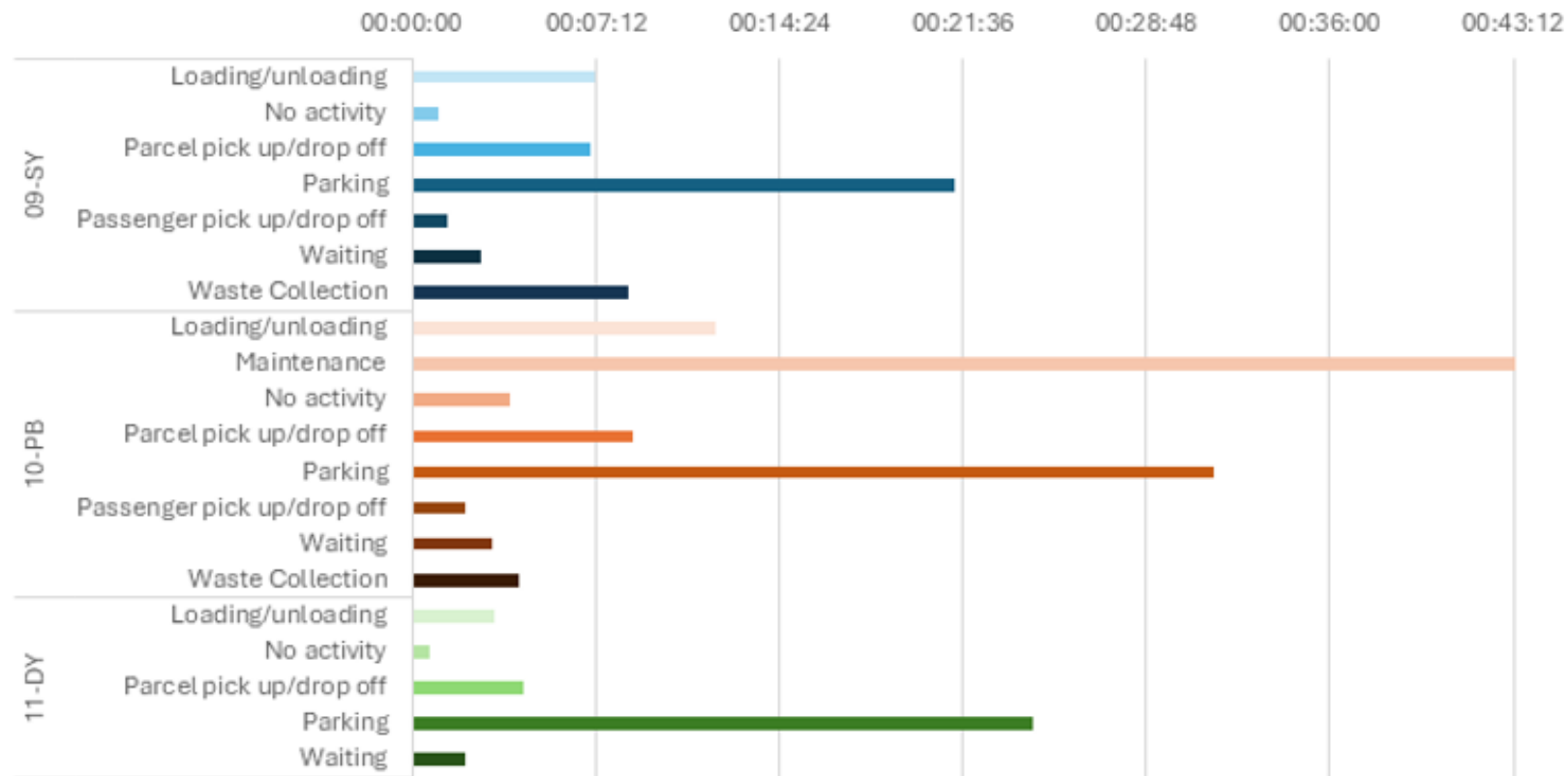
- ***Parking was the activity with the longest dwell time, including on the sections of Single Yellow Line.***
- ***The parking on the Single Yellow Line, parking bay and Double Yellow Line means that the nearside lane into the junction to turn left unto Buelah Hill is often blocked by parked vehicles***
- ***Loading/unloading and parcel pick up/drop off took place on a variety of locations, showcasing that there is no formalised place for loading activities***

