

RAF Kenley

Proposal for safety enclosure and gate access



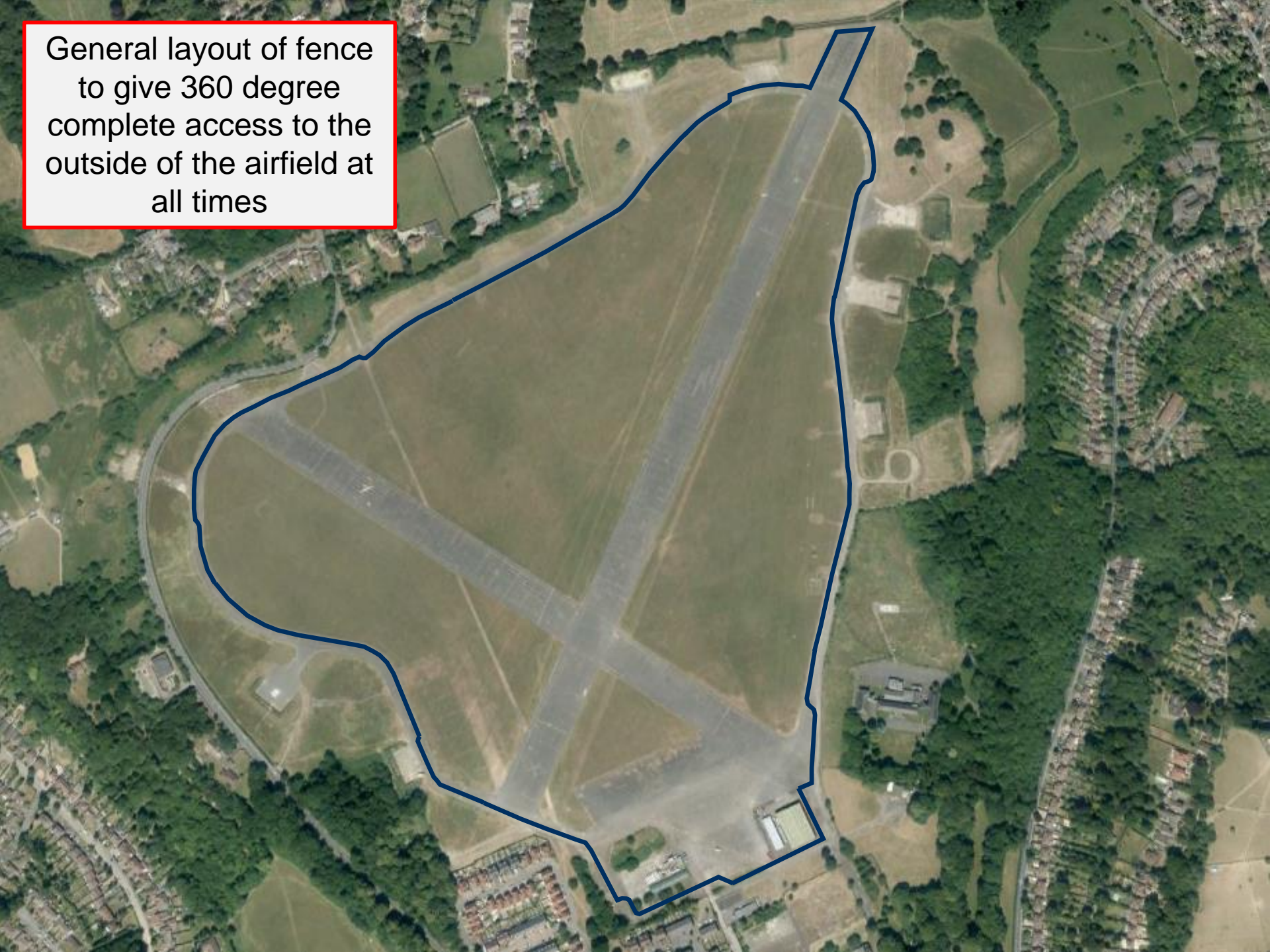
Safety Enclosure Key Principles

- This presentation details the proposed enclosure routing and access gate locations
- Runway End Safety Areas (both paved and grassed) require protection
- All other locations proposed routing is designed to give the general public as much access as possible
- MOD needs to retain a minimum width for vehicular access (both MOD and City of London)
- Max government vehicle width standard is 2.55m; therefore, with driver egress and door width, a total of 4m is used.

