



OLYMPIA ACCESS TECHNICAL NOTE

Project	Olympia
Report Title	Olympia Access Technical Note
Date	16/03/2018
Prepared by	Momentum
Prepared for	Transport for London

1. Introduction

This technical note has been prepared following a pre-application meeting discussion with TfL officers on 6th March 2018. It was agreed during the meeting that Momentum would prepare a technical note which provides a detailed summary of the advantages and disadvantages of the proposed basement car park entry/exit options at the Olympia Estate. This car park forms part of the masterplan development, for which a planning application will be submitted at the end of June 2018.

It is important to note that the proposed route of CS9 along Hammersmith Road runs directly adjacent to the Olympia Estate (see Appendix A for plans). The two-way segregated cycle track is proposed to run along the eastbound carriageway of Hammersmith Road (northern side). All four Olympia access options will interfere with this proposal in some capacity. This note takes these proposals into consideration.

This note describes each of the proposed access options and sets out the anticipated impacts on the local highway network, the safety of pedestrians and cyclists, pedestrians/cyclists connectivity, the bus network, public realm and the overall visitor experience. A summary table of these impacts can be found in Section 4.

Figure 2.1 illustrates the locations of the four options.

2. Existing Event Access Arrangements & Development Proposals

At present, visitor car parking at Olympia is catered for within the Maclise Road Multi-Storey Car Park (MSCP). The MSCP has a capacity of 380 spaces. Access to the MSCP is gained via Olympia Way, direct from Hammersmith Road. As part of the redevelopment proposals for the Olympia Estate, the MSCP will be converted into Hotel/Office/Cinema use, resulting in the loss of 380 car parking spaces. In order to cater for the demand of visitor car parking, it is proposed to re-provide circa 200 spaces within a basement below the proposed logistics hub, comprised of the ground floor of G-Gate and Central. This will almost half the existing capacity. Visitors to the Olympia Exhibition centre currently arrive and leave over long periods of time across the day. As a worst-case scenario, it has been assumed that 20% of the proposed car park capacity will arrive or leave within 15 minutes. This results in an estimated peak demand of two to three vehicles per minute.

The wider redevelopment proposals include significant improvements to the pedestrian connectivity of the site and the public realm. Olympia Way will be limited to traffic and partly pedestrianised, creating a place for people, rather than exhibition related traffic. Furthermore, the site will be opened up to the

western end of Hammersmith Road, creating a new pedestrian through route at level 2 between the exhibition halls. Access to this through route will be gained via Olympia Way and at the south-west corner of the site, where G-Gate is at present. These improvements can be seen in Figure 2.2.



Figure 2.1: Location of Access Options

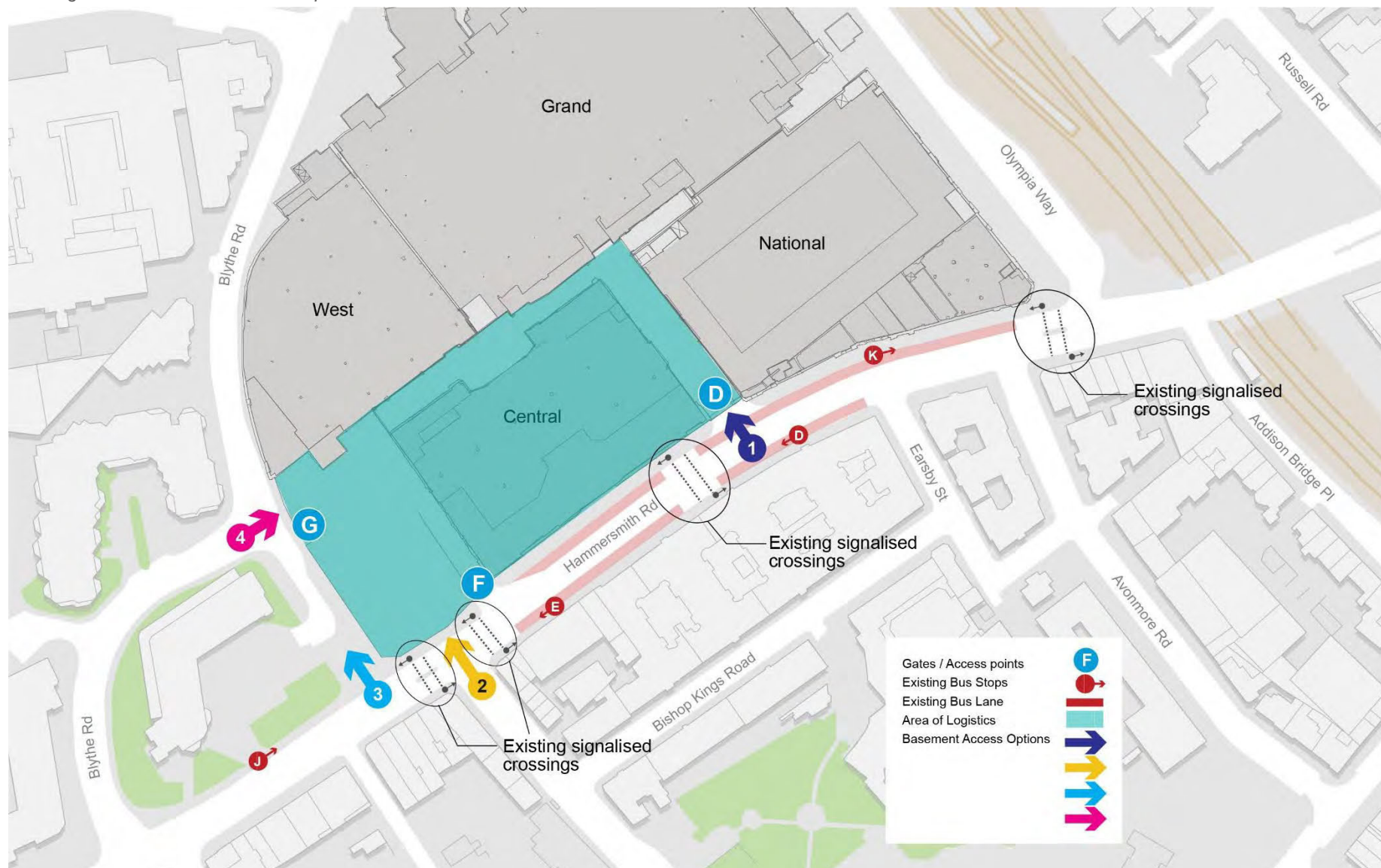
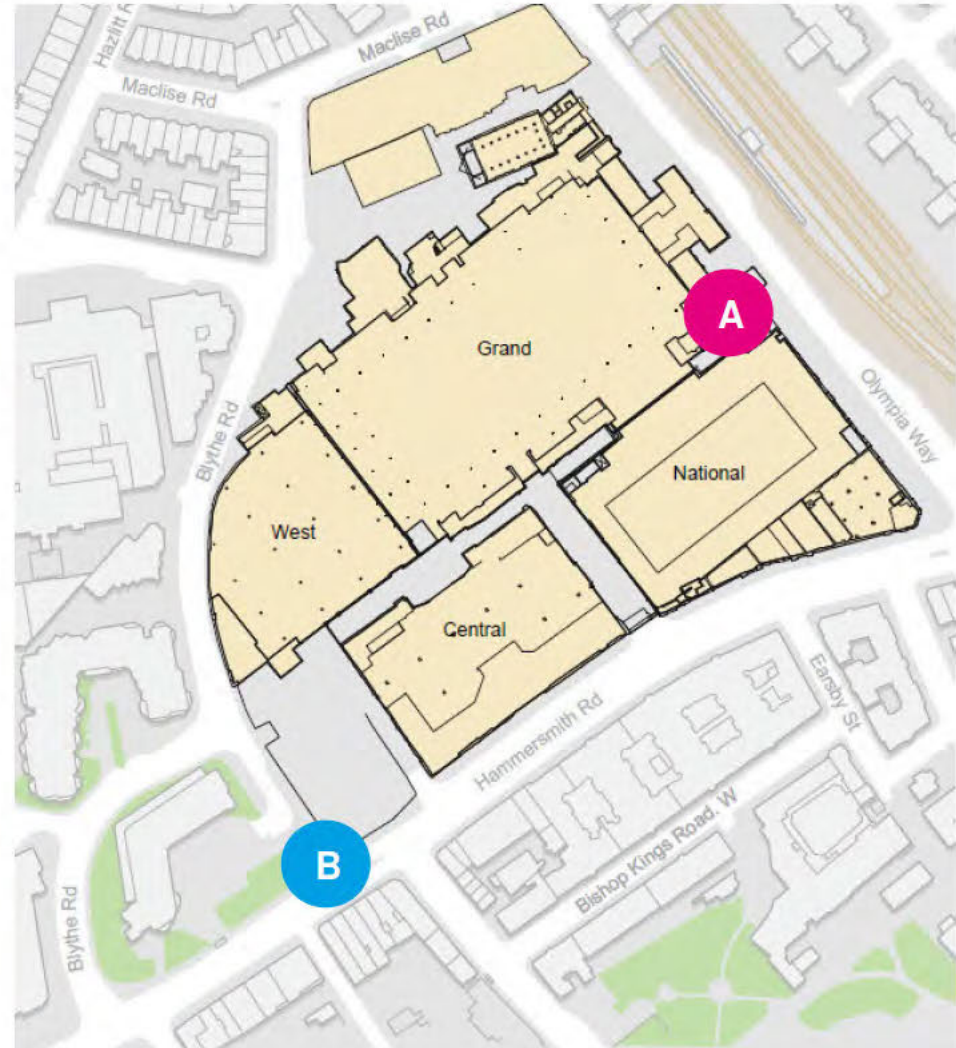


