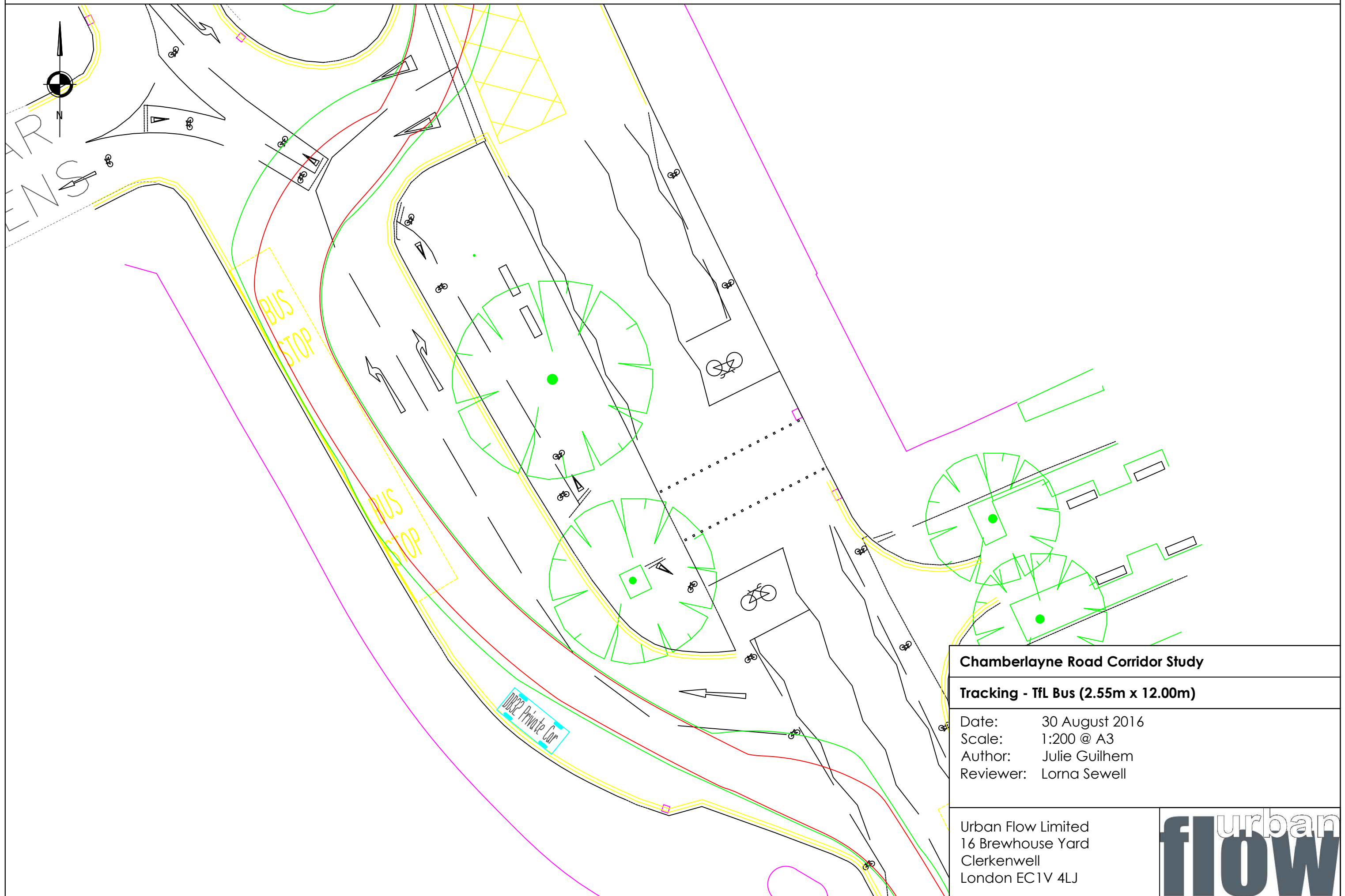




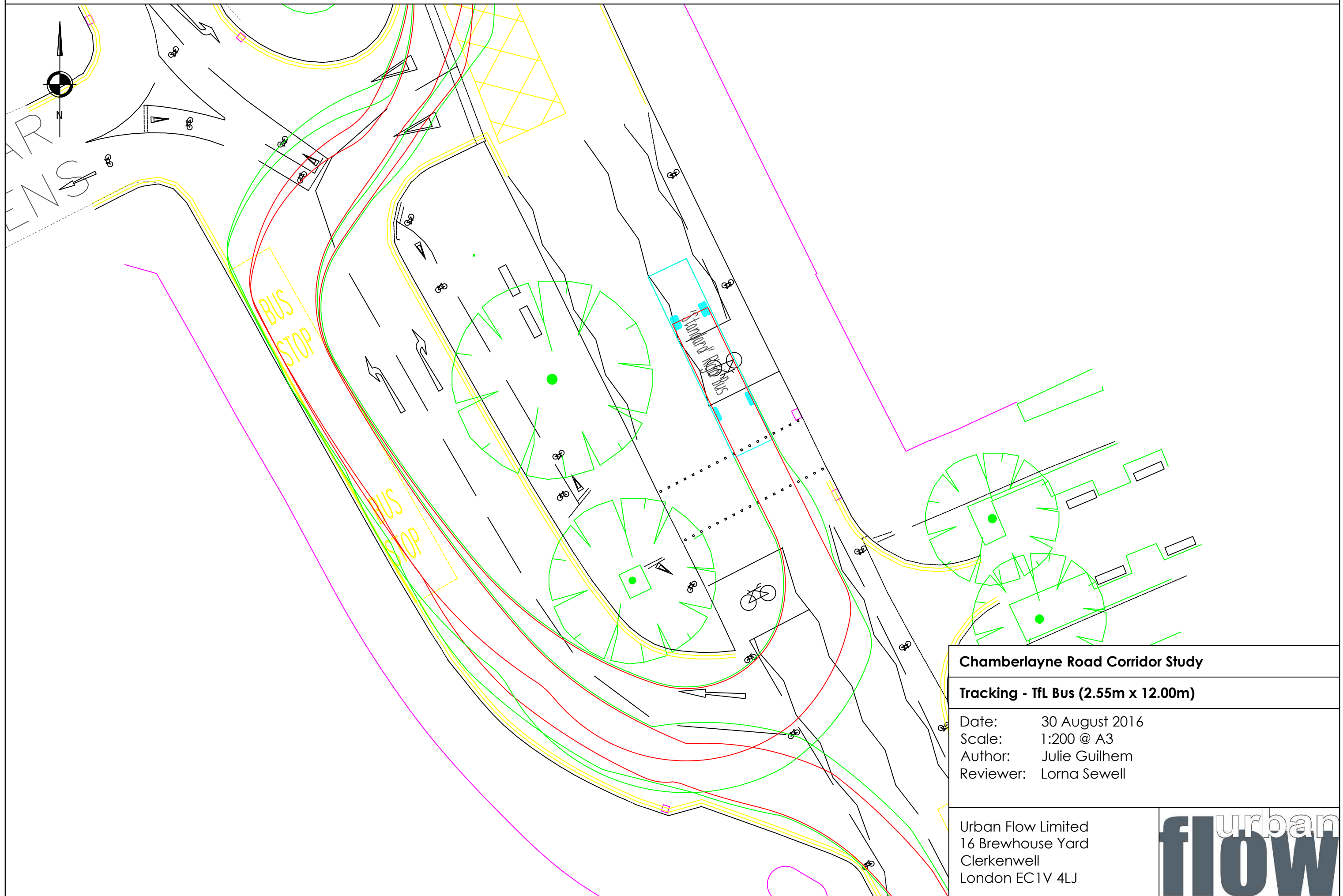
Appendix B – Bus Tracking Report  
Chamberlayne Road Corridor Study

