

Central London Cycle Grid within the City of Westminster

Camden Town to Little Venice Quietway

Stage 2 Road Safety Audit

Ref: 2602.02/001/UNC/BOR/2016

Prepared for:

City of Westminster

By:

Road Safety Audit, TfL Asset Management Directorate

Prepared by: [REDACTED], Audit Team Leader

Checked by: [REDACTED], Audit Team Member

Approved by: [REDACTED]

Version	Status	Date
A	Audit report issued to Client	20/05/2016

1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 2 Road Safety Audit carried out on the Central London Cycle Grid within the City of Westminster, Camden Town to Little Venice Quietway proposals
- 1.1.2 The Audit was undertaken by TfL Road Safety Audit in accordance with the Audit Brief issued by the Client Organisation on 5th May 2016. It took place at the Palestra offices of TfL on 16th May 2016 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 1.1.3 The visit to the site of the proposed scheme was made on 16th May 2016. During the site visit the weather was sunny and the existing road surface was dry.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in Appendix B.
- 1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: [REDACTED] – Westminster City Council

1.3.2 Design Organisation

Design contact details: [REDACTED] – WSP Parsons Brinckerhoff

1.3.3 Audit Team

Audit Team Leader: [REDACTED] – TfL Road Safety Audit

Audit Team Member: [REDACTED] – TfL Road Safety Audit

Audit Team Observer: None present

1.3.4 Other Specialist Advisors

Specialist Advisor Details: None present

1.4 Purpose of the Scheme

1.4.1 The purpose of the scheme is:

Stage 2 Initial Design of Camden Town to Little Venice Quietway*.

*Taken directly from the Audit Brief.

1.5 Special Considerations

- 1.5.1 No traffic signal information or method of control data has been provided as part of the package of works submitted to the Audit Team. As this Audit has been undertaken without the consideration of this information, problems pertaining to these features have not been identified and the Audit must be revisited when this information is available for consideration.
- 1.5.2 The drawings provided have sections of the scheme highlighted (using a red box) as third party or future schemes. Problems pertaining to these sections have not been identified as part of this report.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The proposals were subject to a Stage 1 Road Safety Audit carried out in January 2015 by TfL Road Safety Audit (ref: 2183.04/001/UNC/BOR/2014). Items raised in that report can be summarised as follows:

Problem 3.1.1 Route down from Lisson Grove to canal tow path - Gradient and width could result in cyclists losing control and or / colliding with other users.

The Design Organisation has rejected the recommendation to upgrade the facility. It is proposed to retain the current design proposals. The facility is an existing, established shared use facility for pedestrians and cyclists. No conflicts or collisions are known to the Design Organisation. The Design Organisation state that they will raise the issue of regular maintenance of landscaping and vegetation on off-carriageway cycle routes to Westminster City Council.

The item appears to have been given due consideration by the Design Organisation and will not be raised again in this Road Safety Audit report. It was noted that the vegetation had been cut back on site.

Problem 3.1.2 Lisson Grove junction with Frampton Street - Lack of delineation within shared use facility may result in pedestrian / cyclist collision, and cyclist confusion within the junction increasing the risk of conflict with turning traffic.

The Design Organisation has rejected the recommendation to provide / maintain a segregated cycle facility. The Design Organisation state that the existing layout may provide a false sense of security as to where to expect cyclists and pedestrians. Reference is made to TfL's draft Streetscape Design Guidance and revised London Cycle Design Standards which promote pedestrian and cycle facilities which support the key principles of safety, comfort, directness, coherence and attractiveness. The location of the cycle facility on a footway, in relation to the pedestrian crossing and access to the canal tow path, suggests that an unsegregated shared use facility would be more suitable in achieving these principles. The existing guardrail presents a hazard for cyclists and pedestrians who could be crushed against it if hit by a vehicle. Guard railing also reduces the effective width of the footway and shared use facility.

The item appears to have been given due consideration by the Design Organisation and will not be raised again in this Road Safety Audit report.

- Problem 3.1.3 Lyons Place junction with Aberdeen Place - Tight turn and position of service cover for cyclists turning left from Lyons Place into Aberdeen Place cycle lane may result in cyclists losing control and falling from their bicycle.

The Design Organisation state that they part accept the recommendation and that it is proposed to further improve the design of the junction by adjusting the islands and corner radii to make the left turn easier for cyclists.

No changes are proposed to the drawings submitted for Road Safety Audit. This issue is therefore considered outstanding and will be raised again in this Road Safety Audit report.

- Problem 3.1.4 Blomfield Road - Speed cushions may force cyclists into vulnerable positions in the carriageway, risking conflict with opening car doors or opposing traffic.

Within the Design Organisation response report, the Design Organisation has rejected the recommendation to assess the need for and / or adjust the existing traffic calming measures along the Blomfield Road and propose to retain the existing features.

However on the drawings submitted for Audit, the speed cushions have been replaced with sinusoidal humps. This issue is therefore considered resolved and will not be raised again in this Road Safety Audit report.

- Problem 3.2.1 Railway Bridge over canal south of Park Road - Lack of lighting may result in conflicts between cyclists and pedestrians who may not see one another, an increased risk of cyclists losing control and falling from their bicycle, and / or personal safety issues.

The Design Organisation has accepted the recommendation to review and if necessary improve the lighting levels beneath the railway bridge. However, the Design Organisation state that this section of the Quietway route along the towpath of the Regent's Canal is managed by the Canal and River Trust (CRT), not Westminster City Council. The Design Organisation will inform CRT of this problem and recommendation. It is understood that CRT is undertaking feasibility design development including a lighting review as part of their works.

