

DETAILED SECTIONS – CONTENT

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Section A – Hammersmith Road

Hammersmith Road is currently dominated by motor traffic and can be an intimidating and unpleasant place to cycle and walk. The proposals would give people space and time to cycle through the area more easily, and make it easier to cross the road at dedicated crossing points. We would also install new seating areas and add more greenery, for example by planting new trees.

These improvements would help to make these streets work better for cycling and walking, so both individuals in the area and the community as a whole can benefit.

[INSERT OLYMPIA CGI]

Summary of proposals:

- Segregated two-way cycle track replaces general traffic lanes, some footway and some bus lane in each direction on Hammersmith Road from Olympia Way to Hammersmith Gyatory
- Segregated one-way cycle track between footway and carriageway level on Hammersmith Road westbound from Addison Bridge Place to just west of Avonmore Road
- Bus and coach stop bypasses for cyclists
- New signalised junctions and two new pedestrian crossings over Hammersmith Road at Shortlands, replacing the crossing at Colet Gardens
- Changes to turning movements permitted for cyclists
- Changes to bus lanes
- Changes to bus and coach stops
- Changes to parking, loading and taxi ranks on Hammersmith Road
- Urban space improvements, including planting new trees and seating areas

[insert CS9 A – Hammersmith Road PDF]

Segregated two-way cycle track replaces general traffic lanes, some footway and some bus lane in each direction on Hammersmith Road; eastbound bus stops converted to bus stop bypasses

- The new cycle track would be 3 metres wide, narrowing to 2.5 metres at some bus stop bypasses and 2.8 metres at some approaches to junctions
- The segregating kerb would be a minimum of 0.5 metres wide
- Raised entry treatments reduce vehicle speeds at entrances to unsignalised side roads. Contrasting surfacing would be used at junctions with unsignalised side roads to highlight the presence of cyclists to vehicles
- At some side roads where traffic flow is low, the footway material would be continued across the mouth of the junction to give pedestrians priority when crossing the road

- The two-way cycle track would replace advisory cycle lanes and an eastbound traffic lane on the approaches to Brook Green and North End Road. Carriageways and footways would also be narrowed in some places in both directions
- Lighting on Hammersmith Road would be assessed, and brought up to British Standards if required
- Eastbound bus and coach stops on the northern side of Hammersmith Road would have bypasses for cyclists. These stops are eastbound stop K at Kensington Olympia Station, J at North End Road, and the new bus stop between existing stops G and H
- Cyclists would continue behind the stop on a carriageway level cycle track
- Bus passengers would access a waiting area by crossing the cycle track using a raised, marked crossing point. The waiting area would be between 2.5 metres wide
- One small tree would be removed to accommodate a bus stop bypass at stop J by North End Road. We would work to replace this tree with others in the surrounding area, and have identified potential locations at Blythe Road and North End Road

Segregated one-way stepped cycle track on Hammersmith Road westbound between Russell Road and Olympia Way

- New segregated stepped track would run westbound on Hammersmith Road from Addison Bridge Place to just west of Avonmore Road. This track would be a minimum of 1.6 metres wide and would be vertically separated from both the footway and carriageway (approximately 60mm above the carriageway and 60mm below the footway)
- Westbound cyclists would join the two-way track just west of Avonmore Road via a cycle crossing. The pedestrian crossing by Olympia Way would be relocated 35 metres west to ensure there is enough space for pedestrians to wait between crossing the road and crossing the cycle track
- The cycle track would replace eastbound bus lane
- Raised entry treatments / continuous footway would reduce vehicle speeds at entrances to unsignalised side roads. Contrasting surfacing would be used to highlight the presence of cyclists at unsignalised side roads to vehicles
- At some side roads where traffic flow is low, the footway material would be continued across the mouth of the junction to give pedestrians priority when crossing the road

New signalised junction and pedestrian crossings at Shortlands

- We would install traffic signals at the junction of Shortlands and Hammersmith Road so cyclists joining or leaving the cycle track at Shortlands can do so in a separate traffic signal phase from motor vehicles
- We would install a new signal-controlled pedestrian crossing over Shortlands

- The pedestrian crossing over Hammersmith Road at Colet Gardens would be relocated to Shortlands

Cyclists now permitted to turn right into Hammersmith Road from Russell Road, and from Kensington High Street into Russell Road