Detailed stopping time per activity and location – North side

- ***With the exception of one instance of maintenance, parking was the activity with the longest dwell time, albeit significantly shorter than on the south side of the road.***
- ***Even in the formalised parking bays, parking on average only took on average slightly more than half an hour***
- ***The presence of loading/unloading and parcel pick up/drop off in the formalised parking bays shows that there is no formalised place for loading activities.***



Stopping time per activity – North side



Formal parking bay – south side	
Vehicle type	Vehicle counts
Car	345
Maintenance	1
No activity	16
Parcel pick up/drop off	165
Parking	91
Passenger pick up/drop off	14
Waiting	58
LGV	85
Loading/unloading	8
No activity	3
Parcel pick up/drop off	44
Parking	26
Waiting	4
MC	19
Parcel pick up/drop off	14
Parking	1
Waiting	4
Taxi	4
Parcel pick up/drop off	2
Parking	1
Passenger pick up/drop off	1
HGV	7
Loading/unloading	1
Parcel pick up/drop off	4
Parking	1
Waste Collection	1
Grand Total	460



Vehicle Type	Vehicle Counts
Car	96
No activity	7
Parcel pick up/drop off	36
Parking	39
Passenger pick up/drop off	6
Waiting	8
LGV	14
Loading/unloading	2
No activity	1
Parcel pick up/drop off	4
Parking	6
Passenger pick up/drop off	1
MC	54
No activity	2
Parcel pick up/drop off	45
Parking	7
Grand Total	164

- *Activity in the two formal parking locations on both side of the road show that a majority of activities is not parking. This is 59% on the north side and 68% on the south side of Crown Dale*
- *A majority of vehicles using these areas were cars, with a significant amount of motorcycles and light goods vehicles as well*



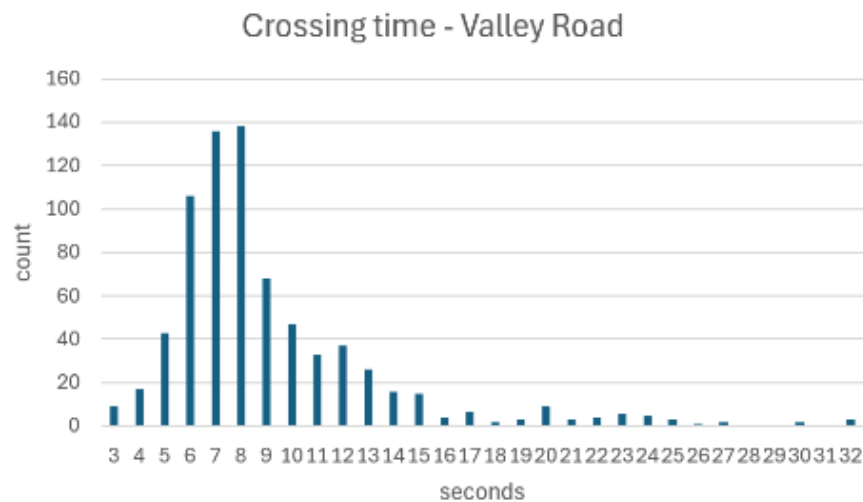
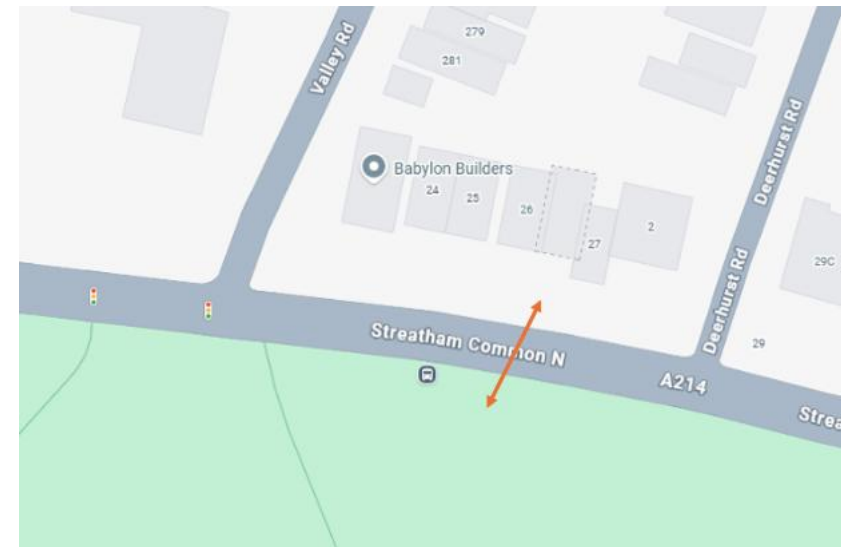
Pedestrian Crossing