November 2016

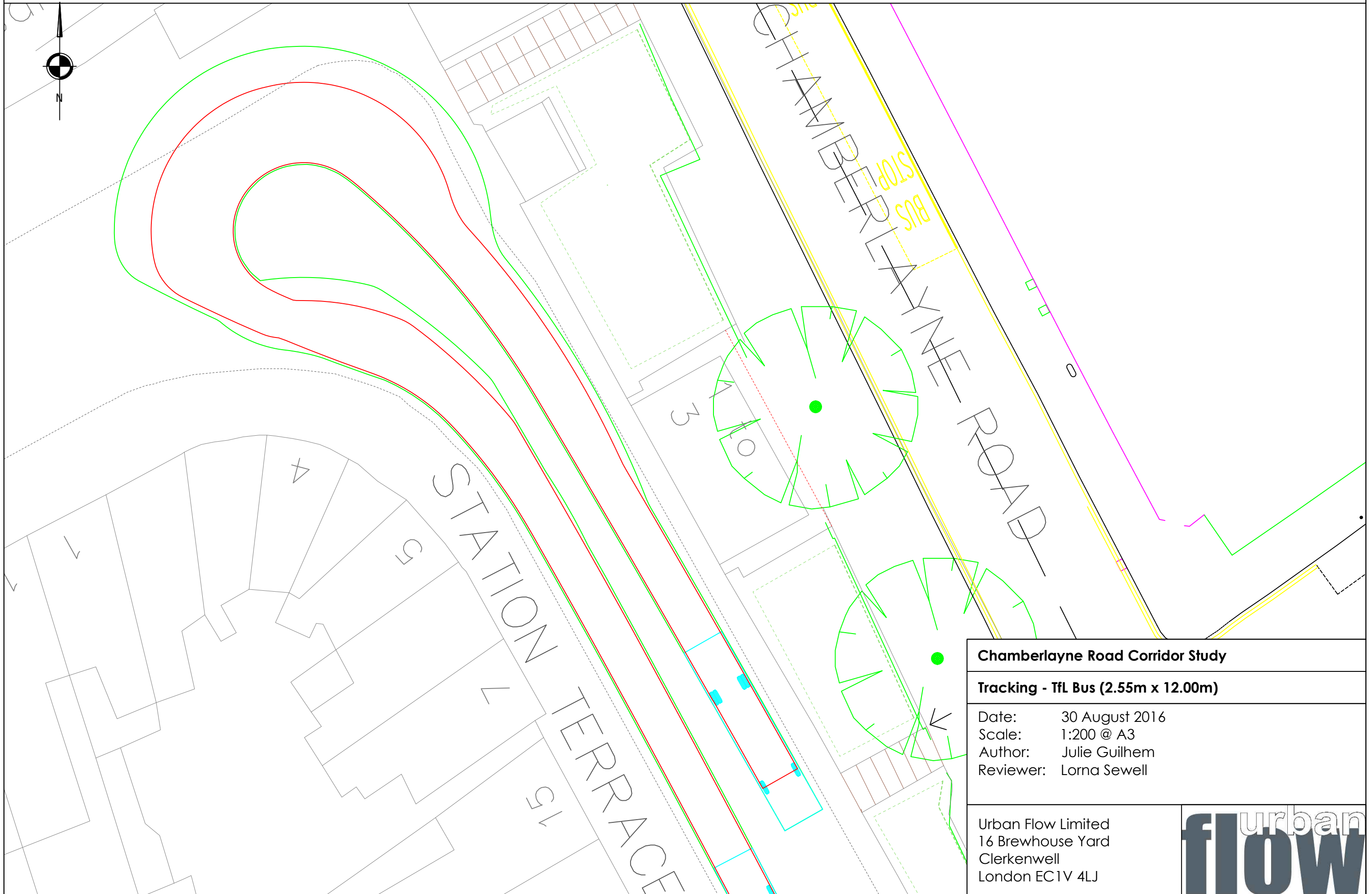
1. Existing Chamberlayne Road / Station Terrace bus entrance and exit tracking (with vehicle obstruction in Station Terrace)



