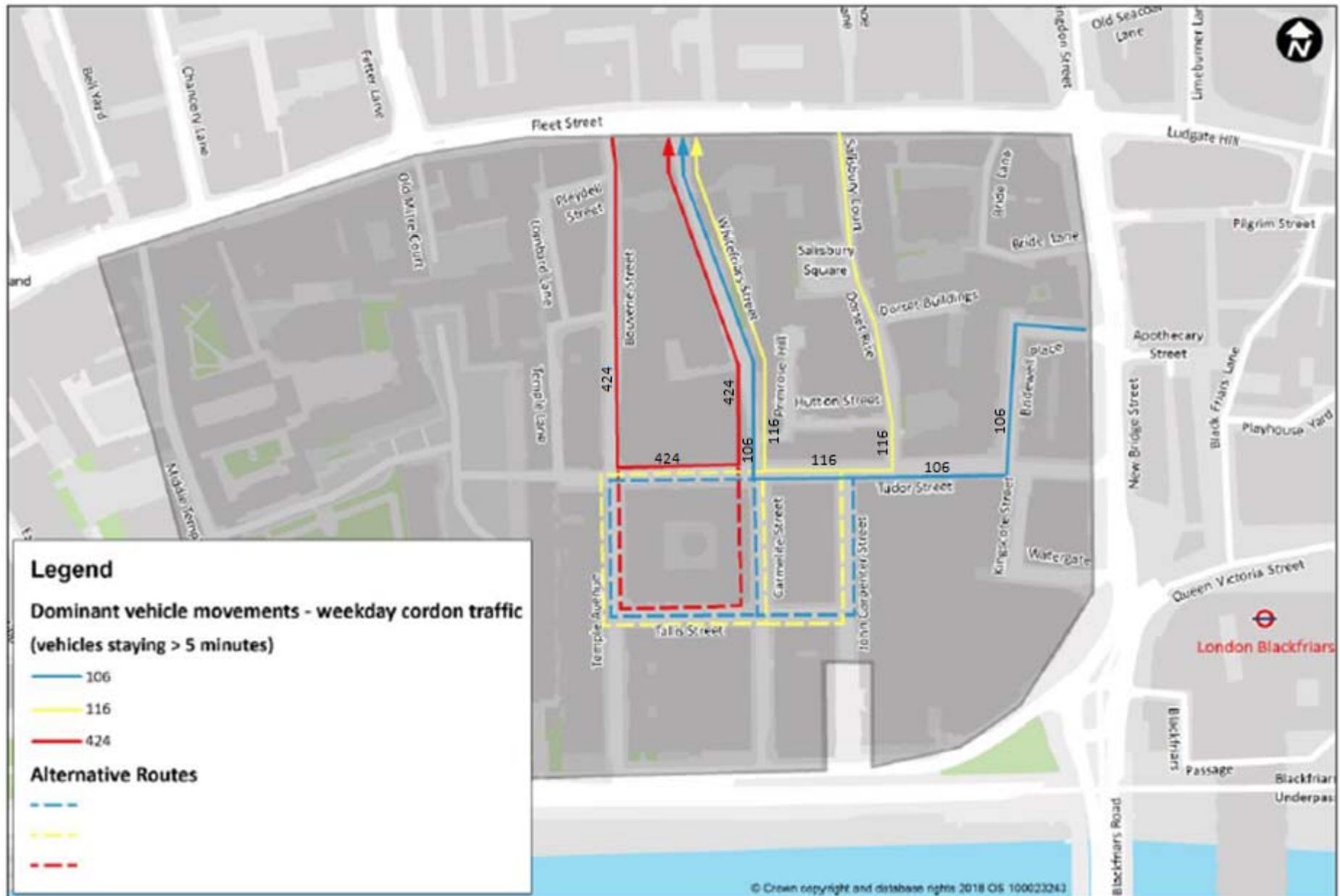
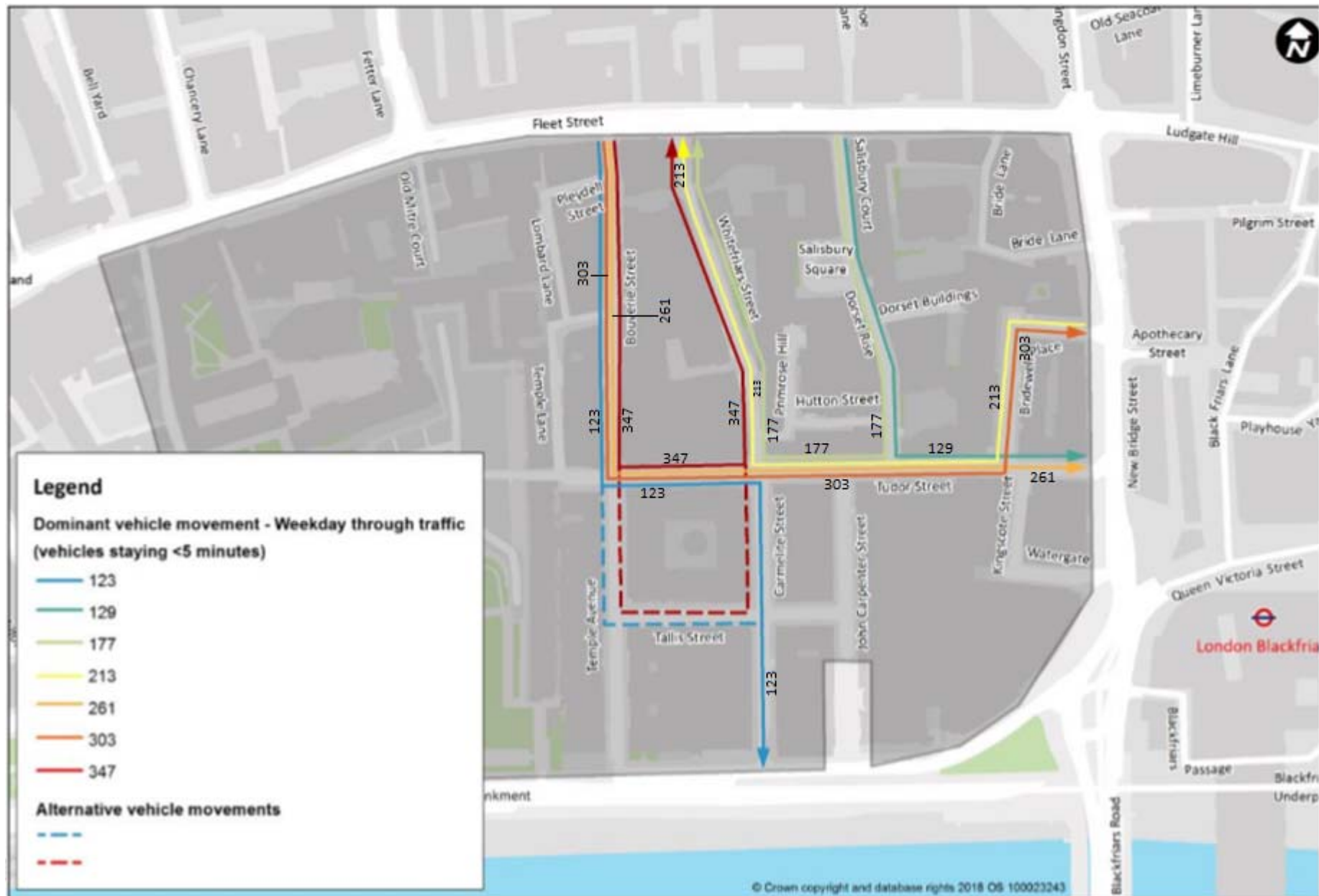