Figure 2.2: Rendering of Public Realm Improvements (Olympia Way – A, G-Gate–B)





3. Visitor Basement Car Park Options

OPTION 1 – PORTCULLIS AVENUE (D-GATE)

This option would use the existing access point onto Portcullis Avenue (D-Gate) (see Figure 3.1). This process is marshalled so not to disrupt the flow of traffic along Hammersmith Road. A pedestrian crossing is located approximately 3 metres to the west of D-Gate. This pedestrian crossing is signalised and functions on an 'on-demand' basis.



Figure 3.1: Access Option 1

Advantages

- D-Gate is already an operational access egress point for the Olympia Estate. The Olympia management team have experience with using this access point to release traffic out onto the highway network.
- The existing pedestrian crossing outside of D-Gate would provide an opportunity to integrate the access into this junction, allowing vehicles to ingress/egress in the shadow of the pedestrian green time.
- Due to the existing bellmouth junction already being in place at D-Gate, this option would require minimal highway alterations. This would minimise the impact on the highway network during the construction phase.
- The location of this option allows for direct access to/from Hammersmith Road. This means that all vehicles would be entering directly from the strategic road network. The location of this access point would remove traffic from the surrounding residential streets.
- The location of this access point would allow for significant public realm improvements to be made to the frontage onto Hammersmith Road at G-Gate/Lyons Walk, as seen in Figure 2.2. Any vehicular access option located in the south-west corner of Olympia would intensify vehicular activity, severely restricting the potential to make the significant public realm

improvements. In addition, vehicular access at G-Gate/Lyons Walk would impact on the proposed pedestrian fire escape route from level two of Olympia.

- The use of this option would allow the Olympia business to segregate visitor access from large goods vehicles which service the exhibitions, in addition to the vehicular traffic associated with the servicing of the proposed additional land uses. This would bring safety benefits as members of the general public would not mix with logistics activity.

Disadvantages

- An entry into D-Gate may require increased forms of management control, such as marshalling or traffic signals, in order to ensure the safety of cyclists and the smooth flow of traffic.
- The existing pedestrian crossing to the west may need to be reconfigured which could create temporary delay during the construction phase.
- The London Cycle Design Standards state that “*For two-way tracks crossing two-way side roads, ‘bending-out’ by 5 metres is the recommended option*”. The shortest width of the footway outside of D-Gate has been measured at 4.7 metres, with the largest sections of footway surpassing 5 metres. Despite this, it is extremely unlikely that this pavement width would provide CS9 the space to ‘bend-out’. Olympia is committed to working together with Cycle Superhighway design team officers to ensure a safe and efficient design is achieved for all parties. A design workshop is set to take place in March 2018 where access to D-Gate in relation to CS9 will be discussed.
- At present there are no restrictions on turns in/out of D-Gate. An intensified use of D-Gate may require certain restrictions on the carriageway, such as left turns in/out only, in order to limit the number of vehicles crossing the carriageway, which could have an impact on congestion and bus journey times.



OPTION 2 – NORTH END ROAD

This option would introduce an access directly opposite North End Road which would be integrated into the existing signalised junction. This potential access point is located adjacent to what is currently 'F-Gate'. At present, F-Gate is used as an access point for emergency vehicles and as such is kept clear at all times.



Figure 3.2: Access Option 2

Advantages

- The location of the access in relation to the existing signalised junction would mean that the access could be integrated into the junction. This would provide TfL with greater control over releasing traffic at an appropriate time during peak hours on Hammersmith Road.
- Vehicular access to a North End Road access point would require crossing the cycle tracks of Cycle Superhighway 9 (see Appendix A for proposed design). Integrating this access into the existing junction at North End Road would allow TfL to control the flow of traffic across CS9 which would bring significant safety benefits for cyclists.
- This location offers a straight access for vehicles travelling towards Olympia from the A4 (to the south of the site). These vehicles would not be required to make any left or right turns in order to access the site once they have left the A4. This would reduce the chances of 'left hook' collisions with cyclists outside of Olympia and in the surrounding area.
- The location of this option allows for direct access from Hammersmith Road. This would mean that all vehicles would be entering directly from the strategic road network. The location of the access would remove traffic from the surrounding residential streets.
- The use of this option would allow the Olympia business to better separate visitor access from goods and servicing access, which would be undertaken at Blythe Road (G-Gate). This would bring safety and security benefits.

Disadvantages

- An additional signal phase would be required to move vehicles in and out the access point. This could reduce traffic flow on the primary route east and west on Hammersmith Road, as well as North End Road. This could negatively impact the journey time of cyclists, pedestrians and bus patrons who would be required to wait for a longer period time than at present to continue their journeys.
- This option would intensify vehicular activity at the south-west corner of Olympia. This would severely restrict the potential to make the significant public realm improvements to the frontage onto Hammersmith Road, as seen in Figure 2.2. In addition, vehicular access at this location would impact on the proposed pedestrian fire escape route from level two of Olympia.
- Indicative access layouts for this option show that it would have a negative impact on the total available operational space within the logistics hub.
- The existing pedestrian crossing to the west of the access point may need to be reconfigured as part of the alterations to the signalised junction.



OPTION 3 – LYONS WALK

This option would introduce an access point via Lyons Walk, which is currently a pedestrianised street linking Blythe Road in the north to Hammersmith Road in the south. Proposed plans for the adjacent 66 Hammersmith Road building will rejuvenate this area, creating a desirable piece of public realm.



Figure 3.3: Access Option 3

Advantages

- The location of this option allows for direct access from Hammersmith Road. This would mean that all vehicles would be entering directly from the strategic road network. The location of this access would remove traffic from the surrounding residential streets.
- The location of this option would allow the Olympia business to segregate visitor and exhibition traffic. This would bring safety and security benefits.
- The London Cycle Design Standards state that “*For two-way tracks crossing two-way side roads, ‘bending-out’ by 5 metres is the recommended option*”. The pavement width at Lyons Walk would provide enough space for CS9 to ‘bend-out’, therefore increasing the visibility of cyclists to turning motorised traffic and subsequently increasing their safety.

Disadvantages

- The proposed access point is west of the North End Road signalised junction. In order for this access to operate safely, it would need to be integrated with the junction, which given its distance from the existing junction would not be possible without a very significant reduction in the junction’s capacity. The result would be a significant increase in congestion and journey times which is likely to be unacceptable to TfL.
- Any access on Lyons Walk would mean the loss of existing public realm and greenery. This conflicts with both the proposals brought forward by 66 Hammersmith Road and the Mayor’s Healthy Streets principals. This option would also increase vehicular activity in an area which could otherwise be used to improve frontage onto Hammersmith Road, increasing the pedestrian connectivity of Olympia.

- Vehicular access to a Lyons Walk access point would require crossing the cycle tracks of Cycle Superhighway 9 (see Appendix A for proposed design). Olympia is committed to working together with Cycle Superhighway design team officers to ensure a safe and efficient design is achieved for all parties. A design workshop is set to take place in March 2018.
- The construction of this access along with the integration into the signalised junction at North End Road would cause temporary disruption on Hammersmith Road.
- As with Option 2 at North End Road, this option would intensify vehicular activity at the south-west corner of Olympia. This would severely restrict the potential to make the significant public realm improvements to the frontage onto Hammersmith Road, as seen in Figure 2.2. In addition, vehicular access at this location would impact on the proposed pedestrian fire escape route from level two of Olympia.