- Cyclists would now be permitted to turn right from Russell Road into Hammersmith Road, and from Kensington High Street into Russell Road
- This would facilitate access into the existing London Cycle Network on Russell Road, where a Quietway cycle route may be installed in future. Consultation on these proposals would take place next year. Click here [<https://tfl.gov.uk/travel-information/improvements-and-projects/quietways>] for more information on Quietways

Banned left and right turns for cyclists into North End Road from the two-way cycle track on Hammersmith Road

- Cyclists would not be permitted to turn left or right into North End Road from the cycle track. Access to North End Road from the cycle track would be made via Southcombe Street. (Allowing cyclists to turn into North End Road would require another phase in traffic signal controls, which traffic modelling indicates would lead to significant congestion in the area for all vehicles)

Changes to parking, loading and taxi ranks on Hammersmith Road

- Existing parking bays on the northern side of Hammersmith Road by Latymer Court would be retained, but reduced in number from 11 bays to 9 bays. Existing motorcycle bays would be retained. Pedestrians would cross the cycle track to access these parking bays
- In many places single yellow lines on Hammersmith Road would be replaced by double yellow lines, with no waiting or loading at any time
- In areas where single yellow line is retained, loading would not be permitted 7-10am and 4-8pm, Monday – Sunday. Parking would not be permitted 7am – 8pm, Monday – Sunday.
- The existing taxi rank on the northern side of Hammersmith Road by Olympia would be relocated to Avonmore Road. The rank would remain the same size (space for 5 taxis) and would replace six bays. The rank would operate 24 hours, 7 days a week.
- New residents' parking bays at Radnor Road (2), Addison Bridge Place (2), North End Road (5), Munden Road (2), Blythe Road (5), Auriol Road (2), Edith Road (2) and Rowan Road (1)

Please see Hammersmith Road parking and loading maps [[LINK](#)] for further detail

Changes to bus lanes

- 85 metres of new eastbound bus lane on Kensington High Street on the approach to Holland Road. This new bus lane would be 3 metres wide and would facilitate cyclist access from the two-way track into Russell Road. This bus lane would be in operation 24-hours, 7 days a week
- We would increase the hours of operation of all other bus lanes, to operate from 7-10am and 4-8pm, Monday – Sunday.
- Eastbound bus lane would be replaced by the two-way cycle track for 70 metres at Olympia
- Westbound bus lane would be replaced by the two-way cycle track at Shortlands for 70 metres, and at Olympia for 100 metres
- Taxis and motorcycles would be permitted to use all bus lanes on Hammersmith Road

Changes to bus stops

- Eastbound stop J at North End Road, served by TfL routes 9, 10, 27, 28, N9 and N28, would also be served by route 391. A small tree would be removed to accommodate a bus stop bypass but replaced by others in the surrounding area. Potential locations have been identified in Blythe Road and North End Road
- Eastbound Stop H at Brook Green would be merged with Stop G at Latymer Court, at a new stop by no. 130 Hammersmith Road. This new stop would be approximately 45 metres east of Stop G, and 150 metres west of Stop H. These stops are served by TfL routes 9, 10, 27, 391, N9 and N391
- One tree would be removed to accommodate the new bus stop in this location. We will replace this tree with others in the surrounding area, and have identified potential locations at Shortlands, and on the northern footway of Hammersmith Road, between Shortlands and Brook Green
- Westbound coach Stop D at Kensington Olympia Station which is served by routes 700, 701 and 702 would merge with existing Stop E, approximately 100 metres west of Stop D. This stop would be served by TfL routes 9, 10, 27 and N9 and coach routes 700, 701 and 702

Urban space improvements, including planting new trees and seating areas

- We would plant new street trees where possible on Hammersmith Road and on adjoining roads close to Hammersmith Road. We have identified potential locations for new trees at Blythe Road, North End Road, Shortlands and between Colet Gardens and Brook Green. We are assessing these areas (and underground and soil conditions) to inform a decision on planting trees here
- We would install new seating areas to provide space where appropriate for people to stop, rest and spend time
- We would re-pave some footways to provide a smooth walking surface
- Some cycle parking stands would be relocated and new stands installed at appropriate locations. We would increase the overall number of cycle parking stands near CS9

- We have identified areas for urban realm improvements at Shortlands and Blythe Road where additional improvements to provide shade, shelter and seating in line with the Healthy Streets Approach could be installed

Section B – Hammersmith Gyratory

Hammersmith Gyratory is currently dominated by motor traffic and is so intimidating as a place to cycle that it is a major source of severance for people cycling in the borough.