Safety Enclosure Key Principles

- Existing taxiway is standard war time MOD construction, with average width of 15m
- Existing “yellow line” currently gives the public between 2-4m depending on location, but will not be used for future demarcation
- Two types of gates are proposed; one for vehicles and one for pedestrian access
- Vehicle gates (4m wide) will only be opened when needed for vehicular access
- Pedestrian gates will be closed (not locked) when flying is in progress, and will be open when there is no flying.

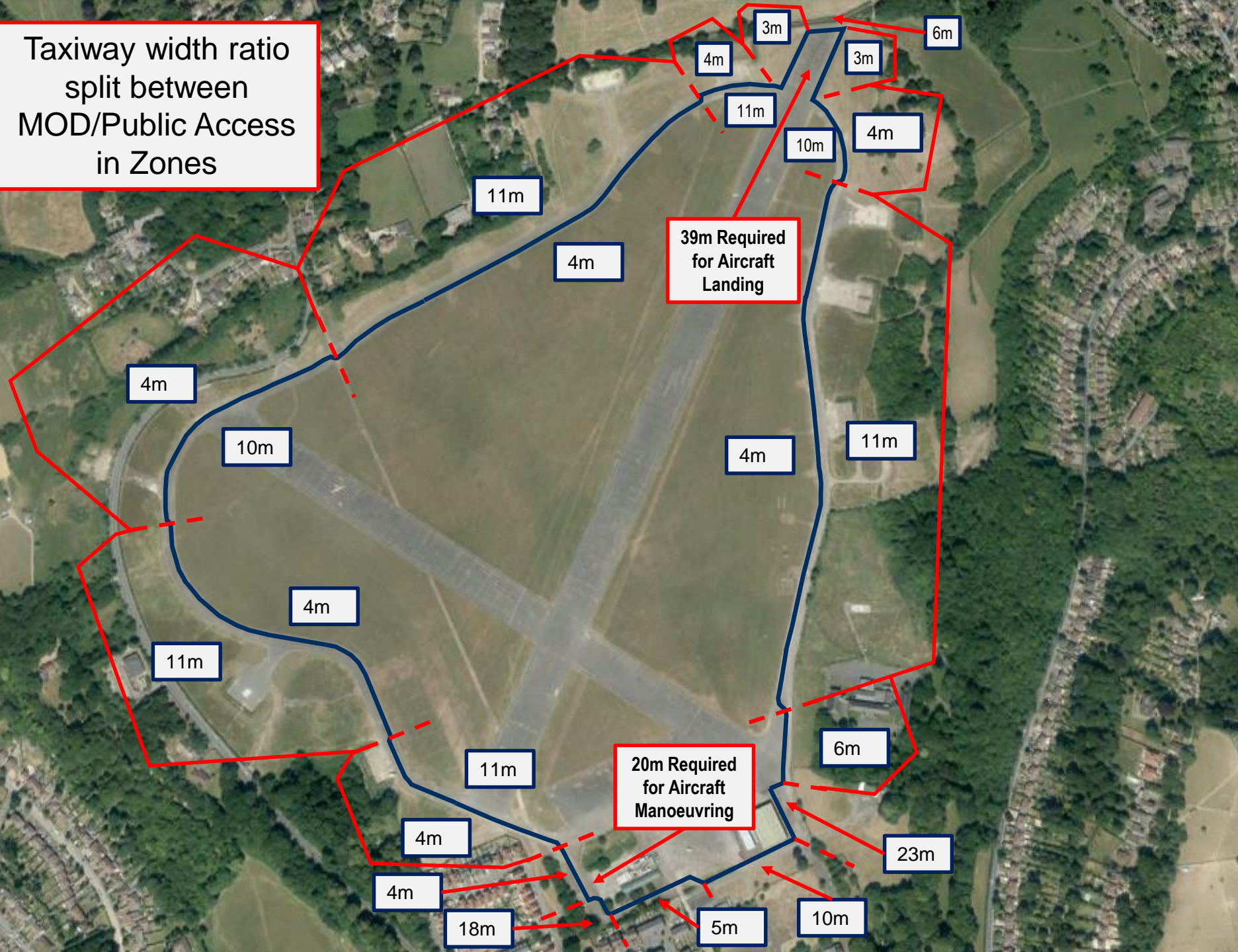
General layout of fence
to give 360 degree
complete access to the
outside of the airfield at
all times