OPTION 4 – G GATE

This option would reuse the existing access point at G-Gate. At present, G-Gate is one of the main access points for servicing vehicles and is used most days. G-Gate is accessed via Blythe Road (from Hammersmith Road) or via Olympia Way. Inside the gate is an open-air marshalling area.



Figure 3.4: Access Option 4

Advantages

- This access would not require an additional access point from Hammersmith Road. This means the access would have a minimal impact on traffic flow on the strategic road network.
- Because the site is located off Hammersmith Road, there would be minimal impacts on the strategic road network during the construction phase.

Disadvantages

- Combining the visitor and servicing access would create safety concerns for visitors and security concerns for exhibitors.
- Mixing visitor and event traffic would likely increase the number of vehicles in the area and would therefore be likely to cause congestion, resulting in delays for both event and visitor traffic accessing the venue. This is likely to impact negatively on the overall visitor experience.
- Intensifying vehicular activity in this area would be detrimental to the proposed improvements in public realm nearby, as seen in Figure 2.2.
- Indicative access layouts for this option show that it would have a negative impact on the total available operational space within the logistics hub.

4. RAG Assessment

Table 4.1 provides a comparison of the four access options with regard to their appropriateness. Green indicates no issue, amber indicates minor issue and red indicates a serious issue.

Table 4.1: Option Comparison

	Option 1 – Portcullis Avenue (D-Gate)	Option 2 – North End Road	Option 3 – Lyons Walk	Option 4 – G-Gate
Existing Use	Currently in use as an access point	No existing use, however it is adjacent to existing emergency access point of F-Gate	Currently public realm, using this option would involve the removal of this in place of a road	Currently used for exhibition related traffic. Would bring safety and security concerns to add visitors to this area
Impact on Wider Highway Network	Would remove traffic from residential streets Imposing 'left turn only' restrictions on Hammersmith Road would mitigate impact on traffic flow	Would remove traffic from residential streets. Could be integrated within the existing signals	The integration of the proposed access point into the North End Road signalised junction will present significant challenges	No access point required from Hammersmith Road, though places additional traffic on residential roads
Safety of Cyclists & General Public	Olympia is working with TfL to ensure that any potential access here would not impact on the safety of cyclists on CS9	Integration into the existing signalised junction at North End Road would increase the safety of cyclists	Pavement width at this access point would allow CS9 to 'bend out'.	Visitors and goods vehicles would have to mix, bringing safety and security concerns
Construction Impacts on Hammersmith Road	Likely to be minimal due to the access already being in place	Likely to create a temporary disruption on the highway network during the construction phase	Likely to create a temporary disruption on the highway network during the construction phase	Minimal impacts on the strategic road network due to location on Blythe Road
Pedestrian/Cycle Connectivity and Journey Times	Pedestrian crossing may require minor alterations. Some form of management	Pedestrian crossing would require alterations. Cyclists could potentially	Pedestrians and cyclists would have to face another phase of lights to continue their journeys.	No impact



	control, such as marshalling or traffic signals would be required in order to ensure safety of cyclists. This could increase journey times of cyclists.	experience increased journey times.	slowing them down significantly.	
Impact on Bus Journey Times	Management of entry/exit likely to have some impact on bus journey times	Alterations to the existing signalling arrangement are likely to increase bus journey times	Alterations to the existing signalling arrangement are likely to significantly increase bus journey times	Unlikely to have a direct negative impact on the bus network
Impact on Future Public Realm	Would allow for significant improvements to public realm to be made on the south-west corner of Olympia	Would increase vehicular activity in an area which otherwise could be used to improve the public realm and pedestrian connectivity. Has implications for fire routing for level two of Olympia	Would increase vehicular activity in an area which otherwise could be used to improve the public realm and pedestrian connectivity. Has implications for fire routing for level two of Olympia	Would allow for significant improvements to public realm to be made on the south-west corner of Olympia
Visitor Safety, Security and Experience	Allows for segregation of visitor and goods vehicles	Allows for separation of visitor and goods vehicles	Allows for separation of visitor and goods vehicles	Combines visitors with goods vehicles

5. Conclusion

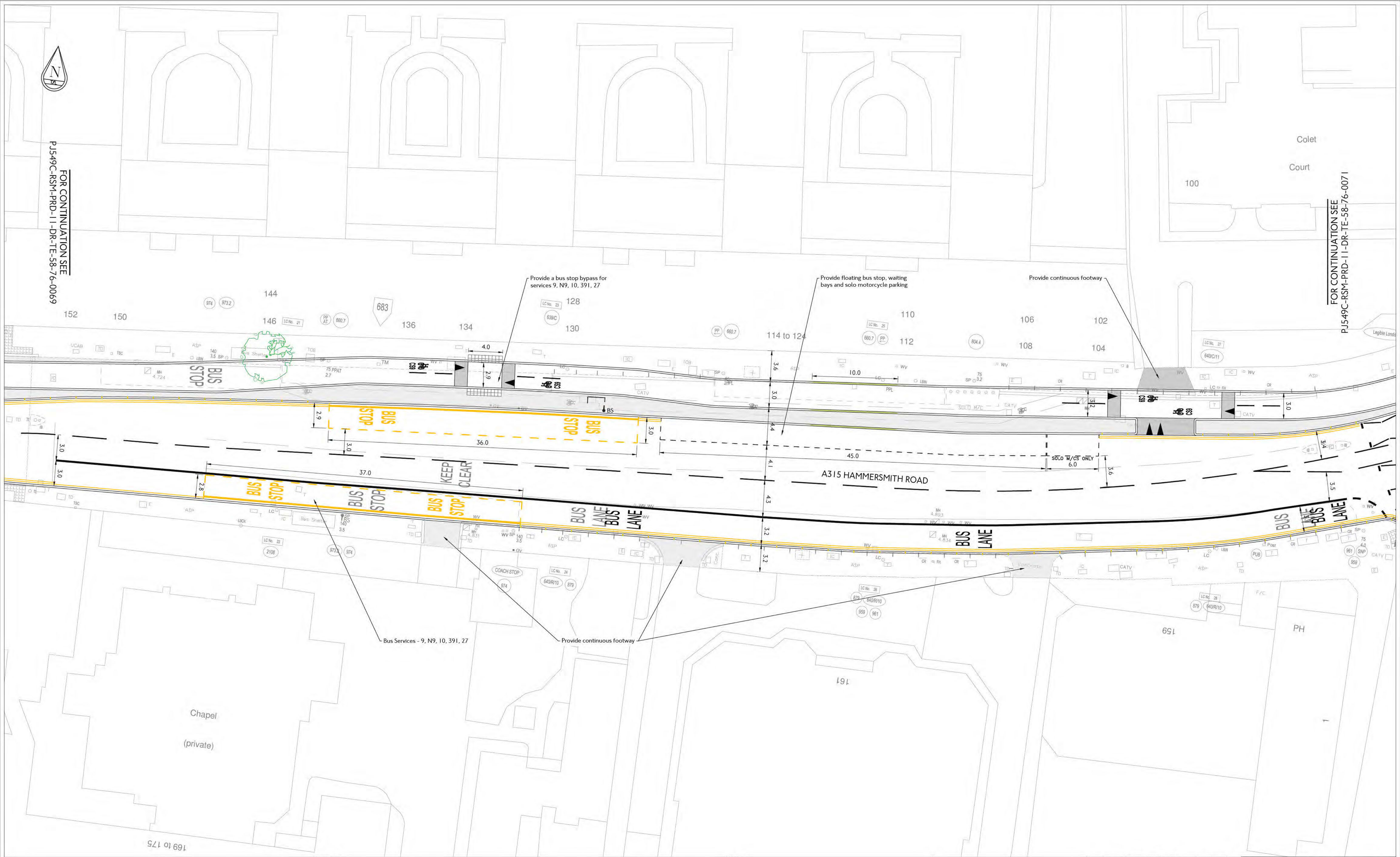
The assessment shows that the access Option 1 (Portcullis Avenue- D-Gate) would invoke the least amount disruption to existing and future scenarios and is therefore the preferential option. Option 1 would have a minimal impact upon the wider transport network, nominal construction effects, and minor disruptions to the journey times of buses, pedestrians and cyclists. The access would also allow for the segregation of visitors from logistics related traffic, and for improvements to be made to the public realm and pedestrian connectivity on the south west corner of the site.

Option 2 (North End Road) would be a suitable second choice. Though the access does have disadvantages, such as the impact on future public realm improvements and the likely impact on journey times, this is counter-balanced by the positives such as the safety it would provide to cyclists and visitors, and the ease of integration with the existing signalised junction.