Valley Road (Informal Crossing)

745 total uses counted
7 Day average waiting times

(05.05.26 – 11.05.26)

Average	0:00:02
Median	0:00:01
Shortest	0:00:01
Longest	0:00:37



7 Day average crossing duration

(05.05.26 – 11.05.26)

Source: Tracsis

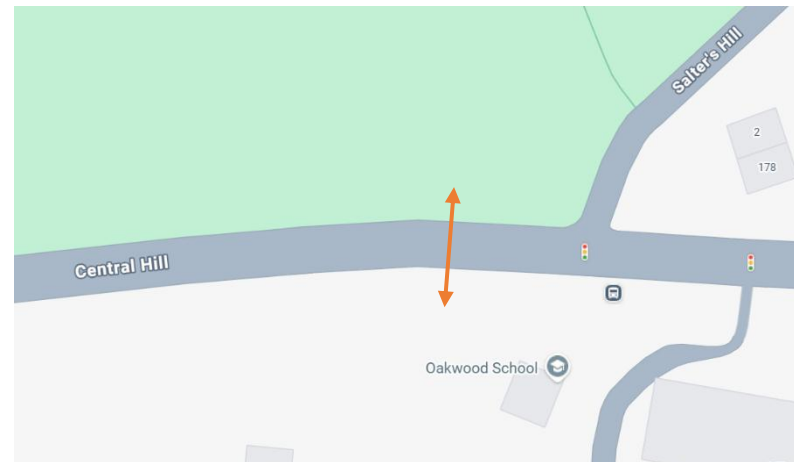


Salter's Hill Crossing

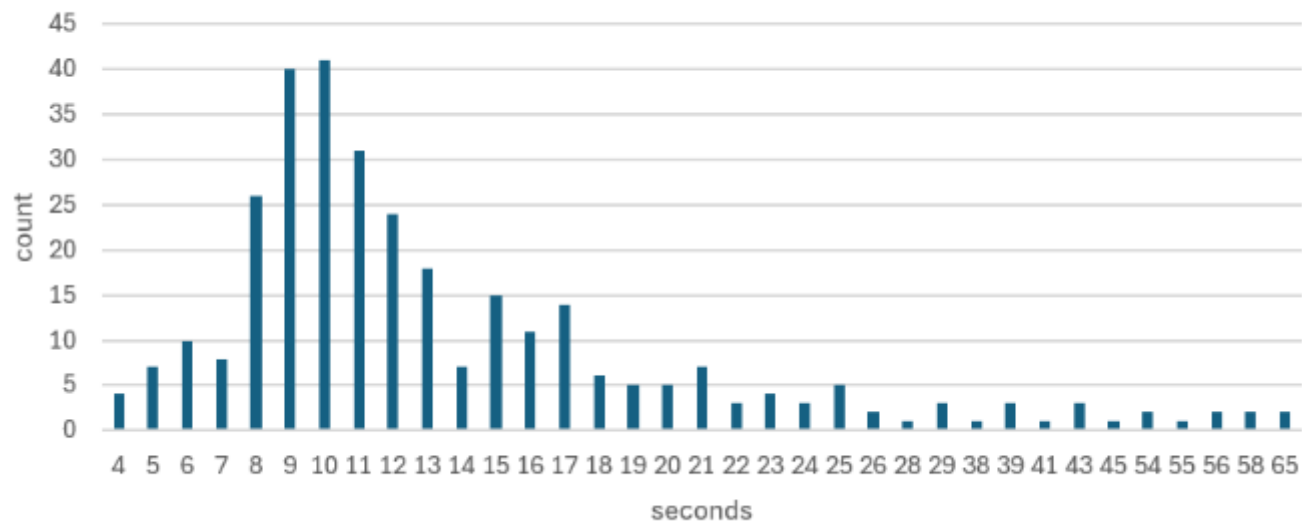
7 Day average waiting times

(05.05.26 – 11.05.26)

Average	0:00:04
Median	0:00:01
Shortest	0:00:01
Longest	0:01:01



Salter's Hill crossing duration



7 Day average crossing duration

(05.05.26 – 11.05.26)

