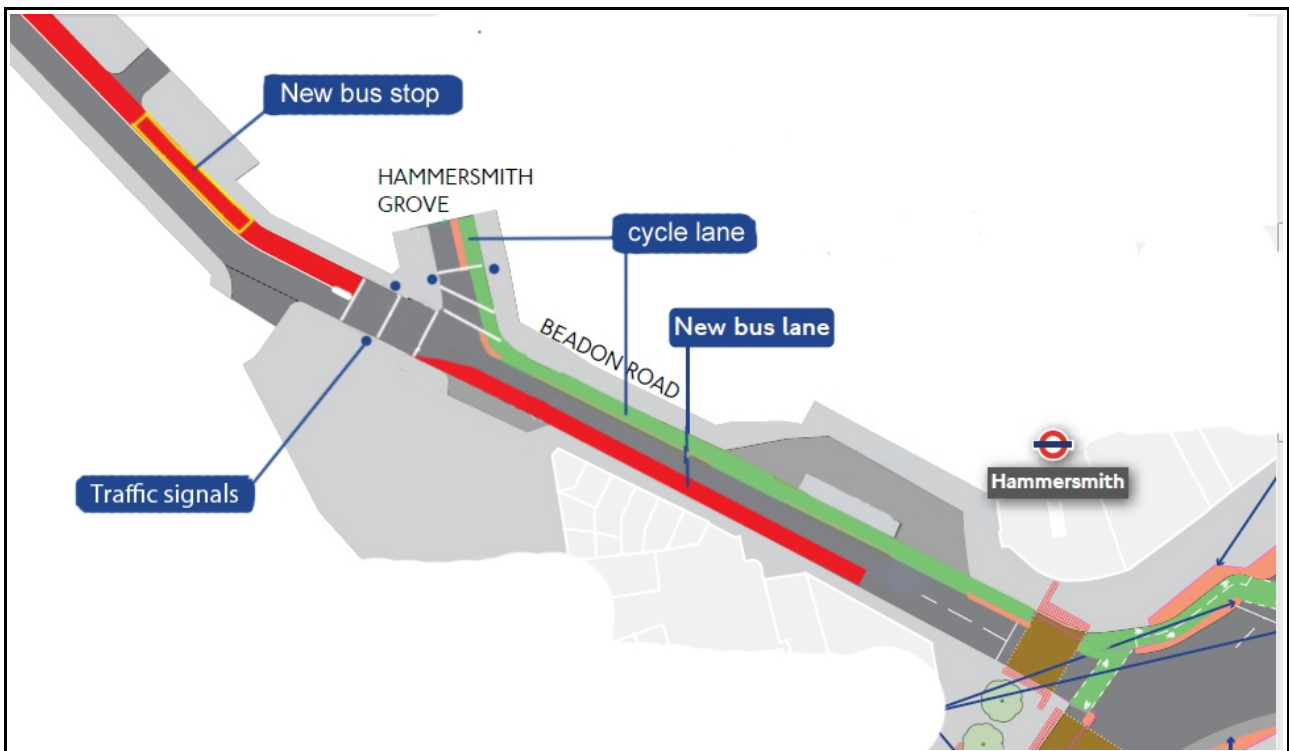


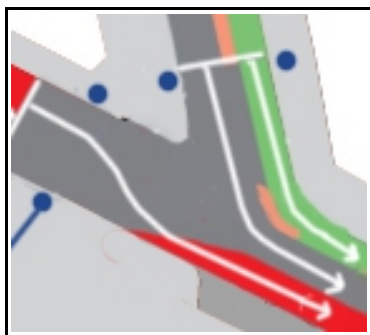
hfcyclists - Proposed layout for Beadon Road Ver4 1/03/17



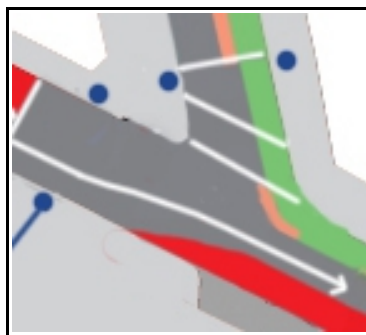
This is an update of our Ver3 dated 23/09/2016. This is after issues raised by TfL have been addressed.