Option 3 (Lyons Walk) and 4 (G-Gate) emerged as unfavourable access options. Option 3 could not be integrated with the nearby North End Road signalised junction without a very significant reduction in the junction's capacity, leading to increases in journey times to buses, cyclists and general traffic on Hammersmith Road. Option 4 would involve the combining visitors with logistics traffic, decreasing the safety and security of visitors and exhibitors. Both options would also reduce the ability to maximise the public realm and pedestrian connectivity on the south-west corner of the site.

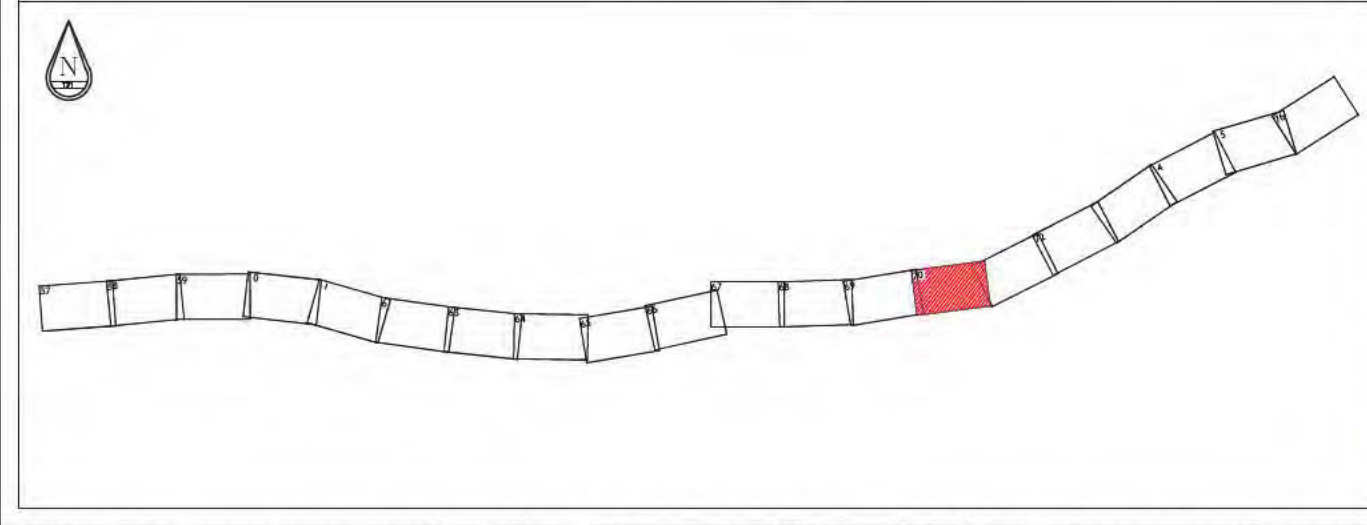


APPENDIX A



FOR CONTINUATION SEE
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FOR CONTINUATION SEE
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LEGEND			
	Existing road marking		Proposed sign and post
	Existing kerb		Proposed lamp column
	Existing sign and post		Proposed gully
	Proposed road marking - white		Proposed cycle stand
	Proposed road marking - yellow		Proposed bus stop flag
	Proposed road marking - red		Proposed bollard
	Proposed double blip		Proposed belisha beacon
	Proposed single blip		Proposed ticket machine
	Proposed dropped kerb		Proposed bus shelter
	Proposed transition kerb		Proposed traffic signal
	Proposed tactile paving - buff		Proposed cycle logo (TSRGD 1057)
	Proposed tactile paving - grey		Potential new tree
	Proposed tactile paving - red		
	Proposed kerb		
	Proposed build-out / island		
	Proposed over-run island		
	Proposed bus lane		
	Proposed cycle lane - blue		
	Proposed cycle lane - green		

NOTES

P05	17.07.17	Issued following comments from borough	JF	AO	KCL
rev	date	details	dm	chk	app

P04	07.07.17	Issued for VISSIM Modelling	JF	AO	KCL
P03	13.06.17	Issued for DRG review	JF	AO	KCL
P02	03.03.17	Issued for VISSIM Modelling	KH	AO	KCL
P01	01.02.17	Issued for ITAG review	JF	AO	KCL
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CYCLE SUPERHIGHWAY 9

A315 HAMMERSMITH ROAD

CONCEPT DESIGN

SECTION 16

Transport for London

Surface Transport

Road Space Management

Outcomes Design Engineering

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197 Blackfriars Road
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SE1 8NJ

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revision

S3

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Remove existing bus stop and combine to existing 'bus cage' outside property No. 130

Bus Services - 9, N9, 10, 391, 27

PROPOSED METHOD OF CONTROL

EXISTING METHOD OF CONTROL

EXISTING TRAFFIC COUNTS

AM Peak: 7.45 - 8.45
PM Peak: 17.45 - 18.45

4	8	32	48	35	34
169	64	225	194	152	113
443	109	79	360	434	509
635	427				

Key:
AM PM Cyclists
AM PM PCU

Traffic counts date: 18/03/2015
Cycle counts date: 14/04/2015

LEGEND

Existing road marking	SP Proposed sign and post	Proposed tactile paving - buff	Proposed cycle logo (TSRGD 1057)
Existing kerb	LC Proposed lamp column	Proposed tactile paving - grey	Potential new tree
Existing sign and post	G Proposed gully	Proposed tactile paving - red	
Proposed road marking - white	Proposed cycle stand	Proposed kerb	
Proposed road marking - yellow	BS Proposed bus stop flag	Proposed build-out / island	
Proposed road marking - red	Proposed bollard	Proposed over-run island	
Proposed double blip	Proposed belisha beacon	Proposed bus lane	
Proposed single blip	BB Proposed ticket machine	Proposed cycle lane - blue	
Proposed dropped kerb	TM Proposed bus shelter	Proposed cycle lane - green	
Proposed transition kerb	Proposed traffic signal		