In January 2017, TfL approved proposals to create dedicated space for cyclists on the northern side of Hammersmith gyratory with the support of Hammersmith & Fulham Council. For more information, click here [provide link to Hammersmith consultation page].

Our proposals for CS9 would enhance the benefits provided by this scheme by extending the two-way cycle track on King Street to ensure cyclists do not have to mix with general traffic when travelling westbound through the area.

We remain committed to delivering improvements at Hammersmith Gyratory. Subject to the outcome of this consultation, we would look to deliver these improvements as part of CS9. We intend to start construction of all improvements in Hammersmith Gyratory in late 2018, subject to the outcome of this consultation, any subsequent follow-up consultations and agreeing proposals with partner boroughs.

[INSERT HAMMERSTMITH ROAD CGI]

Summary of proposals:

- New segregated two-way cycle track on King Street, Hammersmith Gyratory, segregated two-way stepped cycle track on Hammersmith Road, with footway narrowing in some places
- Changes to parking and loading on King Street
- Urban space improvements, including planting new trees and seating areas
- Retaining the layout of Hammersmith Gyratory as approved in 2016

[section drawing]

New segregated two-way cycle track on King Street, Hammersmith Gyratory, segregated two-way stepped cycle track on Hammersmith Road

- The new segregated two-way cycle track would be at least 3 metres wide on King Street and Hammersmith Gyratory, occasionally narrowing to 2.5 metres at localised pinch points. The segregating kerb would be at least 0.5 metres wide
- The new segregated two-way stepped cycle track on Hammersmith Road would be 3 metres wide, occasionally narrowing to 2.5 metres at localised pinch points.

This track would be vertically separated from both the footway and carriageway (approximately 60mm above the carriageway and 60mm below the footway)

- Raised entry treatments / continuous footway would reduce vehicle speeds at entrances to unsignalised side roads. Contrasting surfacing would be used to highlight the presence of cyclists at unsignalised side roads to vehicles. This is proposed at Bute Gardens, Wolverton Gardens and Rowan Road
- We would narrow sections of the footway on Hammersmith Road, Hammersmith Gyration and King Street to create space for the cycle track (see drawing for details). Remaining footway on this section of King Street between Hammersmith Broadway and Lyric Square would be a minimum of 3 metres wide
- Lighting on Hammersmith Road, Hammersmith Gyration and King Street would be assessed, and brought up to British Standards if required

Changes to loading bays on King Street

- A new designated 17 metre loading pad would be provided on the southern side of King Street, by nos. 11-15, to formalise informal loading which currently takes place here

Please see King Street parking and loading maps [\[LINK\]](#) for further detail

Urban space improvements, including planting new trees and seating areas

- We would plant new street trees where possible and have identified potential locations for new trees at Hammersmith Road and Butterwick. We are assessing these areas (including underground and soil conditions) to inform a decision on planting trees here
- We would install new seating areas to provide space where appropriate for people to stop, rest and spend time
- We would re-pave some footways to provide a smooth walking surface
- Some cycle parking stands would be relocated and new stands installed at appropriate locations. We would increase the overall number of cycle parking stands near CS9
- We have identified areas for urban realm improvements on the north-eastern corner of Hammersmith Gyration at Butterwick where additional improvements to provide shade, shelter and seating in line with the Healthy Streets Approach could be installed

Retaining the layout of Hammersmith Gyration (as consulted on in 2016)

Improved conditions and safety for cyclists:

- Provide a segregated two-way cycle track on the north side of Hammersmith gyration. Cyclists will be physically separated from traffic by a kerb. We will make

room for the cycle track by reallocating space from some sections of the wide footway on the south side of the road

- Separate cyclist and motor vehicle movements at junctions; cyclists will have their own traffic signals which will be green at different times to those for motor traffic

Other changes in the area:

- Install pedestrian countdown signals at the crossings of King Street, Beadon Road, Shepherd's Bush Road, Queen Caroline Street, Hammersmith Broadway and Butterwick
- De-clutter footways by rationalising locations of street furniture
- Increase cycle parking
- Relocate one loading bay and two disabled parking bays from the north side of Black's Road to the south side provide space for additional taxi rank spaces

Section C – Beadon Road

In January 2017, TfL approved proposals to create dedicated space for cyclists on the northern side of Hammersmith gyratory with the support of Hammersmith & Fulham Council. For more information, click here [provide link to Hammersmith consultation page].