The issue appears to have been given due consideration by the Design Organisation. It is noted that this area now appears to fall outside of the scope of the scheme submitted for Audit. This issue will not therefore be raised again in this Road Safety Audit report.

3.0 ITEMS RAISED AT THIS STAGE 2 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

3.1.1 PROBLEM

Location: A – Lyons Place junction with Aberdeen Place.

Summary: Tight turn and position of service cover for cyclists turning left from Lyons Place into Aberdeen Place cycle lane may result in cyclists losing control and falling from their bicycle.

The proposed route requires cyclists to turn left from Lyons Place onto Aberdeen Place. The angle of the turn is acute at approximately 50 degrees. In addition there is an existing metal service cover in the turning area. The acute turn and service cover could reduce grip and result in cyclists losing control and falling from their bicycle, especially in wet weather conditions.

RECOMMENDATION

Adjust the alignment of the physical island to provide a less acute turn angle and / or provide an infill cover to reduce the risk of a turning cyclist losing control of their bicycle.

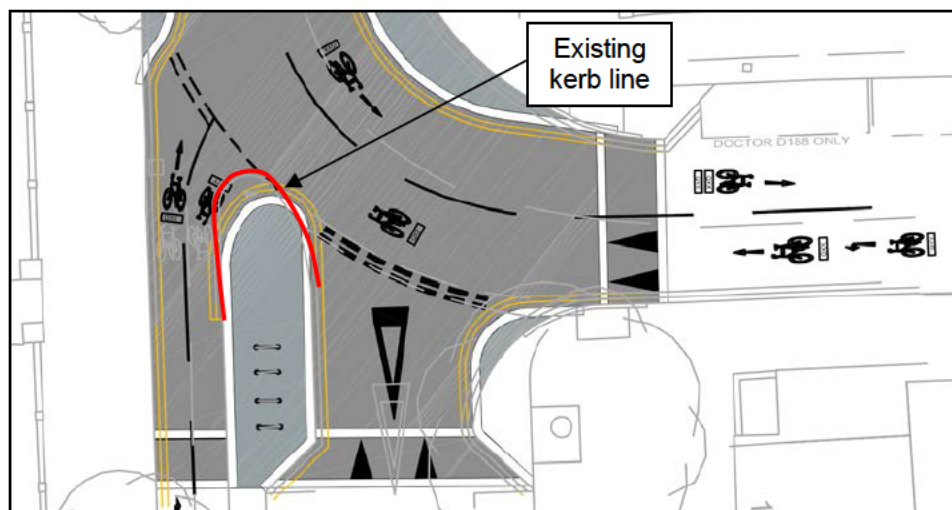
Design Organisation Response	Accepted
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This recommendation is accepted.

In response to the Road Safety Auditor's recommendation, it is proposed to adjust the alignment of the island to provide a less acute turn angle for cyclists.

There are 2 Quietway routes which join at this junction. The design of Aberdeen Place/Lyons Place junction, shown on the drawings issued for RSA, is subject to change as a higher level of intervention is proposed that is being progressed as part of another Quietway route, namely; St John's Wood to Marylebone Quietway.

The proposed design for this junction is shown below and includes a redesign of the existing island which will provide a more comfortable manoeuvre for cyclists turning left from Lyons Place into Aberdeen Place. The proposed design also increases the size of the mouth of the access into the existing bi-directional cycle track which decreases the likelihood of cyclists coming into contact with the service cover.



Client Organisation Comments

Agree with designer.

3.1.2 PROBLEM

Location: B – Lisson Grove junction with Frampton Street.

Summary: Polished service cover adjacent to relocated cycle stop line may result in cyclists losing control and falling from their bicycle.

It is proposed to relocate the cycle stop line (from the canal tow path) to the north west of its current position. As a result, cyclists using the facility will pass over a polished metal service cover. The polished service cover could reduce grip and result in cyclists losing control and falling from their bicycle, especially in wet weather conditions.

RECOMMENDATION

Provide an infill cover to reduce the risk of a cyclist losing control of their bicycle.

Design Organisation Response	Accepted
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This recommendation is accepted.

In response to the Road Safety Auditor's recommendation, it is proposed to provide an infill cover at this location.

Client Organisation Comments

Agree with designer.

End of list of problems identified and recommendations offered in this Stage 2 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 2 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.1 ISSUE

Location: General to Scheme – Blomfield Road speed humps.

Reason considered to be outside the Terms of Reference: Item for consideration rather than a defined road safety concern.

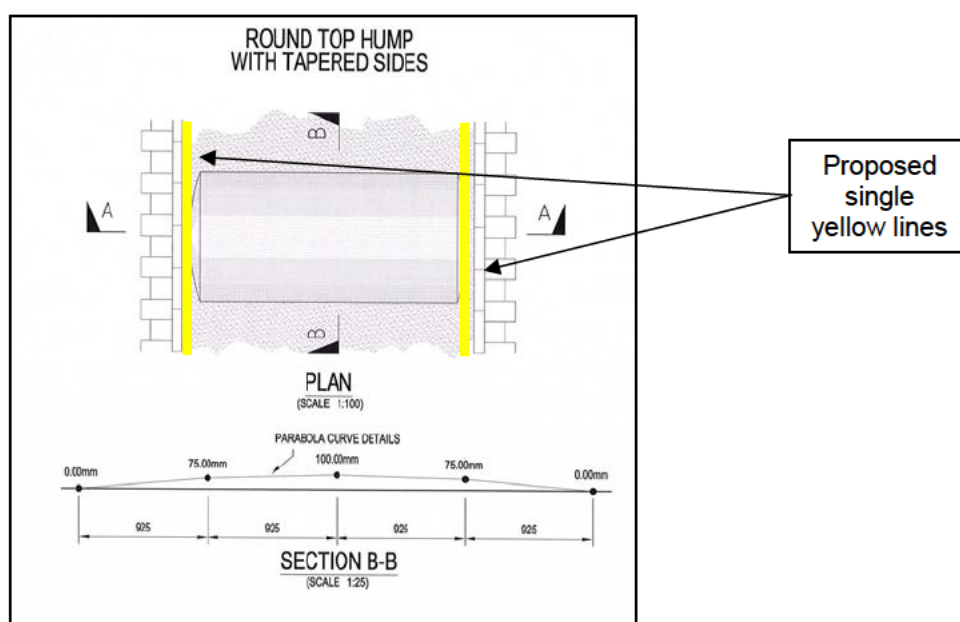
It is proposed to replace the existing speed cushions with sinusoidal humps. No standard detail has been provided for the proposed sinusoidal hump, however it is assumed that the road humps will have tapered ends which terminate close to the kerb to allow water to drain around them (no additional drainage provision on Blomfield Road is detailed on the drawings). If this is the case, the yellow line markings proposed along the kerb should be deflected over the hump to guide vehicles away from the taper. It may be beneficial to realign the markings.