NOTES

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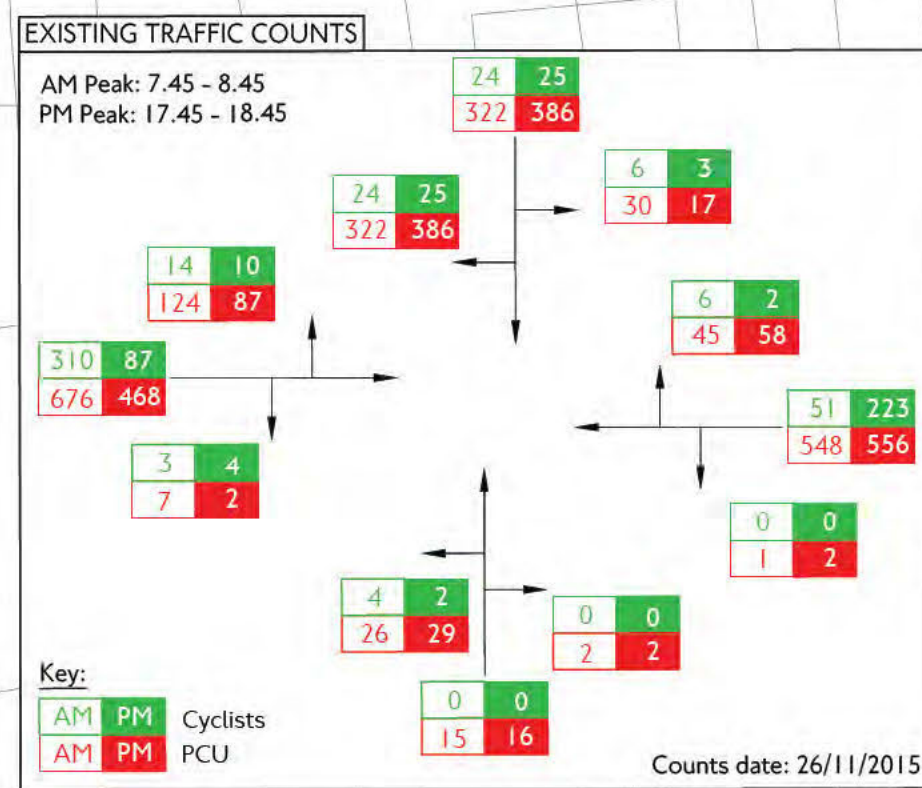
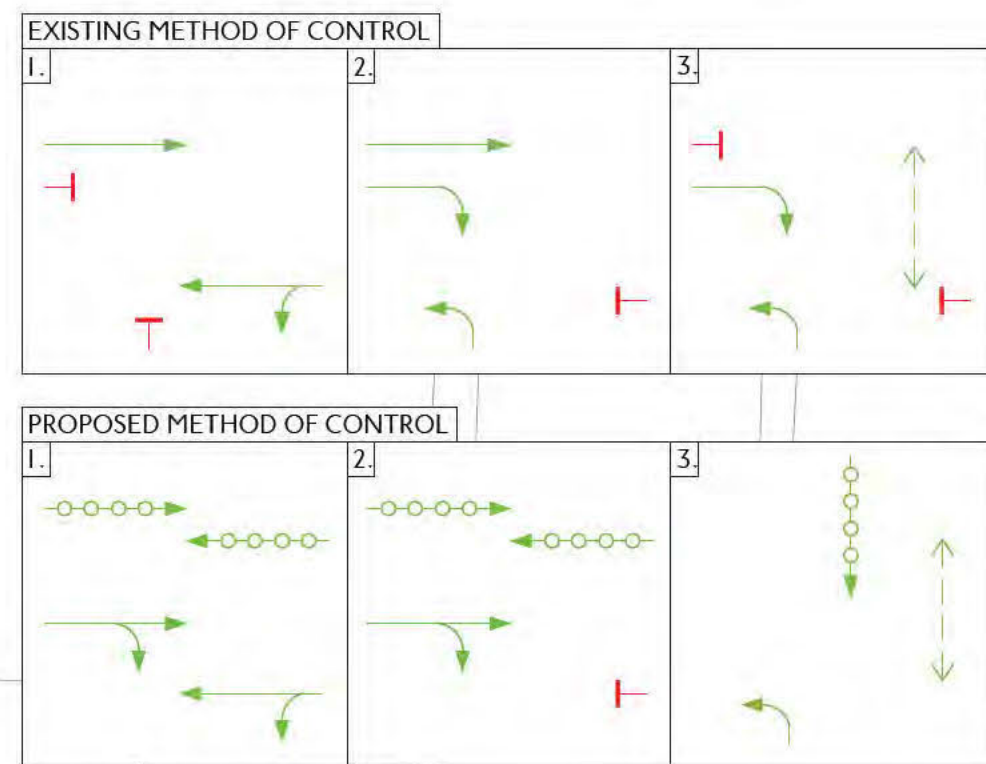
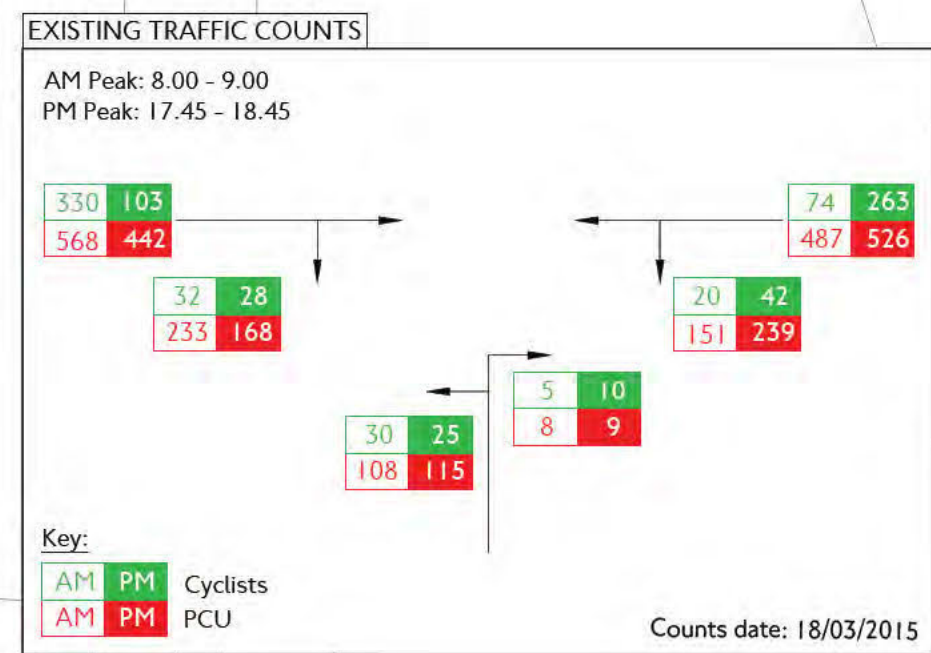
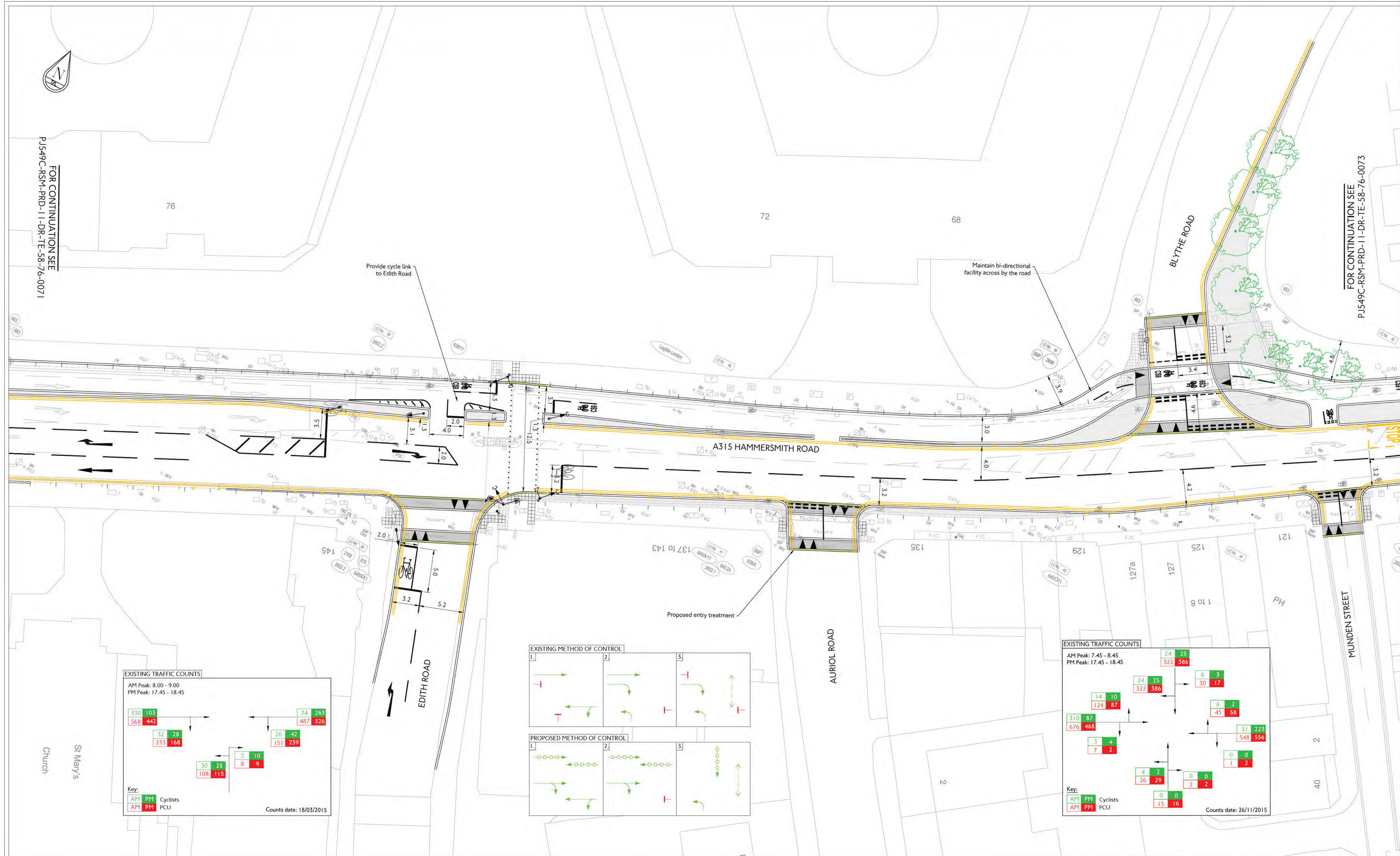
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LEGEND

Existing road marking	SP Proposed sign and post	Proposed tactile paving - buff	Proposed cycle logo (TSRGD 1057)
Existing kerb	LC Proposed lamp column	Proposed tactile paving - grey	Potential new tree
Existing sign and post	G Proposed gully	Proposed tactile paving - red	
Proposed road marking - white	Proposed cycle stand	Proposed kerb	
Proposed road marking - yellow	Proposed bus stop flag	Proposed build-out / island	
Proposed road marking - red	Proposed bollard	Proposed over-run island	
Proposed double blip	Proposed belisha beacon	Proposed bus lane	
Proposed single blip	Proposed ticket machine	Proposed cycle lane - blue	
Proposed dropped kerb	Proposed bus shelter	Proposed cycle lane - green	
Proposed transition kerb	Proposed traffic signal		