Our proposals for CS9 would enhance the benefits provided by this scheme by extending the two-way cycle track on King Street to ensure cyclists do not have to mix with general traffic when travelling westbound through the area.

We have listened to residents' concerns over the reduction in capacity for general traffic on Beadon Road. We have updated our proposal here to ensure traffic can flow more freely through the junction with Hammersmith Grove. We would do this by signalising the junction of Beadon Road and Hammersmith Grove. Currently, vehicles exiting Hammersmith Grove and pedestrians crossing Beadon Road are uncontrolled. This can constrain the amount of traffic on Beadon Road that can flow into Hammersmith Gyratory. Controlling these movements with traffic signals would increase capacity for general traffic on Beadon Road which is the principal route for through traffic here.

This revised design would also allow us to provide a new signal-controlled pedestrian crossing over Beadon Road on the western arm of the junction, which would accommodate growth from surrounding developments. This would also provide enough time for vehicles making local trips to exit Hammersmith Grove and join Beadon Road.

In addition, no new bus lane is proposed on Beadon Road in this design. This means more space for general traffic is retained here, but results in longer journeys for people travelling by bus than had been proposed under the scheme we consulted on in 2016. We will continue to look for ways to minimise or remove increases to bus journey times as much as possible. Click [here] for detailed traffic impacts of the proposals, including a comparison with the consulted scheme at Hammersmith Gyratory.

We remain committed to delivering improvements at Hammersmith Gyratory. Subject to the outcome of this consultation, we would look to deliver these improvements as part of CS9. We intend to start construction of all improvements in Hammersmith Gyratory in late 2018, subject to the outcome of this consultation, any subsequent follow-up consultations and agreeing proposals with partner boroughs.

Summary of proposals:

- New traffic signals at the junction of Hammersmith Grove and Beadon Road

- New signalised pedestrian crossing of Beadon Road

[Beadon Road section C drawing]

Existing general traffic lanes maintained on Beadon Road

- Existing lanes would be maintained on Beadon Road. General traffic would be permitted to use all lanes

New traffic signals at the junction of Hammersmith Grove and Beadon Road

- Traffic signals would be installed at the junction of Hammersmith Grove and Beadon Road. These would provide dedicated time for vehicles exiting Hammersmith Grove to join Beadon Road
- The zebra crossing on the eastern side of this junction would be converted to a signalised crossing. This would allow better control of this junction, allowing traffic to flow more freely through the area

New pedestrian crossing of Beadon Road

- A new pedestrian crossing would be installed on the western arm of Beadon Road. This would make it easier for pedestrians to cross in this busy area
- The footway on the eastern side of Hammersmith Grove would also be widened to provide more space for pedestrians here

Section D – King Street (East)

Despite being in the heart of Hammersmith town centre, cycling in the main traffic lane on King Street can be an intimidating place to ride a bicycle. We would give people space and time to cycle through the area more easily, and make it easier to cross the road.

[King Street CGI image]

Hammersmith Gyratory is currently dominated by motor traffic and is so intimidating as a place to cycle that it is a major source of severance for people cycling in the borough.

In January 2017, TfL approved proposals to create dedicated space for cyclists on the northern side of Hammersmith gyratory with the support of Hammersmith & Fulham Council. For more information, click here [provide link to Hammersmith consultation page].

Our proposals for CS9 would enhance the benefits provided by this scheme by extending the two-way cycle track on King Street to ensure cyclists do not have to mix with general traffic when travelling westbound through the area.

We remain committed to delivering improvements at Hammersmith Gyratory. Subject to the outcome of this consultation, we would look to deliver these improvements as part of CS9. We intend to start construction of all improvements in Hammersmith Gyratory in late 2018, subject to the outcome of this consultation, any subsequent follow-up consultations and agreeing proposals with partner boroughs.