Design Organisation Response	Accepted
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Useful comments noted.

The existing single yellow lines along Blomfield Road follow the kerb edge and will be replaced as existing following the construction of the sinusoidal speed humps.

A typical standard detail of the type of sinusoidal speed hump which will be used is illustrated below. Please note that this is not an approved Westminster City Council standard detail but illustrates how the waiting restrictions would be installed at the kerbside.



Client Organisation Comments

Agree with designer.

Westminster standards to be followed for the parking and loading restrictions.

4.2 ISSUE

Location: 1 – Blomfield Road (opposite No. 9).

Reason considered to be outside the Terms of Reference Item for consideration rather than defined road safety issue.

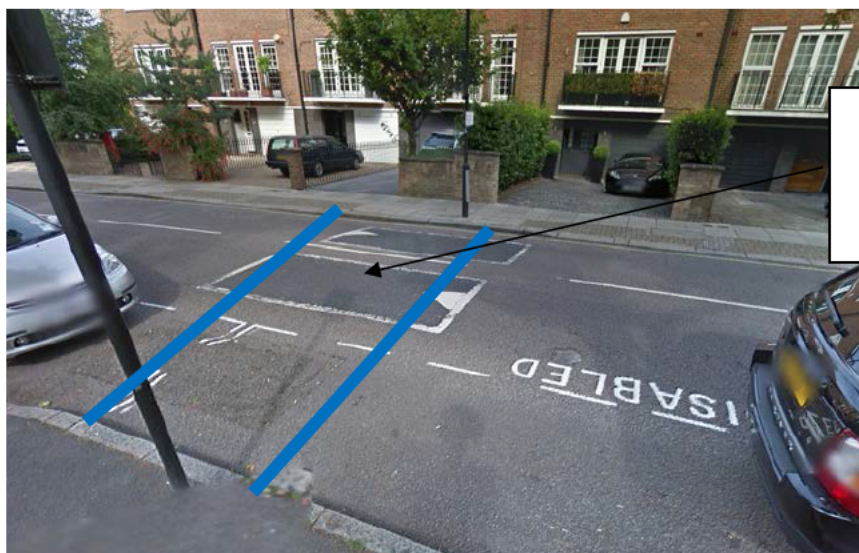
There is an existing disabled parking bay opposite number 9 Blomfield Road. The western side of the bay will be located on a proposed speed hump (it is acknowledged that the bay is currently located adjacent to the speed cushions, however these appear to have little impact on the bay itself). The hump could pose accessibility issues for mobility impaired drivers / passengers, especially those in wheelchairs. It is recommended that the hump is moved further east or west such that the disabled bay is located on a level surface.

Design Organisation Response

Rejected

Useful comments noted.

The sinusoidal speed humps are to replace the speed cushions in their existing locations. The photograph below illustrates that it is difficult to locate the sinusoidal hump further to the north or south due to its proximity to off-street residential parking and dropped crossover which would pose build ability and functionality issues.



Client Organisation Comments

Agree with designer.

4.3 ISSUE

Location: 2 – Lisson Grove junction with Frampton Street.

Reason considered to be outside the Terms of Reference: Item for consideration rather than a defined road safety concern.

It is proposed to relocate the cycle stop line (from the canal tow path) to the north west of its current position. The new position is close to an existing tree with low branches. The branches may restrict the head room for cyclists using the facility. It is recommended that the branches are trimmed back as part of the scheme proposals. This may be an ongoing maintenance issue.

Design Organisation Response	Accepted
Useful comments noted.	
The design team will raise the issue of regular maintenance of trees and foliage on Quietway routes to Westminster City Council.	
Client Organisation Comments	
Agree with designer.	

4.4 ISSUE

Location: 3 – Lisson Grove junction with Frampton Street.

Reason considered to be outside the Terms of Reference: Item for consideration rather than a defined road safety concern.

No measures have been provided to inform pedestrians, particularly the visually impaired, that they are entering a shared use area. It may be beneficial to provide appropriate signing and / or corduroy paving so that users are aware of the shared priorities at this location.

Design Organisation Response	Rejected
Useful comments noted.	
The 'Westminster Way' document, which is Westminster City Council's public realm design guidance, does not specify the use of tactile, or hazard warning corduroy paving on the approach to shared-use areas.	
Client Organisation Comments	
Agree with designer.	
Shared use paving insets or other shared use signage to be investigated, as an option for installation.	