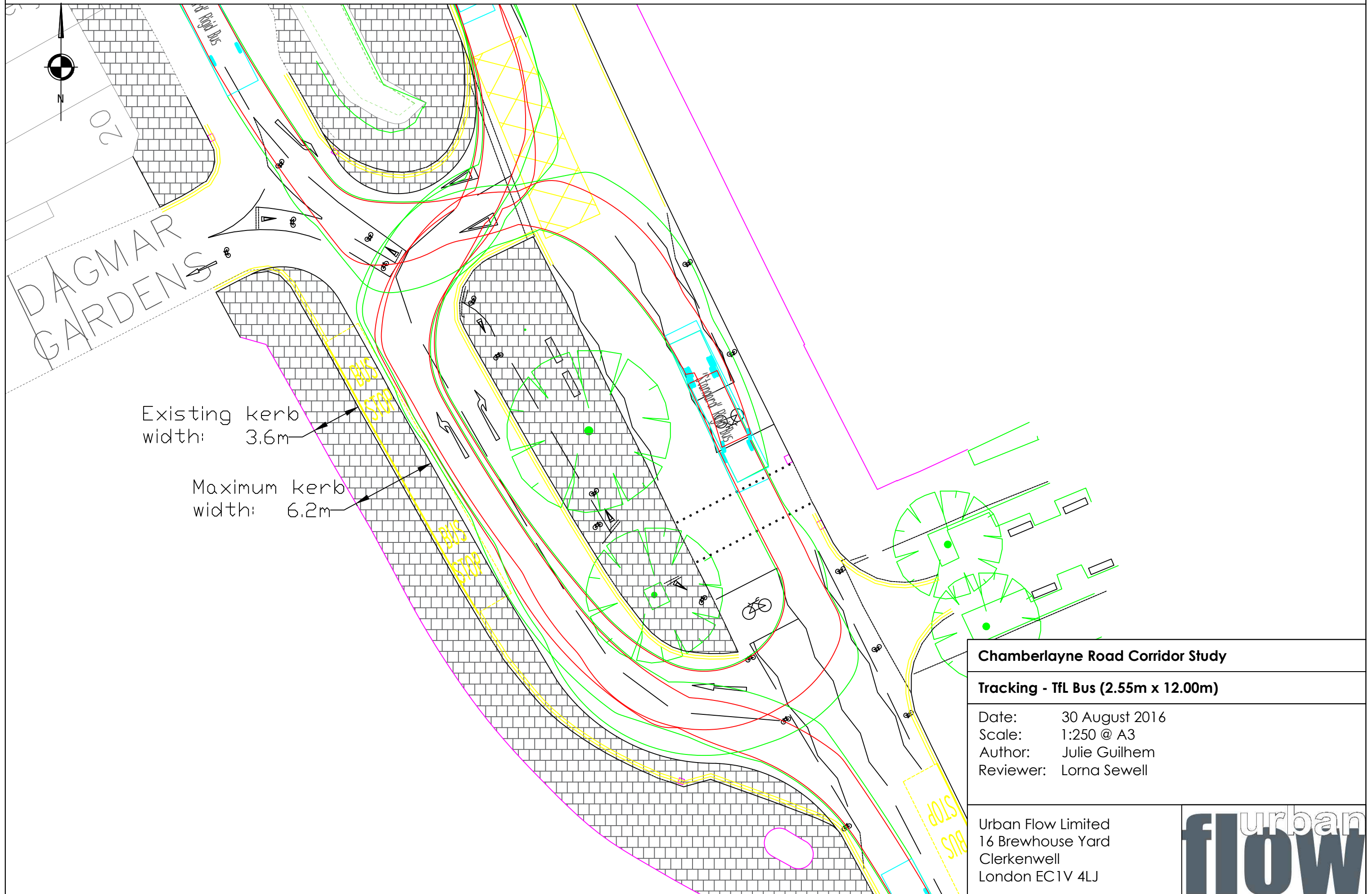
2. Existing Chamberlayne Road / Station Terrace Bus Route 302 turnaround tracking (with no vehicle obstruction in Station Terrace)



**3. Station Terrace bus turnaround tracking review:** This plan shows the room required for buses to turnaround outside Kensal Rise station on Station Terrace. There is insufficient space for buses to turnaround in this area without the bus driver undertaking a difficult manoeuvre, a significant loss of parking space and pedestrian space.



**4. Short Term Measure Bus Tracking: Station Terrace maximum kerb build-out bus tracking:** This options builds out kerbs to provide more footway space and improve bus stop accessibility. This option would require parking & loading restrictions and enforcement.