Possible traffic signal timings / 40 sec sequence

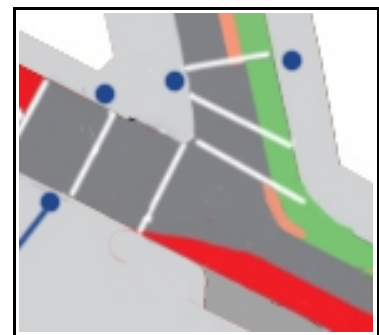
Hammersmith Grove [HG] Beadon Road [BR]



HG traffic and HG cycles
BR buses
[open 0 – 5 sec]



HG pedestrians
BR traffic
[open 8 – 23 sec]



HG and BR
pedestrian crossings
[open 26 – 37 sec]

Advantages over TfL version:

Buses on right at gyratory, streamlined flow, higher throughput. Safe space for cyclists.

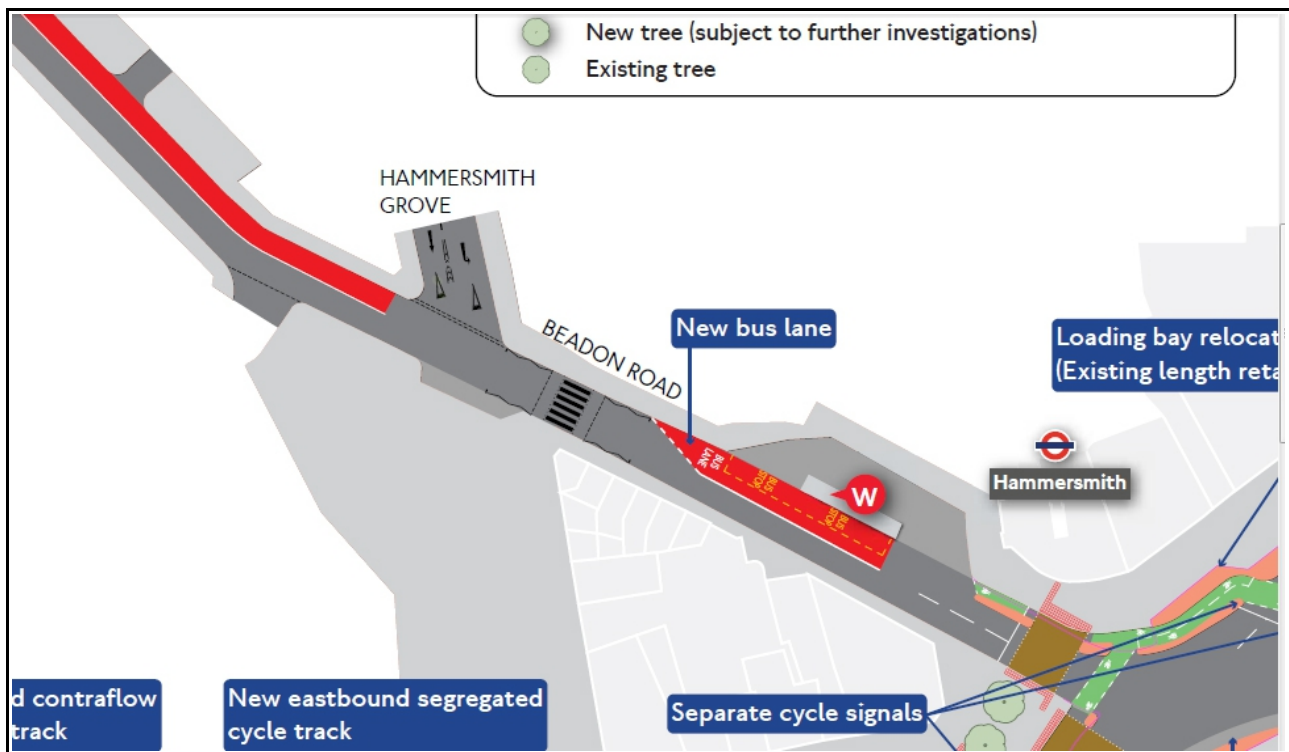
John Griffiths [Chair hfcyclists]

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Notes

- 1] This assumes that there will be a no right turn for Glenthorne Road traffic where it meets Hammersmith Grove. All Glenthorne Road traffic heading for the gyratory must use Beadon Road.
- 2] Although buses and cyclists only having a short green light at this intersection, the lights at the gyratory will be phased so they pass straight through.
- 3] To the east of Hammersmith Grove the road width is 7.6m wide. This allows for a bus lane 3.0m, general traffic lane 3.0m and a cycle lane [not segregated] 1.6m
- 4] To the west of Hammersmith Grove the road width is 7.5m. This allows for a bus lane 3.0m, general traffic lane 3.0m and a splitter island of 1.3m, with 0.2m to spare.
- 5] The loading bay at Lyric square has been moved to accommodate the crossing.
- 6] The design that TfL consulted on is shown below.



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