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name: [REDACTED] Signed: [REDACTED]
BSc. (Hons), CMILT, MCIHT, MSoRSA
Position: Principal Road Safety Auditor Date: 20/05/2016
Organisation: Transport for London, Road Safety Audit
Asset Management Directorate
Address: 4th Floor Palestra, 197 Blackfriars Road, London, SE1 8NJ
Contact: [REDACTED]

AUDIT TEAM MEMBER:

Name: [REDACTED] Signed: [REDACTED]
BEng (Hons), MBA, MCIHT, MSoRSA
Position: Principal Road Safety Auditor Date: 20/05/2016
Organisation: Transport for London, Road Safety Audit
Asset Management Directorate
Address: 4th Floor Palestra, 197 Blackfriars Road, London, SE1 8NJ
Contact: [REDACTED]

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 2 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: [REDACTED]

Position: Senior Engineer

Organisation: WSP | Parsons Brinckerhoff

Signed: [REDACTED]

Dated: 9th June 2016

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: [REDACTED]

Position: Project and Programme Manager (Public Realm)

Organisation: Westminster City Council

Signed: [REDACTED]

Dated: 30th September 2016

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

70005470-QGU-02-SC-01 to 7
Rev. A
70005470-QGU-02-GA-01 to 7
Rev. A
70005470-QGU-02-RM-01 to 7
Rev. A
70005333-Q68-02-WF-01 Rev. A
70005333-Q68-KEY Rev. A

DRAWING TITLE

Site Clearance Sheets 1 to 7

General Arrangement Sheets 1 to 7

Road Markings and Signing Sheets 1 to 7

Line Marking Wayfinding
Key

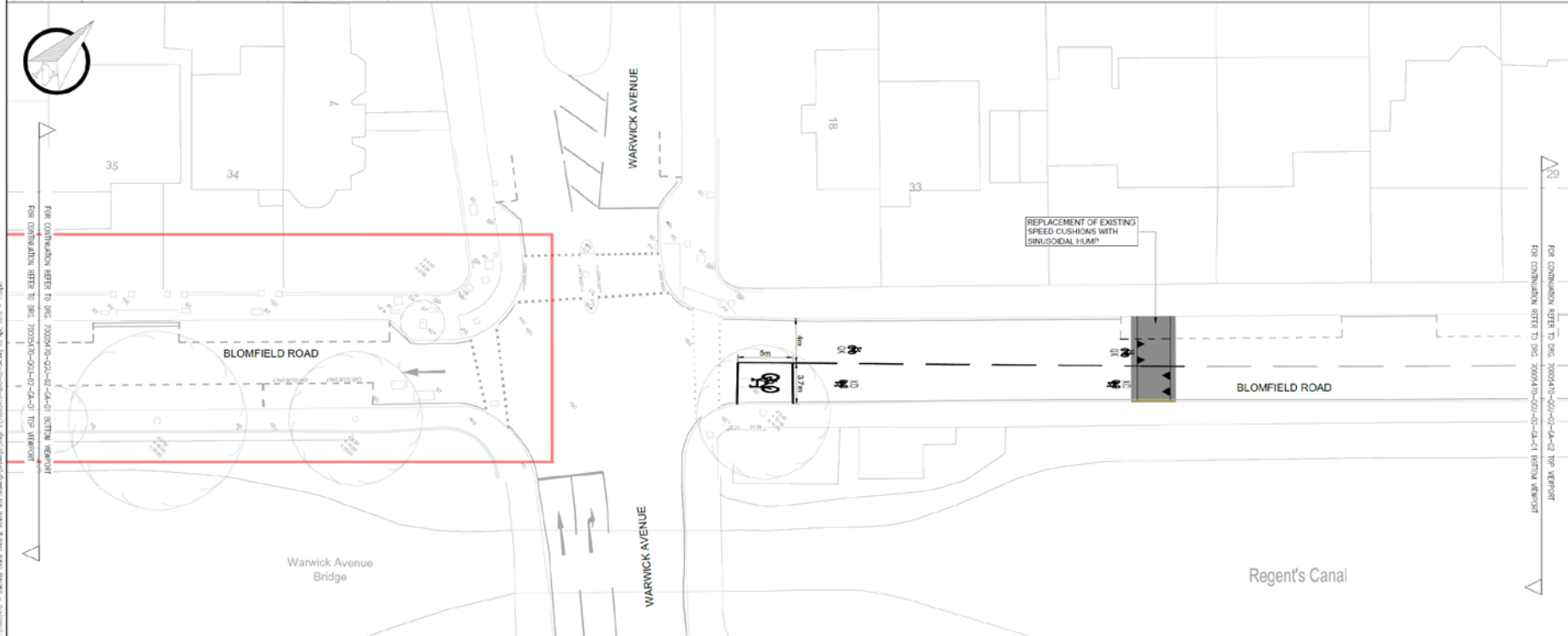
DOCUMENTS

- ☒ Safety Audit Brief
- ☒ Site Location Plan
- ☐ Traffic signal details
- ☐ TfL signal safety checklist
- ☐ Departures from standard
- ☒ Previous Road Safety Audits
- ☒ Previous Designer Responses
- ☐ Collision data
- ☐ Collision plot
- ☐ Traffic flow / modelling data
- ☐ Pedestrian flow / modelling data
- ☐ Speed survey data
- ☐ Other documents

DETAILS (where appropriate)

APPENDIX B

Problem Locations



- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

NOTES

- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
- ALL TSRD DIAGRAM 1357 MARKINGS ARE TO BE 1215mm IN HEIGHT UNLESS OTHERWISE STATED
- PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS

REV	DATE	BY	DESCRIPTION	CHK	APP
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INITIAL DESIGN

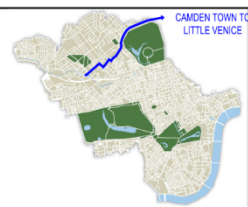
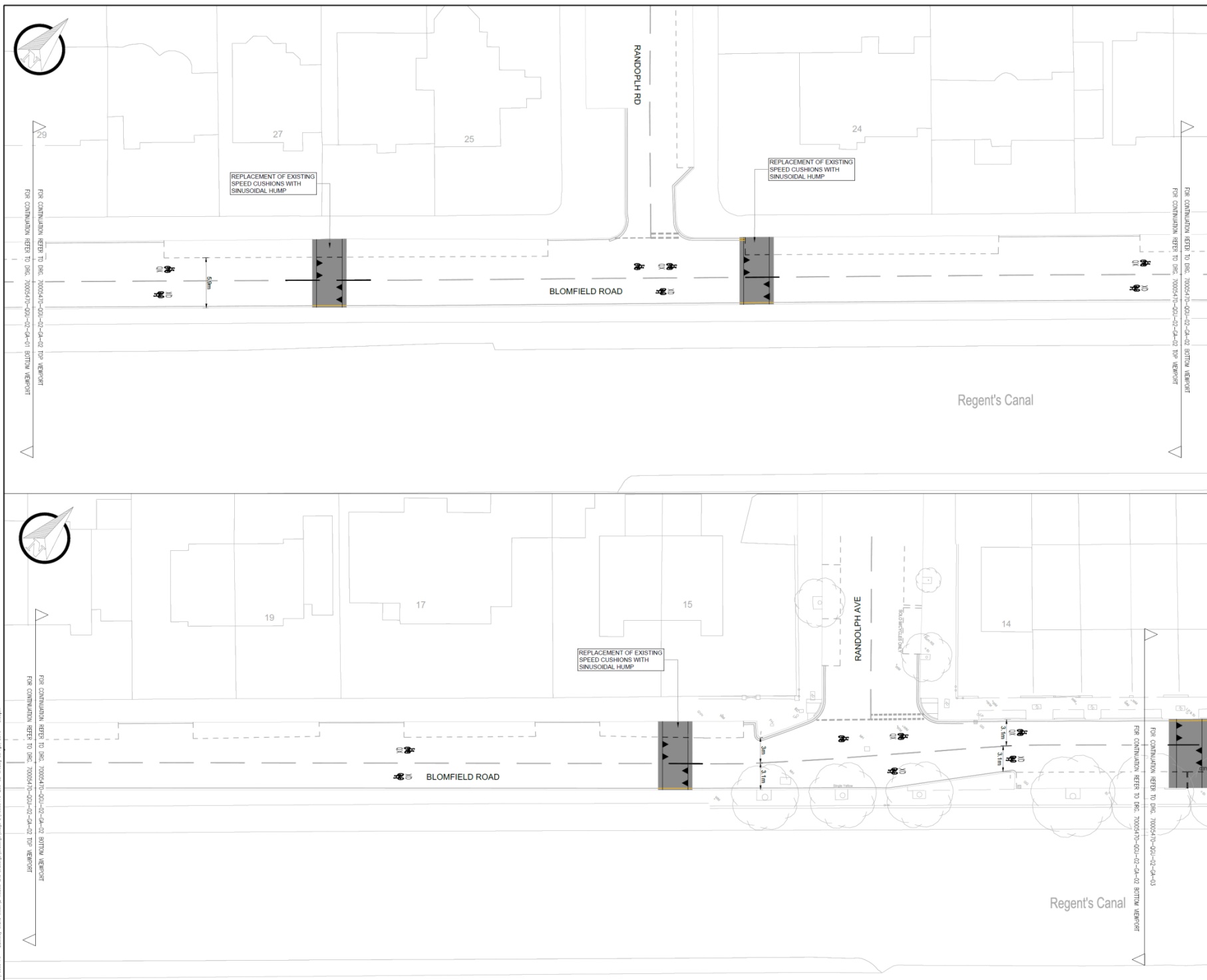


PROJECT
CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENICE

FILE
LISSON GROVE TO BLOMFELD ROAD
GENERAL ARRANGEMENT
SHEET 1 OF 7

SCALE	DATE	DESIGNER	CHKD	APPROVED	SHEET
1:200	17.02.2015	CEP	FW	CDG	A1

70005470	WWESA1186	BR 15880	70005470-QGU-02-GA-01	A
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- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

- NOTES**
- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
 - ALL TSRGD DIAGRAM 1067 MARKINGS ARE TO BE 1215mm IN HEIGHT UNLESS OTHERWISE STATED
 - PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS.

REV	DATE	BY	DESCRIPTION	CHK	APP
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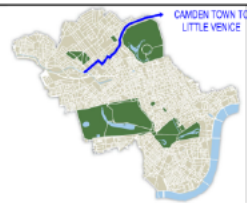
DRAWING STATUS: **INITIAL DESIGN**



PROJECT: **CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENICE**

TITLE: **LISSON GROVE TO BLOMFIELD ROAD
GENERAL ARRANGEMENT
SHEET 2 OF 7**

SCALE @ A1	DATE	DESIGNER	CHECKED	APPROVED	SHEET
1:200	17.02.2016	CEP	PF	CDS	A1
JOB NO.	70005470	PROJECT NO.	WWESA186	REF NO.	BR 15880
DRAWING NO.	70005470-QGU-02-GA-02	REV.			A



- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

- NOTES**
- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
 - ALL TSPGD DIAGRAM 1057 MARKINGS ARE TO BE 125mm IN HEIGHT UNLESS OTHERWISE STATED
 - PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS.