NOTES

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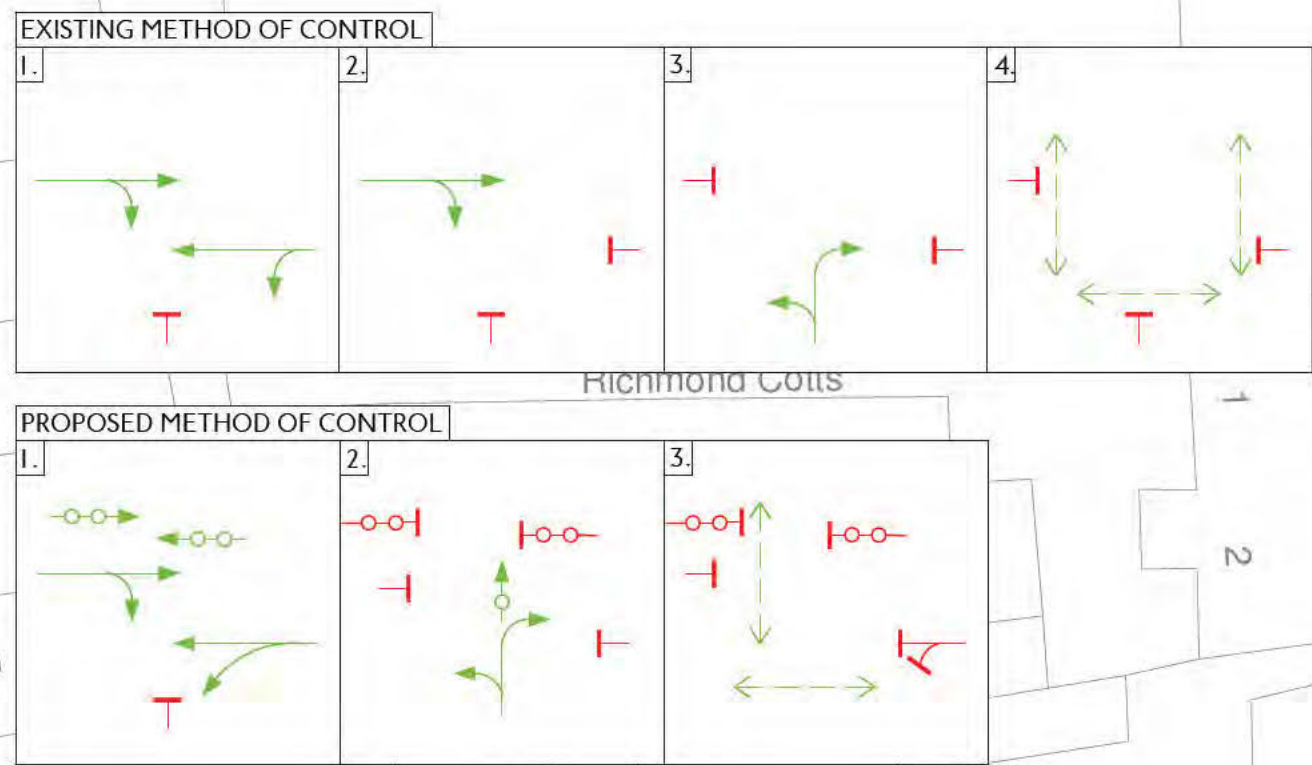
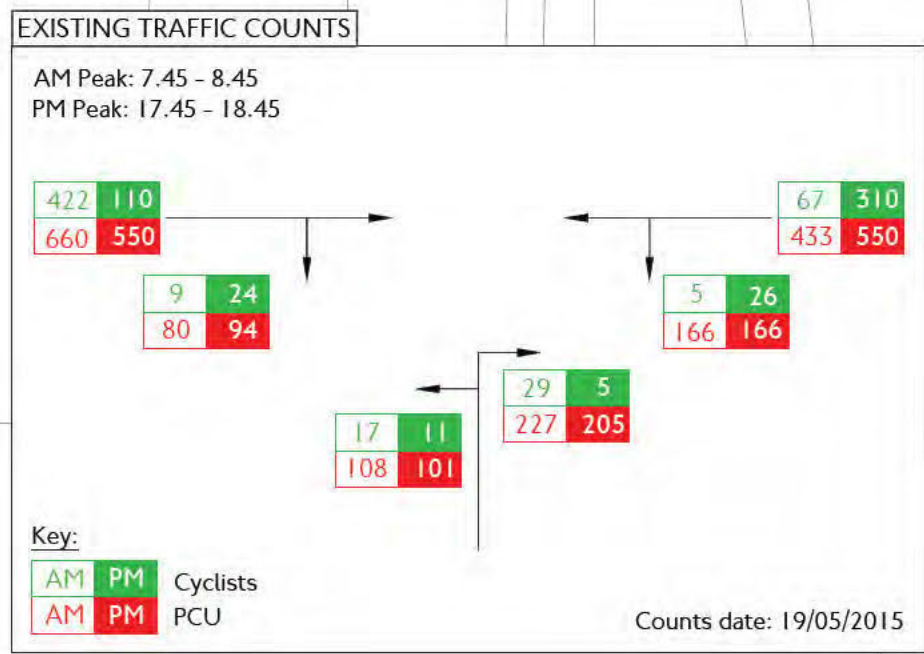
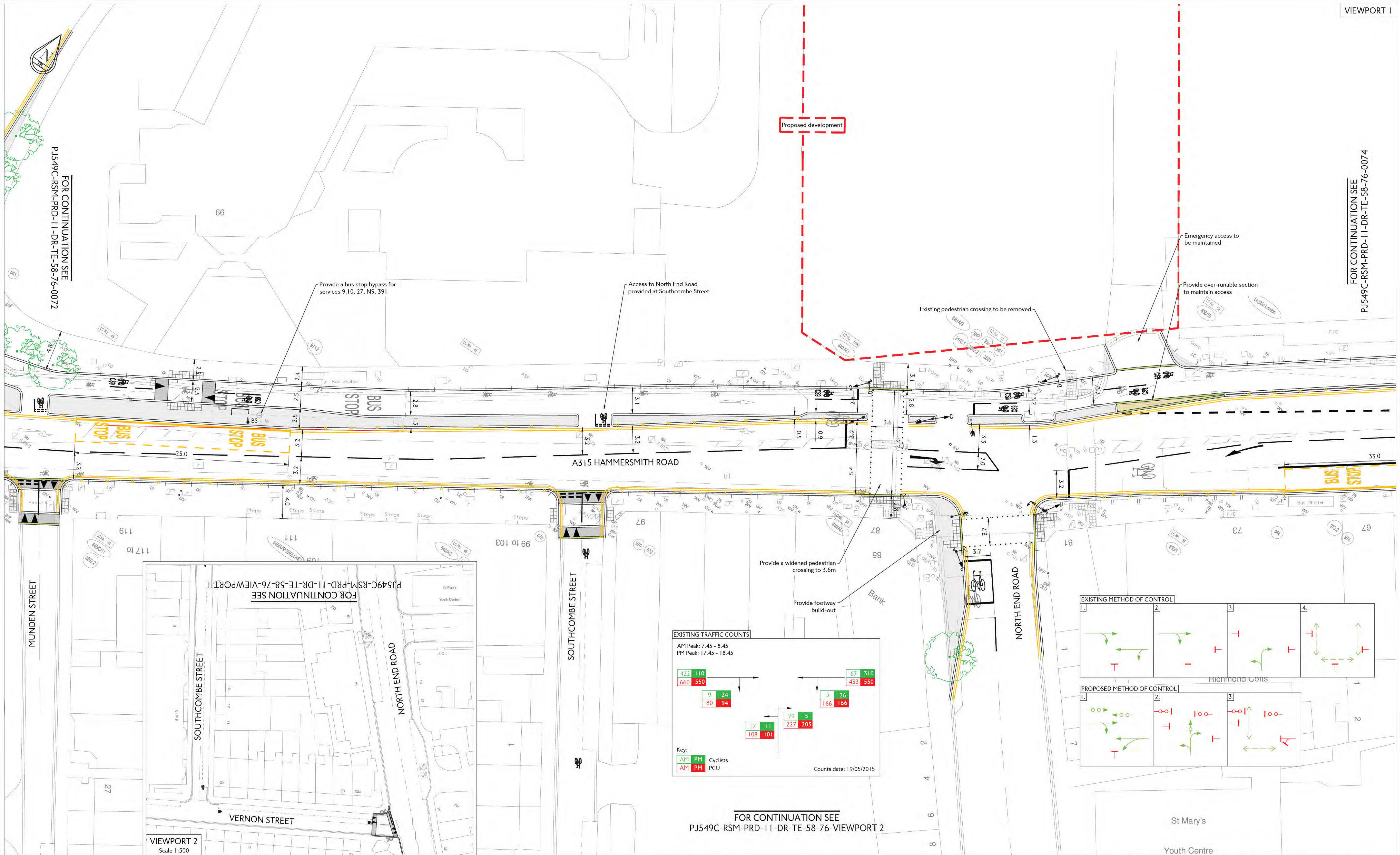
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LEGEND