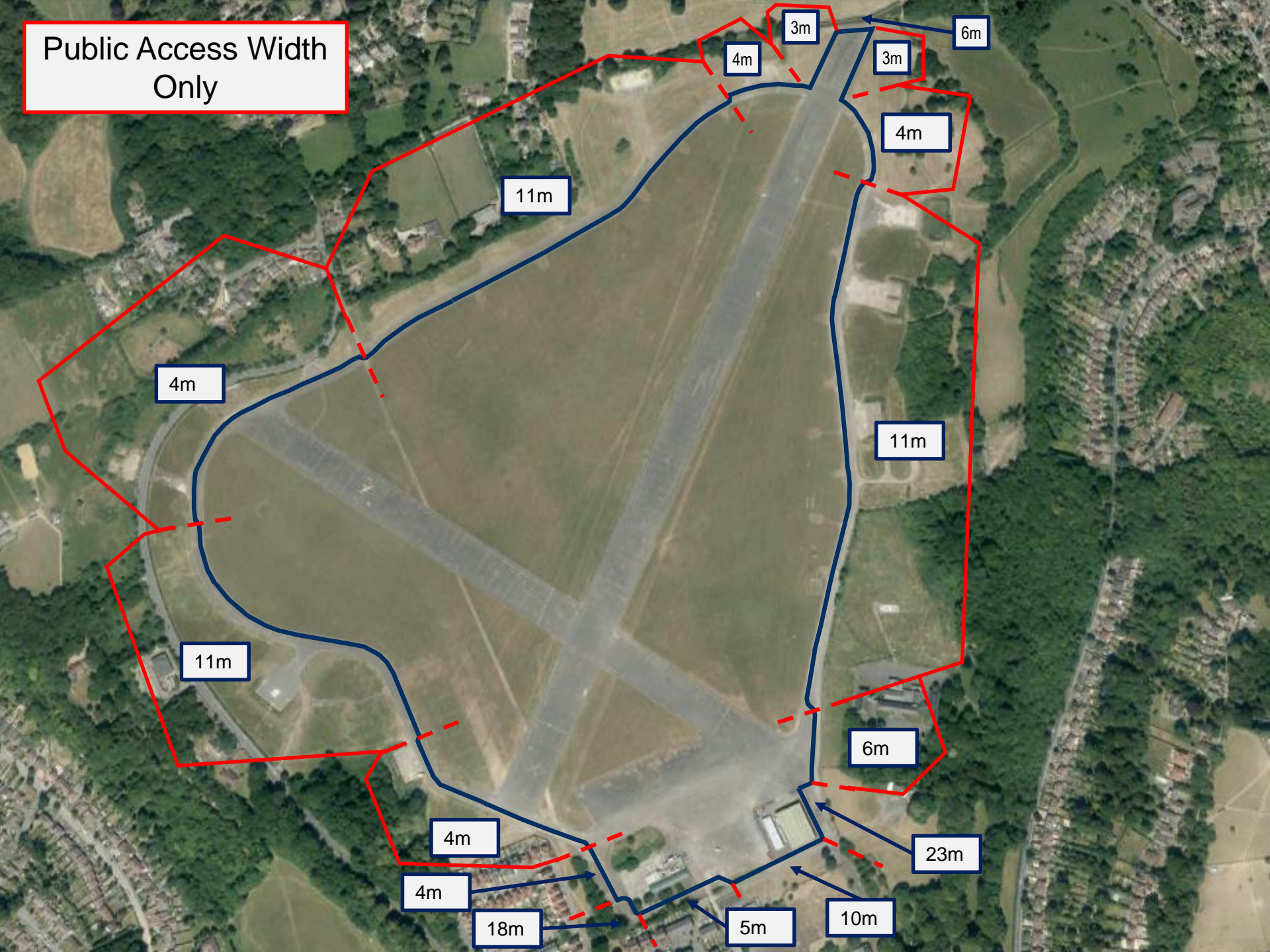
Taxiway width ratio
split between
MOD/Public Access



Taxiway width ratio
split between
MOD/Public Access
in Zones



Public Access Width Only



Gate Locations:

● = Pedestrian Gate

● = Vehicle Gate