Existing kerb width: 3.6m

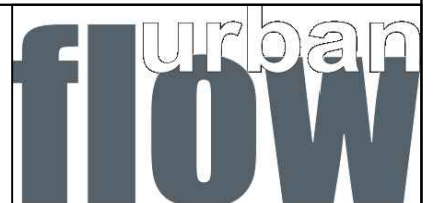
Maximum kerb width: 6.2m

**Chamberlayne Road Corridor Study**

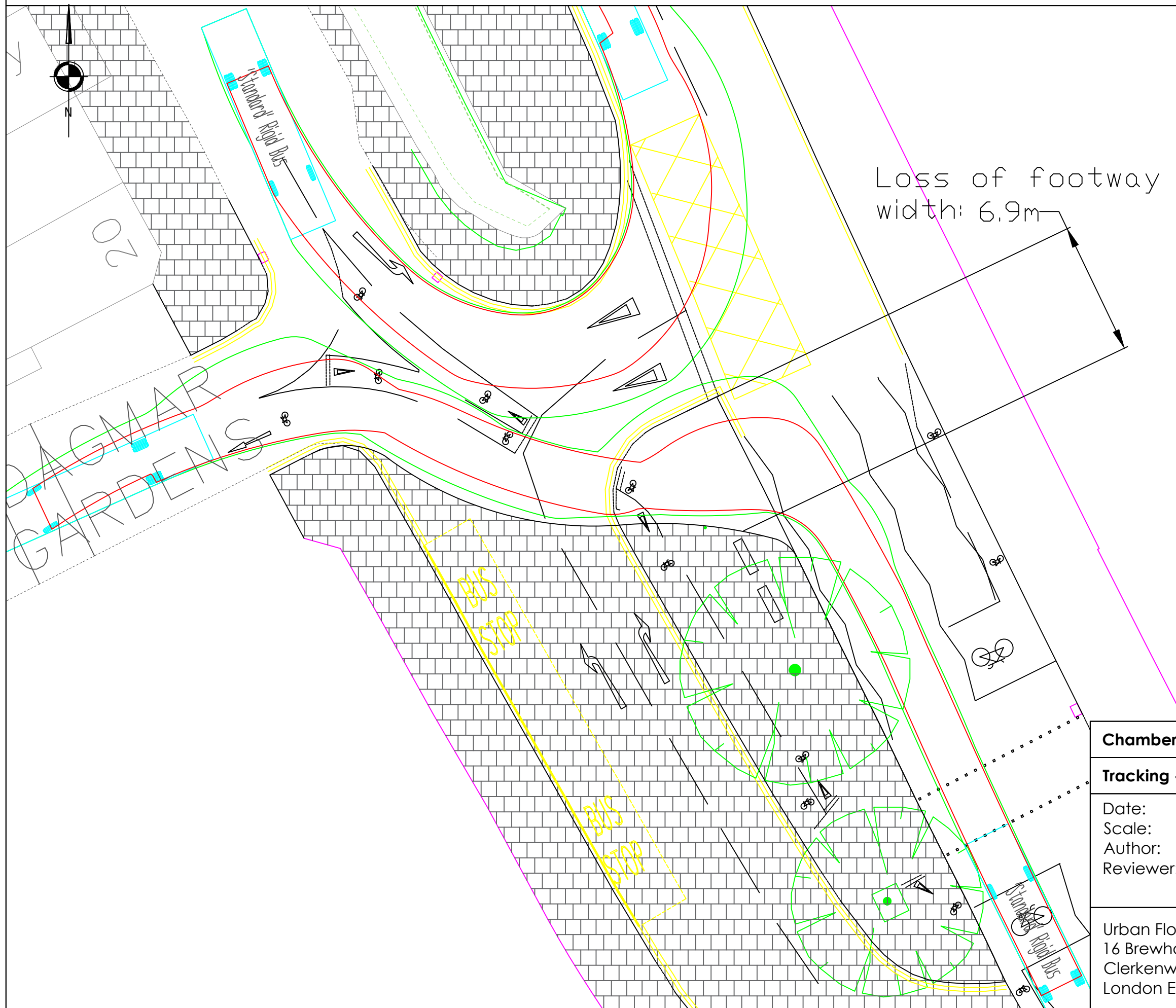
**Tracking - TfL Bus (2.55m x 12.00m)**


Date: 30 August 2016  
Scale: 1:250 @ A3  
Author: Julie Guilhem  
Reviewer: Lorna Sewell