- Existing road marking
- Existing kerb
- Existing sign and post
- Proposed road marking - white
- Proposed road marking - yellow
- Proposed road marking - red
- Proposed double blip
- Proposed single blip
- Proposed dropped kerb
- Proposed transition kerb
- Proposed sign and post
- Proposed lamp column
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- Proposed tactile paving - red
- Proposed kerb
- Proposed build-out / island
- Proposed over-run island
- Proposed bus lane
- Proposed cycle lane - blue
- Proposed cycle lane - green
- Proposed cycle logo (TSRGD 1057)
- Potential new tree

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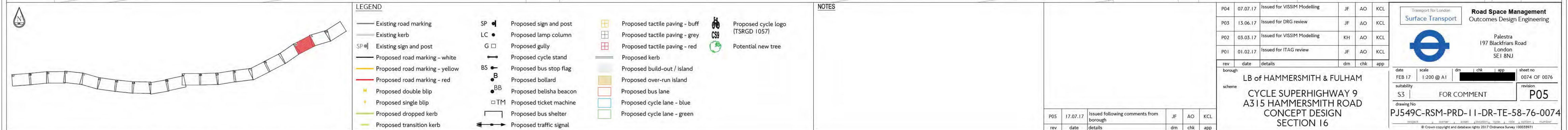
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Rev Log

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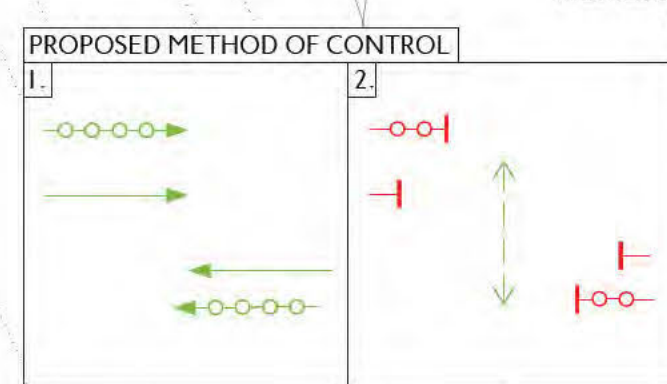
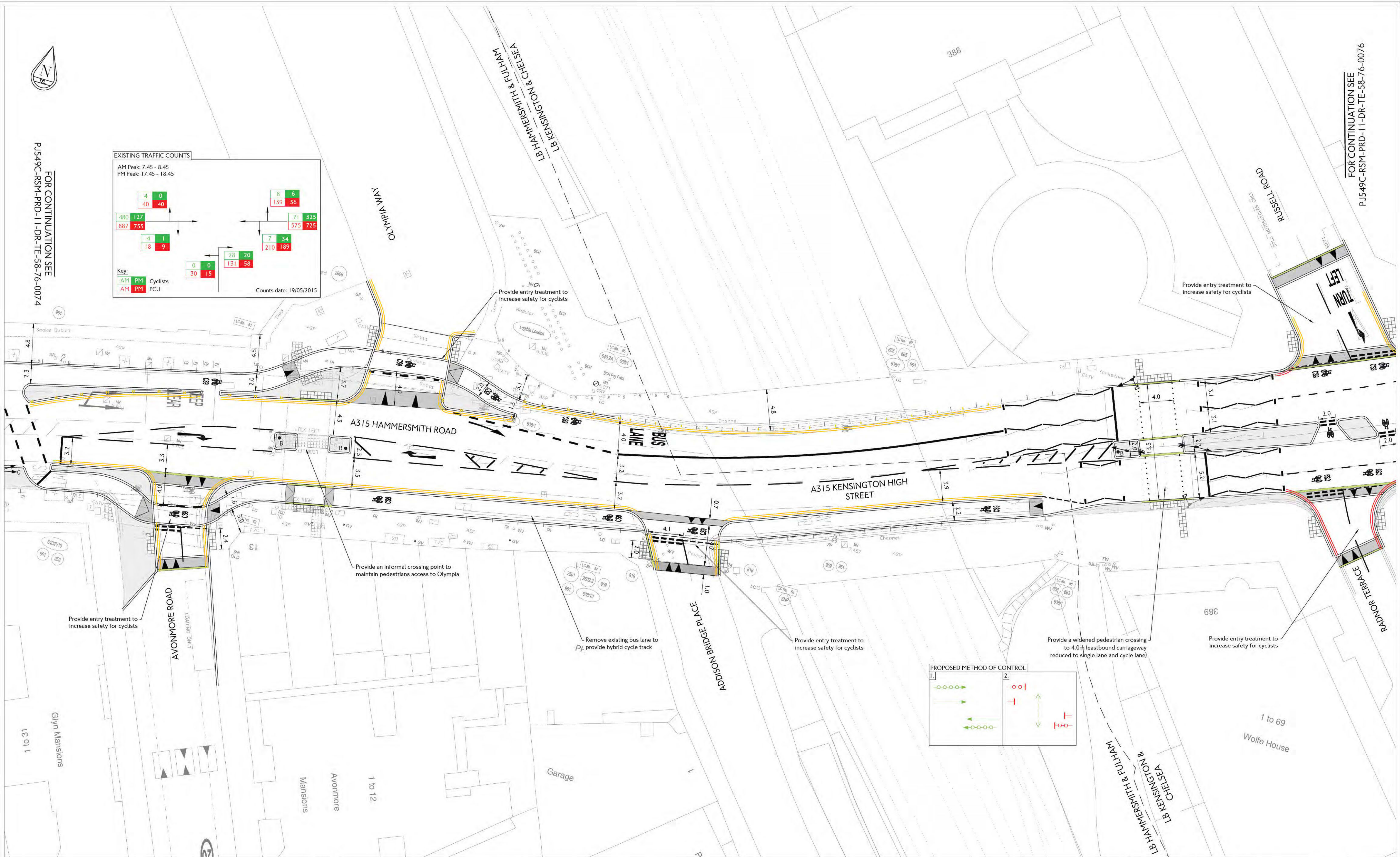
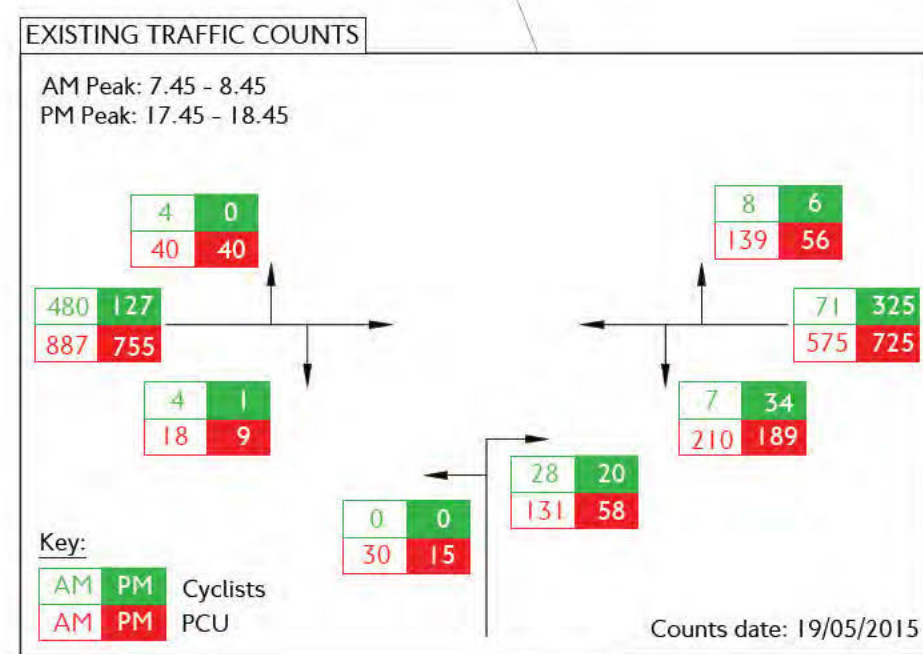