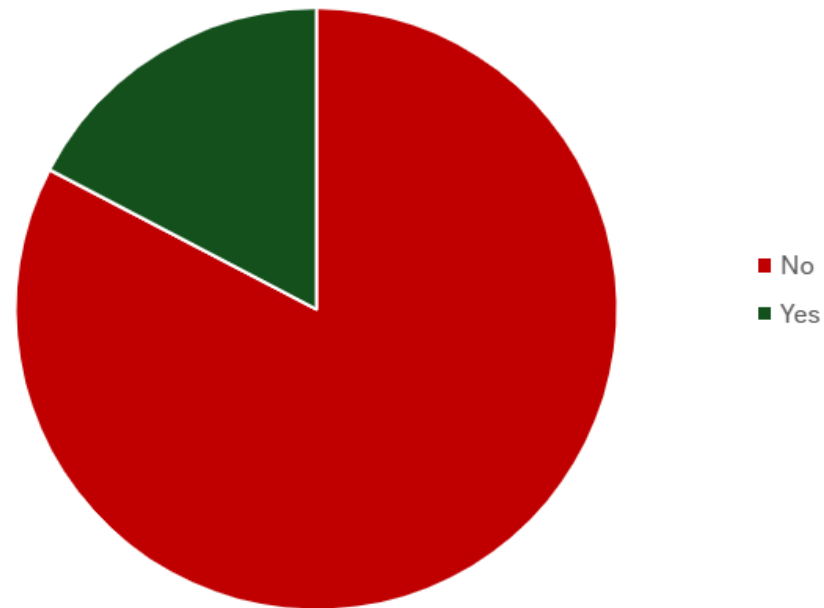
Source: Tracsis



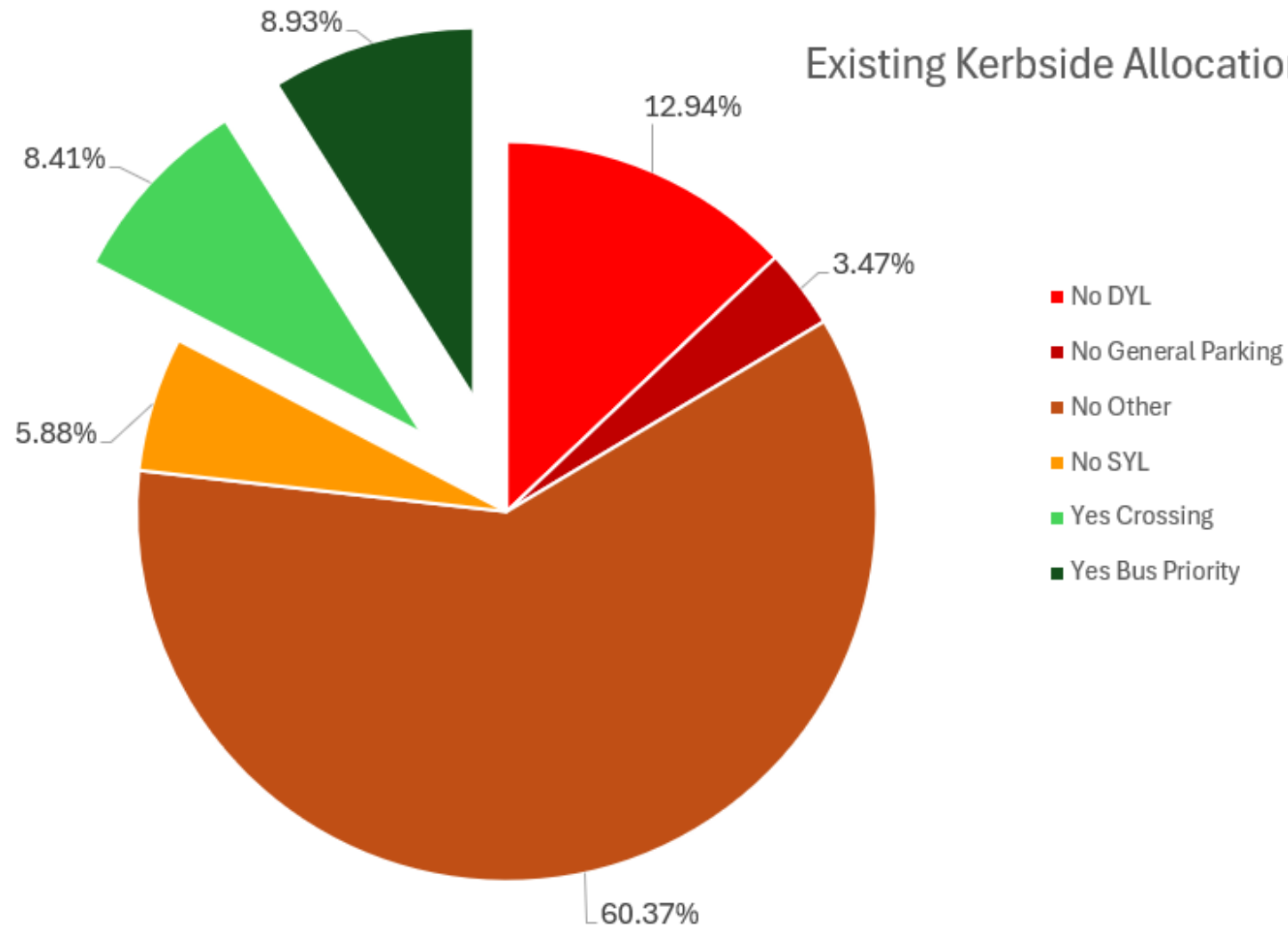
Kerbside Strategy Changes

At present, 83% of the kerbside along the relevant sections of the Streatham Common North Bus Priority Corridor is not used for sustainable purposes.