Summary of proposals:

- New segregated two-way cycle track on the northern side of King Street, with footway and carriageway narrowing
- Changes to bus stop U
- Changes to loading bays on King Street
- Pedestrian crossing moved to Lyric Square
- Urban space improvements, including planting new trees and seating areas

[section drawing]

New segregated two-way cycle track on the northern side of King Street, with footway and carriageway narrowing in some places

- The new cycle track would be 3 metres wide, narrowing to 2.8 metres for a short stretch at the Lyric Square pedestrian crossing
- The carriageway would be narrowed. Vehicles would still be able to overtake buses parked at bus stops.
- Footways would be narrowed. They would generally remain over 3 metres wide, with localised narrowing to a minimum of 2.6 metres at pinch points
- The segregating kerb would be at least 0.5 metres wide
- Cyclists on Bridge Avenue would be permitted to turn right into the cycle track on King Street to travel eastbound
- Lighting on King Street would be assessed, and brought up to British Standards if required

Changes to parking and loading bays on King Street

- A new designated 15 metre loading pad would be provided on southern side of King Street by nos. 81-85. Goods vehicles would be permitted to load for 30 minutes, no return within one hour, from 6.30pm to 8.30am Monday – Sunday
- 2 new residents' parking bays on Bridge Avenue
- Changes to single yellow lines, including converting many to double yellow lines with no waiting at any time

Please see King Street parking and loading maps [\[LINK\]](#) for further detail

Pedestrian crossing moved closer to Lyric Square

- Pedestrian crossing by Marks & Spencer would be moved closer to Lyric Square, to make it easier to cross at Lyric Square and provide more space for pedestrians to wait to cross the road

Changes to bus stop U

- Westbound bus stop U would be moved 35 metres west
- This stop is served by TfL routes 27, 266, 267, 190, 391, H91, N9 and N11

Urban space improvements, including planting new trees and seating areas

- We have identified potential for urban realm improvements on the northern side of King Street west of Lyric Square where trees, benches or other improvements to provide shade, shelter and seating in line with the Healthy Streets Approach could be installed
- Some cycle parking stands would be relocated and new stands installed at appropriate locations. We would increase the overall number of cycle parking stands near CS9
- Some footways would be re-paved to provide a smooth walking surface

Section E – King Street (West)

Away from Hammersmith town centre, King Street is dominated by motor traffic and can be an intimidating place to ride a bicycle. The proposals would give people space and time to cycle through the area more easily. We would also install new seating areas and add more greenery, for example by planting new trees. These improvements would benefit people living, working and shopping locally and the wider community.

[INSERT TO GOLDHAWK ROAD CGI]

Summary of proposals:

- New segregated two-way cycle track mostly on the southern side of King Street, with footway and carriageway narrowing in some places
- Banned manoeuvres and other changes at the Chiswick High Road / British Grove junction
- Changes to parking and loading on King Street
- No access to Studland Street from Nigel Playfair Avenue for all vehicles (including cyclists)
- Changes to bus stops and parking on Studland Street
- New bus gate at Goldhawk Road
- Urban space improvements, including planting new trees and seating

[section drawing]

New segregated two-way cycle track, with footway and carriageway narrowing in some places

- The cycle track would run on the northern side of King Street to Macbeth Street where it would switch to the southern side of King Street continuing to Chiswick High Road. A new parallel signalised cycle crossing of King Street at Macbeth Street (converted from existing zebra crossing) would allow cyclists to cross separately from pedestrians and motorised vehicles
- The new cycle track would be 3 metres wide, narrowing to a minimum of 2.5 metres at localised pinch points
- The track would replace the westbound bus lane between Goldhawk Road and Hampshire Hog Lane. A small section of bus lane would remain to protect the bus stop at Goldhawk Road. The carriageway would also be narrowed in some places. There would be space for most vehicles to overtake buses throughout this stretch
- Footways would be cut back to a minimum of 2 metres at localised pinch points on the southern side of King Street
- The segregating kerb would be at least 0.5 metres wide
- Lighting on King Street would be assessed, and brought up to British Standards if required

- Westbound bus stops on the northern side of Hammersmith Road would have bypasses for cyclists. These are:
 - Stop WA at Hammersmith Town Hall,
 - Stop D at Ravenscourt Park Station,
 - Stop G at Ravenscourt Park
 - Stop H at Goldhawk Road.
- These stops are served by TfL routes 27,190,267,391 H91 N9 and N11
- Cyclists would continue behind the stop on a carriageway level cycle track with a minimum width of 2.5 metres
- Bus passengers would access a waiting area by crossing the cycle track using a raised, marked crossing point. The waiting area would be 2.5 metres wide