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PJ549C-RSM-PRD-11-DR-TE-58-76-0074
FOR CONTINUATION SEE



LEGEND

- Existing road marking
- Existing kerb
- Existing sign and post
- Proposed road marking - white
- Proposed road marking - yellow
- Proposed road marking - red
- Proposed double blip
- Proposed single blip
- Proposed dropped kerb
- Proposed transition kerb

LEGEND

- Proposed sign and post
- Proposed lamp column
- Proposed gully
- Proposed cycle stand
- Proposed bus stop flag
- Proposed bollard
- Proposed belisha beacon
- Proposed ticket machine
- Proposed bus shelter
- Proposed traffic signal

LEGEND

- Proposed tactile paving - buff
- Proposed tactile paving - grey
- Proposed tactile paving - red
- Proposed kerb
- Proposed build-out / island
- Proposed over-run island
- Proposed bus lane
- Proposed cycle lane - blue
- Proposed cycle lane - green

LEGEND

- Proposed cycle logo (TSRGD 1057)
- Potential new tree

NOTES

P05 17.07.17 Issued following comments from borough

rev date details

JF AO KCL

dm chk app

LB of HAMMERSMITH & FULHAM

CYCLE SUPERHIGHWAY 9

A315 HAMMERSMITH ROAD

CONCEPT DESIGN

SECTION 16

Transport for London

Surface Transport

Road Space Management

Outcomes Design Engineering

Palestra

197 Blackfriars Road

London SE1 8NJ

date FEB 17

scale 1:200 @ A1

dm

chk

app

sheet no 0075 OF 0076

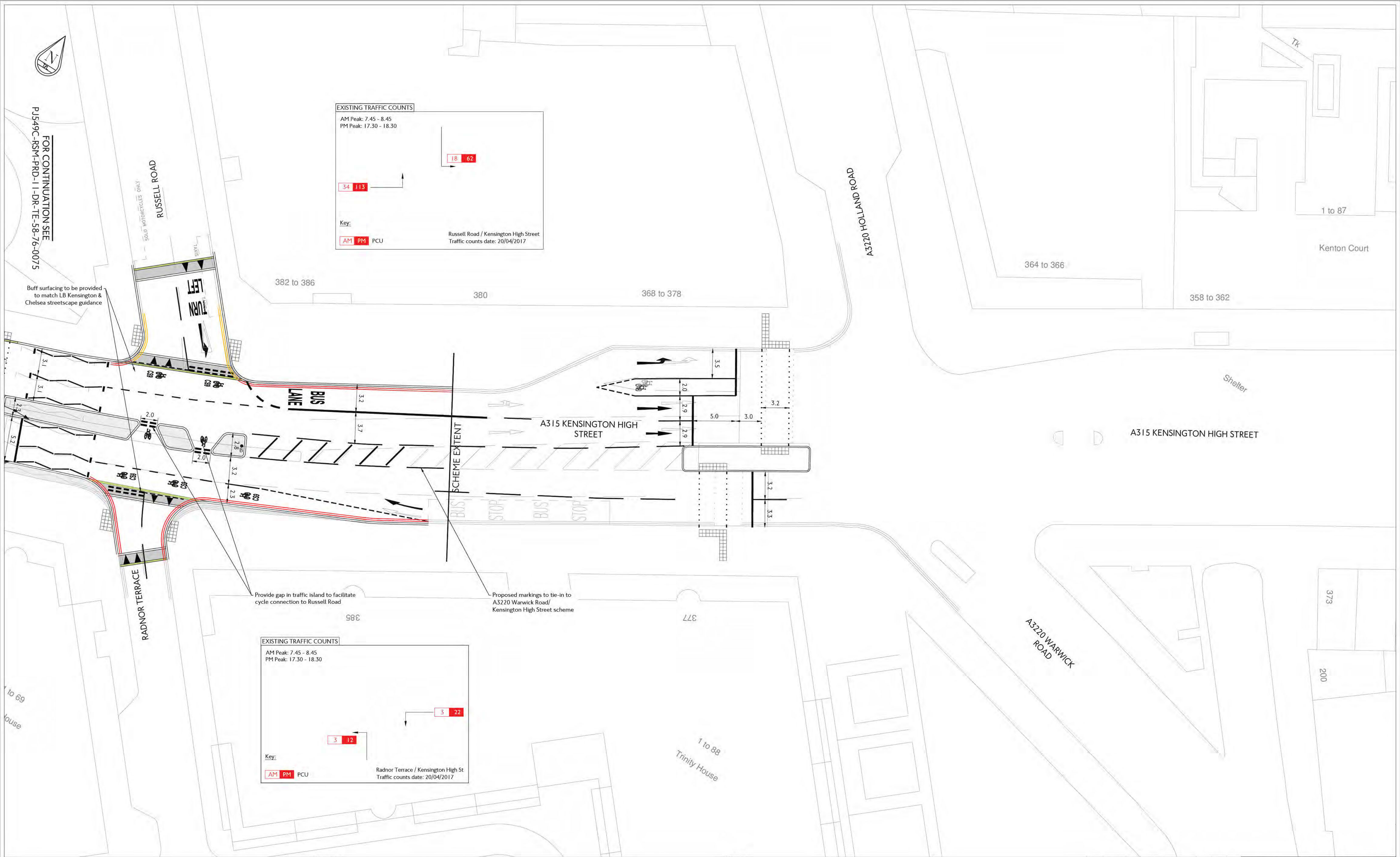
revision

S3 FOR COMMENT

P05

drawing No PJ549C-RSM-PRD-11-DR-TE-58-76-0075

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FOR CONTINUATION SEE
PJ549C-RSM-PRD-11-DR-TE-58-76-0075

Buff surfacing to be provided to match LB Kensington & Chelsea streetscape guidance

500 MOTORCYCLES ONLY

LEFT TURN

BUS LANE

SCHEME EXTENT

A315 KENSINGTON HIGH STREET

STOP

STOP

382 to 386

380

368 to 378

364 to 366

358 to 362

1 to 87

Kenton Court

Shelter

A3220 KENSINGTON HIGH STREET

373

200

A3220 WARWICK ROAD

1 to 88

Trinity House

385

377

to 69

ouse

EXISTING TRAFFIC COUNTS

AM Peak: 7.45 - 8.45
PM Peak: 17.30 - 18.30

Key:

AM PM PCU

Russell Road / Kensington High Street
Traffic counts date: 20/04/2017

EXISTING TRAFFIC COUNTS

AM Peak: 7.45 - 8.45
PM Peak: 17.30 - 18.30

Key:

AM PM PCU

Radnor Terrace / Kensington High St
Traffic counts date: 20/04/2017

Provide gap in traffic island to facilitate cycle connection to Russell Road

Proposed markings to tie-in to A3220 Warwick Road/ Kensington High Street scheme

LEGEND

Existing road marking

Existing kerb

Existing sign and post

Proposed road marking - white

Proposed road marking - yellow

Proposed road marking - red

Proposed double blip

Proposed single blip

Proposed dropped kerb

Proposed transition kerb

Proposed sign and post

Proposed lamp column

Proposed gully

Proposed cycle stand

Proposed bus stop flag

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Proposed ticket machine

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Proposed kerb

Proposed build-out / island

Proposed over-run island

Proposed bus lane

Proposed cycle lane - blue

Proposed cycle lane - green

Proposed cycle logo (TSRGD 1057)

Potential new tree

NOTES

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rev	date	details	dm	chk	app

P04	07.07.17	Issued for VISSIM Modelling	JF	AO	KCL
P03	13.06.17	Issued for DRG review	JF	AO	KCL
P02	03.03.17	Issued for VISSIM Modelling	KH	AO	KCL
P01	01.02.17	Issued for ITAG review	JF	AO	KCL
rev	date	details	dm	chk	app

LB of KENSINGTON & CHELSEA

CYCLE SUPERHIGHWAY 9

A315 KENSINGTON HIGH STREET

CONCEPT DESIGN

SECTION 16

Transport for London

Surface Transport

For comment

FOR COMMENT

0076 OF 0076

0076

P05

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FILE REF: S:\TDE\Scheme Information\All Areas\BCS Route 9\06 Drawings\01 WIP\DRP\PJ549C-RSM-PRD-11-DR-TE-58-76.dwg; USER: Foster John; DATE: 2017 Jul 18 1:45