Urban Flow Limited  
16 Brewhouse Yard  
Clerkenwell  
London EC1V 4LJ

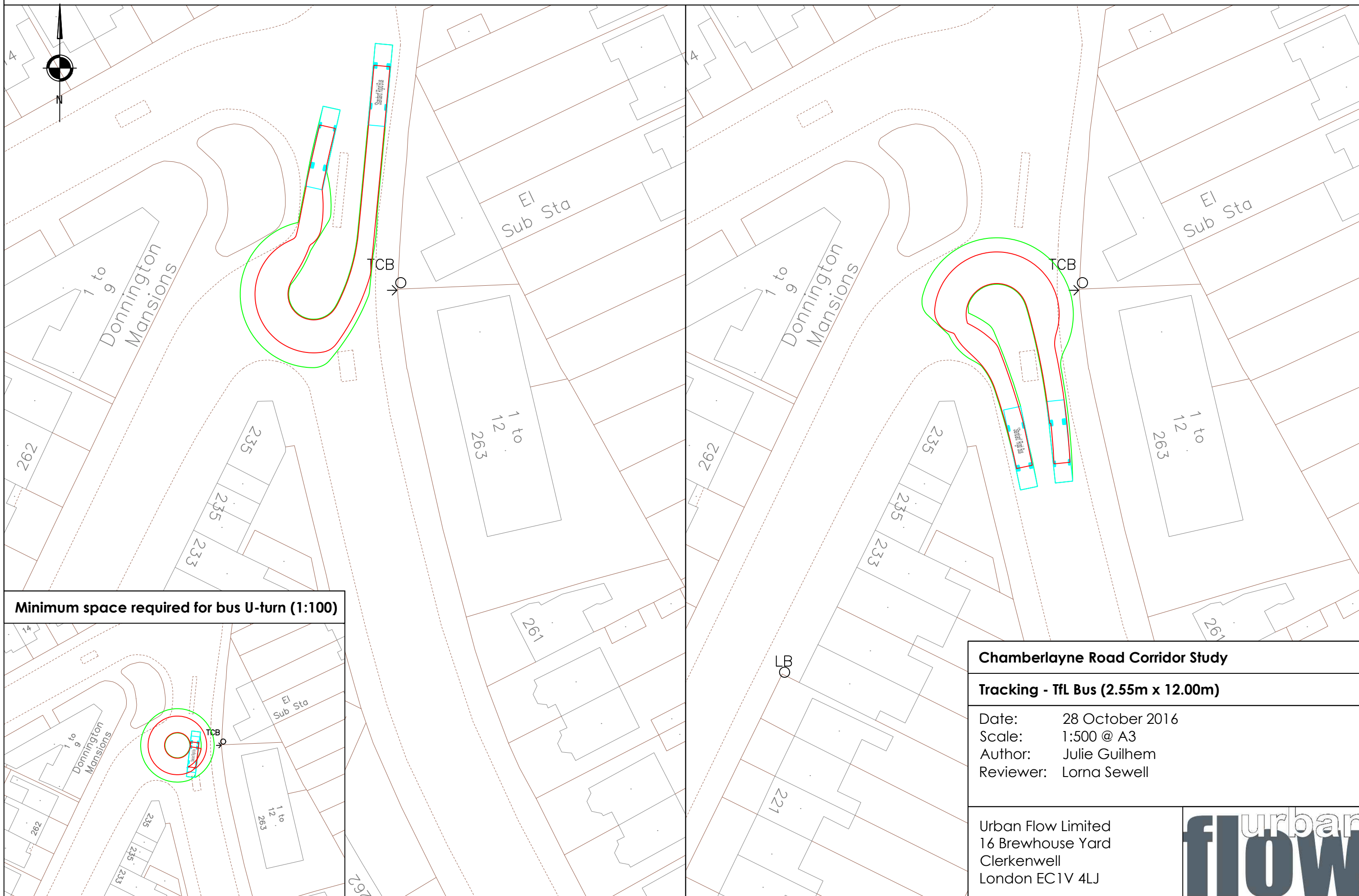


**5. Dagmar Gardens / Chamberlayne Road two-way bus movement tracking review:** This plan shows the room required for buses to enter and exit through Dagmar Gardens / Chamberlayne Road junction if the existing bus lay-by in Station Terrace is closed. This option would result in a footway loss of 6.9m.




<b>Chamberlayne Road Corridor Study</b>	
<b>Tracking - TfL Bus (2.55m x 12.00m)</b>	
Date:	30 August 2016
Scale:	1:200 @ A3
Author:	Julie Guilhem
Reviewer:	Lorna Sewell
Urban Flow Limited 16 Brewhouse Yard Clerkenwell London EC1V 4LJ	
	

**6. All Souls Avenue / Chamberlayne Road / Sidmouth Road bus turnaround tracking review:** This plan shows the room required for buses to turnaround at this junction. There is currently insufficient space for buses to turnaround in this area without the bus driver undertaking a difficult manoeuvre. The junction would require realignment at the loss of footway and green space.



**Minimum space required for bus U-turn (1:100)**

<b>Chamberlayne Road Corridor Study</b>	
<b>Tracking - TfL Bus (2.55m x 12.00m)</b>	
Date:	28 October 2016
Scale:	1:500 @ A3
Author:	Julie Guilhem
Reviewer:	Lorna Sewell
Urban Flow Limited 16 Brewhouse Yard Clerkenwell London EC1V 4LJ	
	



**urban**  
**flow**  
movement people places