REV	DATE	BY	DESCRIPTION	CHK	APP
A	05/04/2018	CEP	REV E006		

INITIAL DESIGN

25 Markle Way, London, SE1 5SE
www.brcconway.co.uk www.wspgroup.com



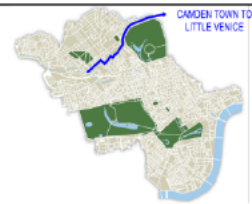
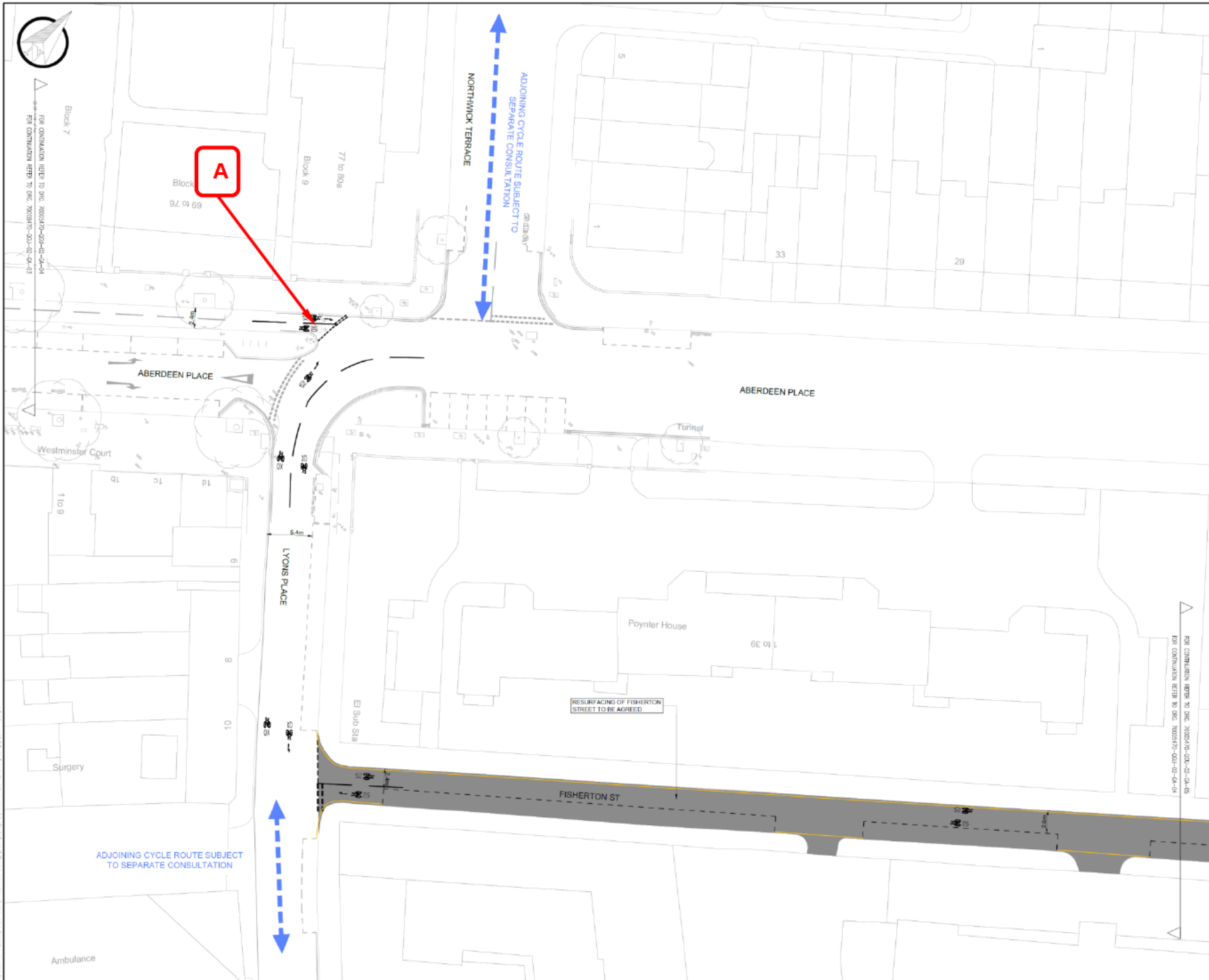
PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENICE

TITLE

LISSON GROVE TO BLOMFIELD ROAD
GENERAL ARRANGEMENT
SHEET 3 OF 7

SCALE	DATE	DESIGNED BY	CHECKED BY	APPROVED BY	SHEET
1:200	17.02.2016	CEP	PF	CDS	A1
JOB NO.	70005470	FILE REFERENCE	WWESA1186	DESIGNING	BR 15860
DRAWING NO.	70005470-QGU-02-GA-03	REV			A



- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

- NOTES**
- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
 - ALL TARGET DIAGRAM 1057 MARKINGS ARE TO BE 1215mm IN HEIGHT UNLESS OTHERWISE STATED
 - PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS.

NO.	DATE	BY	DESCRIPTION	CHK	APP
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INITIAL DESIGN

25 Maddox Way, London, SE1 8JZ
www.conway.co.uk www.wspgroup.com



PROJECT

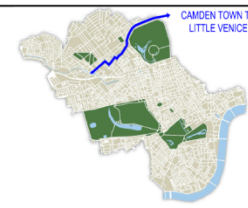
CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENICE

FILE

LISSON GROVE TO BLOMFIELD ROAD
GENERAL ARRANGEMENT
SHEET 4 OF 7

SCALE	DATE	DESIGNED BY	CHECKED / APPROVED	SHEET
1:200	17.02.2015	CEP	PF CDS AJ	A1

PROJECT NO.	70005470	PROJECT NAME	WWESA1186	PROJECT NO.	BR 15880
DRAWING NO.	70005470-QGU-02-GA-04	REV	A		



- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

- NOTES**
- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
 - ALL TSRD DIAGRAM 1057 MARKINGS ARE TO BE 125mm IN HEIGHT UNLESS OTHERWISE STATED
 - PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS.