Total Length of Corridor - Sustainable vs. Non-Sustainable

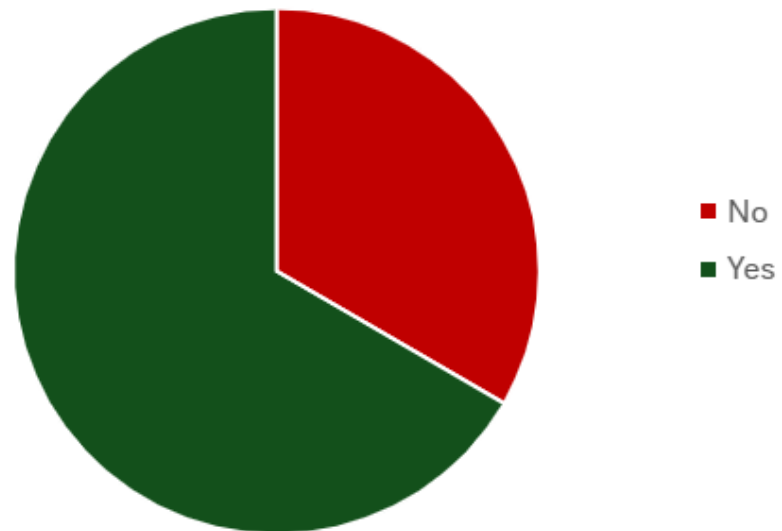


Existing Kerbside Allocation

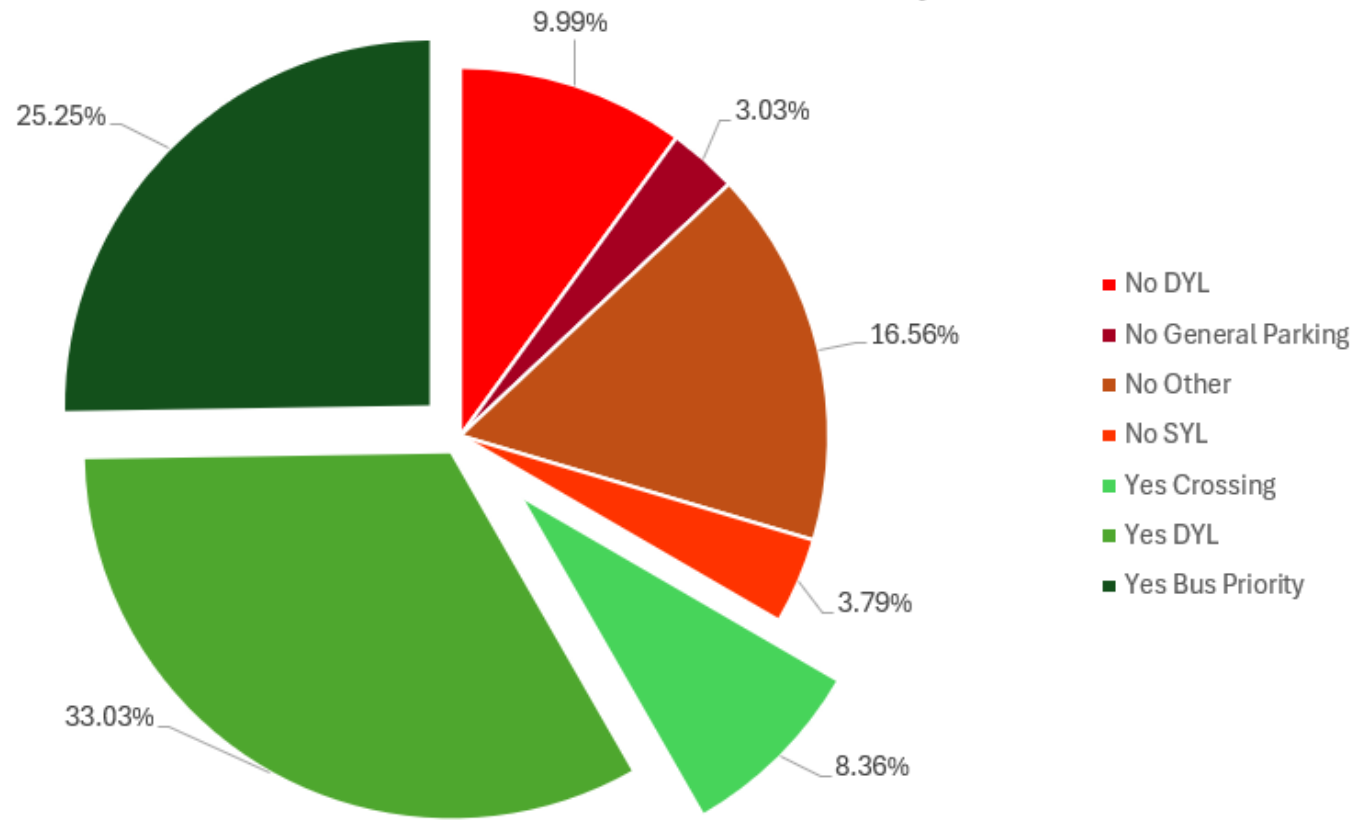


If the proposed changes are installed, the sustainable use of the kerbside on the relevant sections would increase to more than 66%.

Total Length of Corridor - Sustainable Vs. Non-Sustainable



Projected Kerbside Allocation



Source: Tracsis