Banned manoeuvres and other changes at the Chiswick High Road / British Grove junction

- The right turn into British Grove from Chiswick High Road would be banned for all vehicles except cyclists from the cycle track. Recent traffic counts indicate that this turn is made by a maximum of 36 vehicles per hour currently, many of which perform U-turns
- The left turn into British Grove from King Street would be banned for all vehicles except cyclists from the cycle track. Recent traffic counts indicate that this turn is made by a maximum of 4 vehicles per hour currently
- These changes to turning movements allow a more efficient method of control at this junction
- The movement from Goldhawk Road into British Grove would remain open for all vehicles
- The one-way section on the south of British Grove would be reversed, to allow smaller vehicles to enter via St Peter's Square / Berestede Road
- A new signal-controlled straight-across pedestrian crossing of British Grove would be installed
- The signal-controlled straight-across pedestrian crossing on Chiswick High Road west of the Goldhawk Road junction would be converted to a staggered crossing
- A new advanced stop line for northbound cyclists would be introduced at the British Grove/Chiswick High Road junction
- We would install new traffic signals at the British Grove/Chiswick High Road junction. Vehicles would exit British Grove at the same time as vehicles exiting Goldhawk Road, rather than giving way to the junction as they currently do

Changes to parking and loading on King Street

- The parking bay on the south side of King Street by nos. 133 – 141 (between MacBeth Street and Dimes Place) would be reduced by seven metres. Parking would be permitted Monday to Saturday from 1830 to 0830
- A new 16 metre loading bay would be provided at footway level on the south side of King Street by nos. 111-117 (between Cambridge Grove and Leamore Street).

Goods vehicle would be permitted to load for 20 minutes, no return within one hour.

- A 14 metre loading bay would be provided on the north side of King Street by nos. 116-114 (between Argyle Place and Dimes Place). Goods vehicles would be permitted to load for 20 minutes, no return within one hour.
- Parking bays and a 14 metre loading bay on the northern side of King Street between Macbeth Street and Studland Street would be retained - with no need to cross a cycle track
- Parking and loading on southern side of King Street by nos 145-163 (between MacBeth Street and Holcombe Street) would be removed to facilitate the cycle track. 10m of additional parking and loading would be provided by nos 140-144 (between Clifton Walk and Albion Place) on the north side of King Street
- Most single yellow lines on King Street would be converted to double yellow lines with no waiting at anytime
- 2 residents' parking bays on Weltje Road would be removed and become single yellow line parking. Parking permitted Monday to Saturday between 6.30pm and 8.30am
- 2 Pay and Display parking bays on Rivercourt Road become 2 x coach parking bays.
- New residents' parking bays on Ravenscourt Road (3) and Hamlet Road (2)

Changes to bus stops and parking on King Street and Studland Street

- Eastbound Stop C at Dalling Road would be relocated to Studland Street between nos. 1-13, 130 metres north-east of its current location by foot. This stop is served by Routes 27, 190, 267, 391, H91, N9 and N11
- The disabled bay on the eastern side of Studland Street would be moved 24 metres north. Existing pay and display parking bays would also move north and be relocated on the eastern side of Studland Street

Please see King Street parking and loading maps [\[LINK\]](#) for further detail

No access to Studland Street from Nigel Playfair Avenue for all vehicles (including cyclists)

- New segregated two-way cycle track on King Street would require changes at the junction with Nigel Playfair Avenue
- There would be no access to Studland Street from Nigel Playfair Avenue for all vehicles including cyclists, as there would not be sufficient space for vehicles making this manoeuvre to wait to cross general traffic lanes after crossing the cycle track
- Recent traffic counts indicate this manoeuvre is currently made by a maximum of 33 vehicles per hour

Urban space improvements, including planting new trees and seating areas

- We would install new seating areas to provide space for people to stop, rest and spend time where appropriate
- Some cycle parking stands would be relocated and new stands installed at appropriate locations. We would increase the overall number of cycle parking stands near CS9
- Some footways would be re-paved to provide a smooth walking surface
- We have identified potential for urban realm improvements on the southern side of King Street between Beavor Lane and Standish Road, and on the northern side of King Street at Hamlet Gardens. Trees, benches or other improvements to provide shade, shelter and seating in line with the Healthy Streets Approach could be installed in these areas