REV	DATE	BY	DESCRIPTION	CHK	APP
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DRAWING STATUS

INITIAL DESIGN

25 Markle Way, London, SE1 8SZ
www.conway.co.uk www.wspgroup.com

CLIENT

City of Westminster

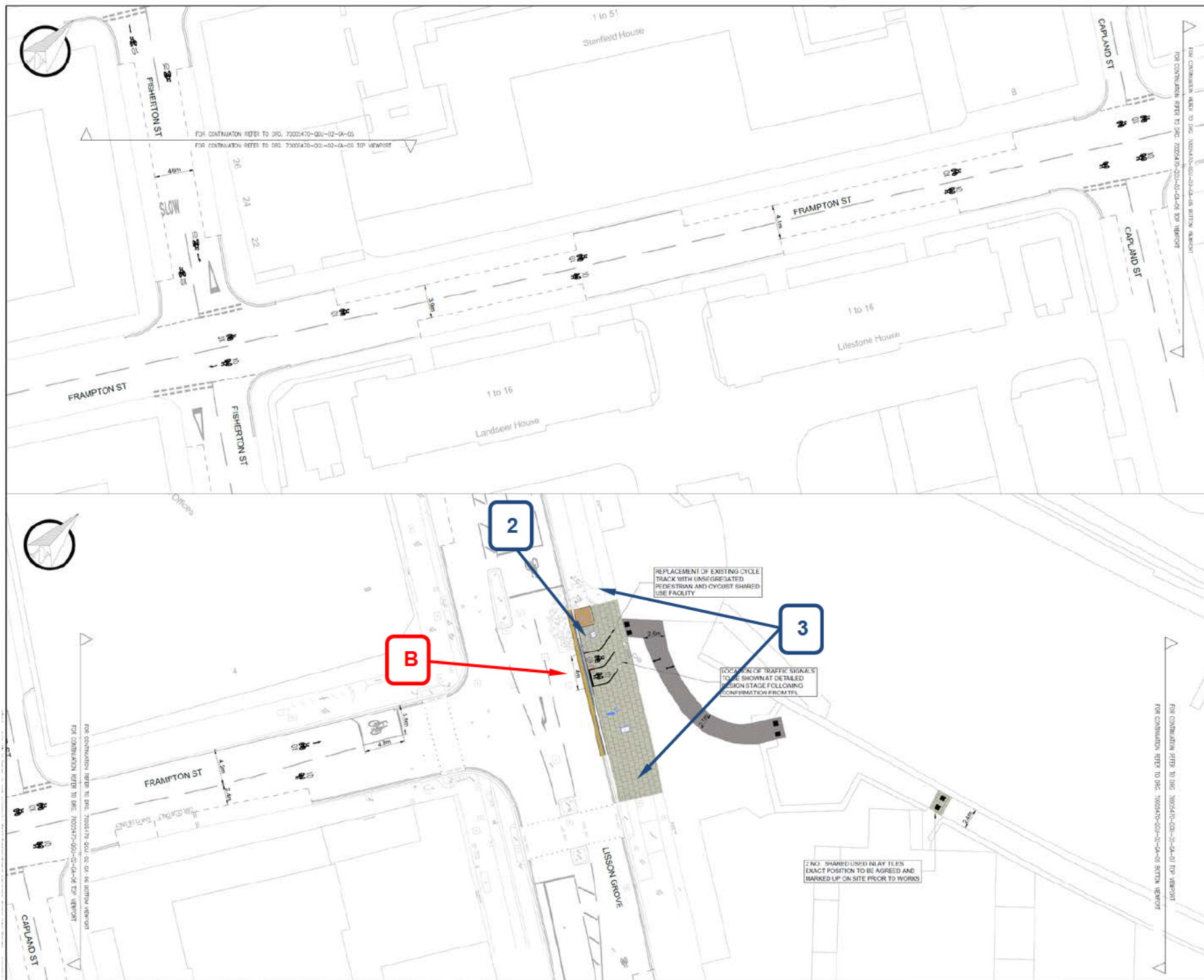
PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENCE

TITLE

LISSON GROVE TO BLOMFIELD ROAD
GENERAL ARRANGEMENT
SHEET 5 OF 7

SCALE @ A1	DATE	DESIGNED BY	CHECKED BY	APPROVED BY	SHEET
1:200	17.02.2016	CEP	PF	CDS	A1
JOB NO.	70005470	PARC PROJECT NO.	WWESA1186	DRAWING NO.	BR 15880
DRAWING NO.	70005470-QGU-02-GA-05	REV	A		



KEY

- EXISTING DIRECTION OF TRAVEL
- ADJOINING CYCLE ROUTE
- BOROUGH BOUNDARY
- AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

NOTES

- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOLOGY AND IDENTIFIER LINE MARKING
- ALL TSGD DIAGRAM 167 MARKINGS ARE TO BE 1215mm IN HEIGHT UNLESS OTHERWISE STATED
- PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS

REV	DATE	BY	DESCRIPTION	CHK	APP
1	16/04/2016	CEP	FOR EDC		

INITIAL DESIGN

25 Rousell Way, London, SE1 1LZ
www.conway.co.uk www.wsp.co.uk

City of Westminster

PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY CAMDEN TOWN TO LITTLE VENICE

FILE

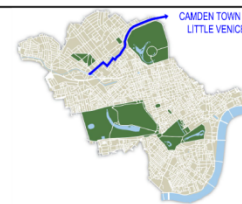
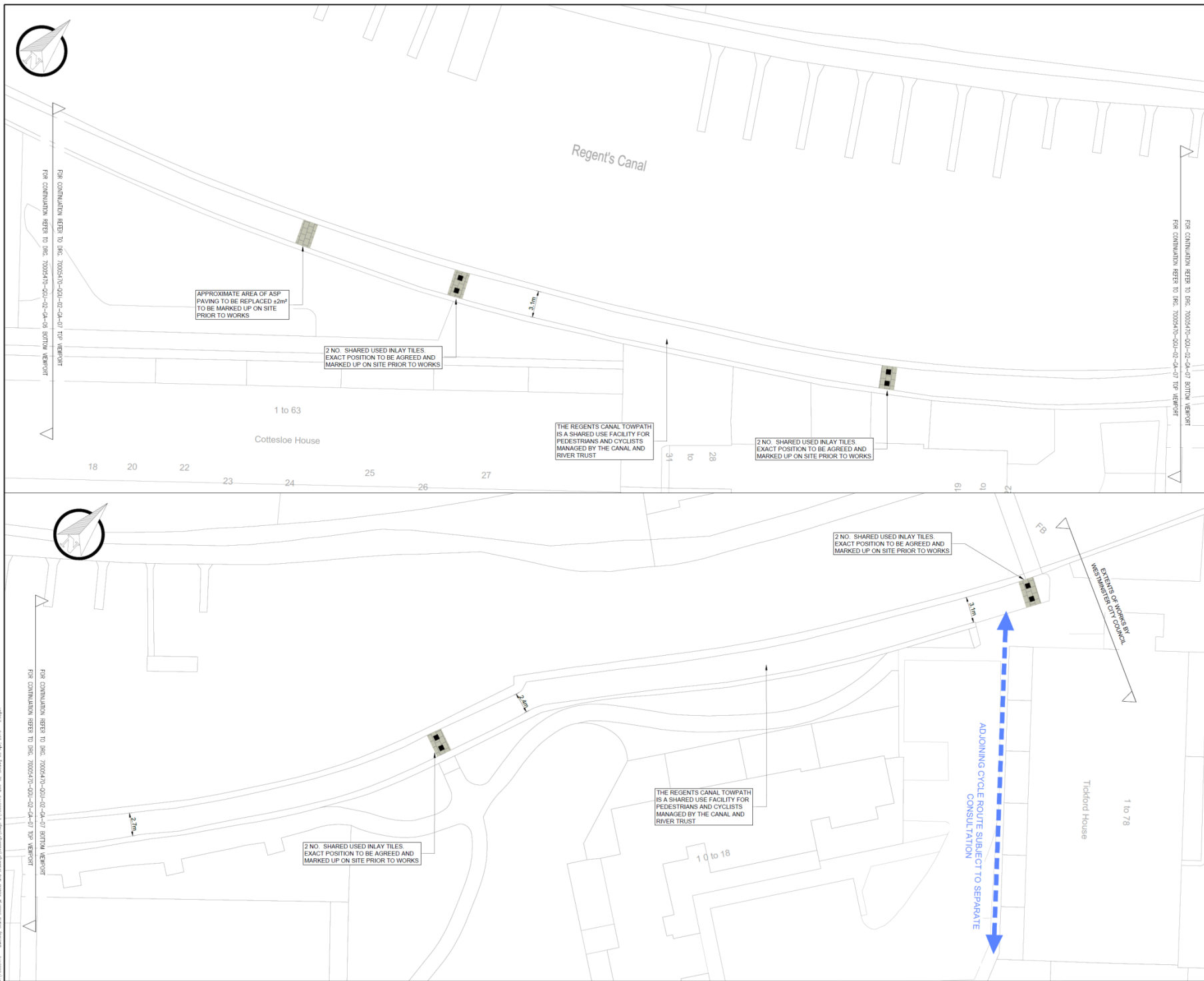
LIGSON GROVE TO BLOMFIELD ROAD
GENERAL ARRANGEMENT
SHEET 6 OF 7

SCALE	DATE	DESIGNER	CHKD	APPD	REV
1:200	17/02/2016	CEP	PE	CDS	A1

FILE NO.	PROJECT NO.	DRAWING NO.	REV.
70005470	WVIESA180	BR 15580	

UNION: 70005470-QGU-02-GA-05

REV: A



- KEY**
- EXISTING DIRECTION OF TRAVEL
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REFER TO DRAWING NUMBER 70005470-QGU-02-KEY FOR ALL OTHER ITEMS RELATING TO THIS DRAWING

- NOTES**
- REFER TO DRAWING NUMBER 70005470-QGU-02-WF FOR DETAILED DRAWING OF THE CYCLE SYMBOL AND IDENTIFIER LINE MARKING
 - ALL TSRGD DIAGRAM 1057 MARKINGS ARE TO BE 1215mm IN HEIGHT UNLESS OTHERWISE STATED
 - PROPOSED LIGHTING LAYOUT HAS NOT BEEN SHOWN ON THIS DRAWING AND WILL BE SHOWN ON THE DETAILED DESIGN STAGE DRAWINGS.

A	06/04/2016	CEP	PREP ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS					
INITIAL DESIGN					
					
City of Westminster					
PROJECT					
CENTRAL LONDON CYCLE GRID QUIETWAY CAMDEN TOWN TO LITTLE VENICE					
TITLE					
LISSON GROVE TO BLOMFIELD ROAD GENERAL ARRANGEMENT SHEET 7 OF 7					
SCALE @ A1	DATE	DESIGNER/DRN	CHECKED	APPROVED	SHEET
1:200	17.02.2016	CEP	PF	CDS	A1
JOB NO.	PRG PROJECT NO.	REF PROJECT NO.			
70005470	WWESA1186	BR 15880			
DRAWING NO.	70005470-QGU-02-GA-07				REV
					A