Appendix 1: Dominant (local access/egress) traffic routes (where stay is more than 5 mins & flows greater 100 vehicles/day)



Appendix 2: Dominant (through) traffic routes (where stay is less than 5 mins & flows greater 100 vehicles/day)

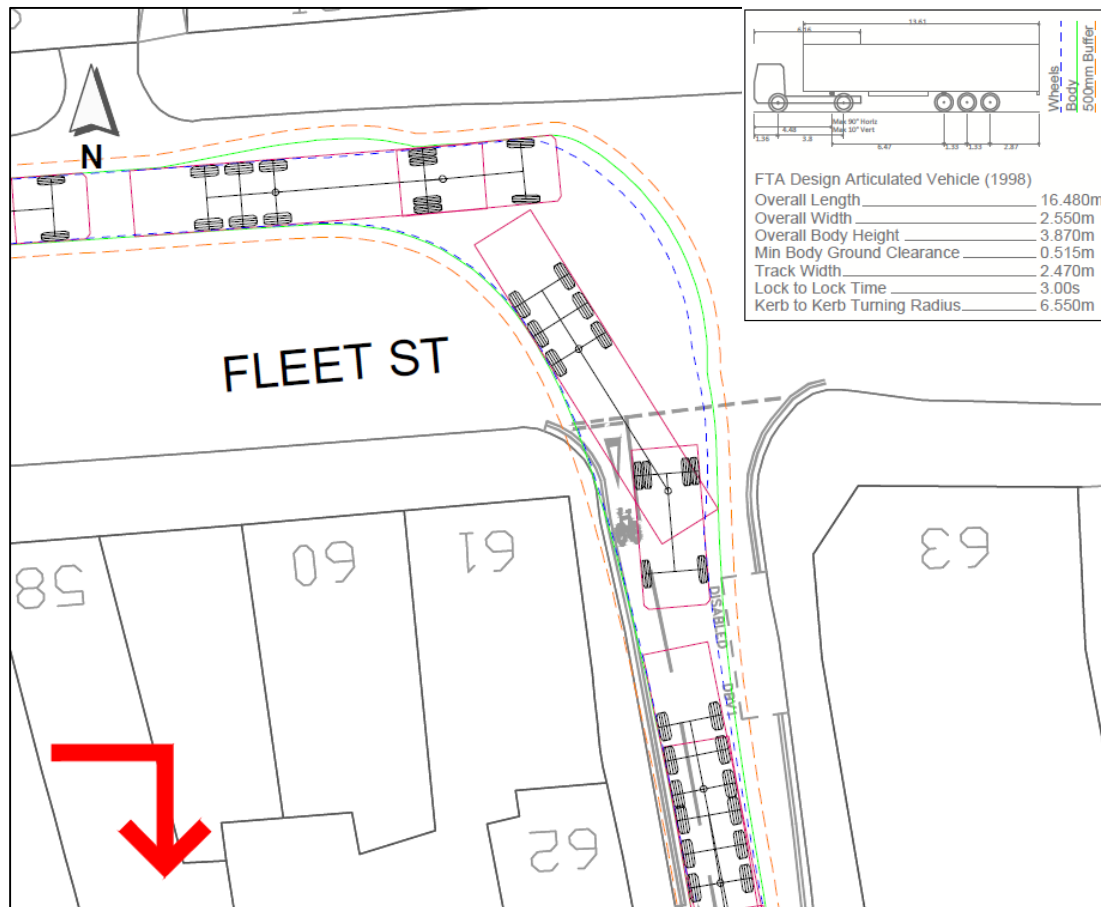


Appendix 3: Traffic composition on Bouverie Street weekday (24 hrs) average

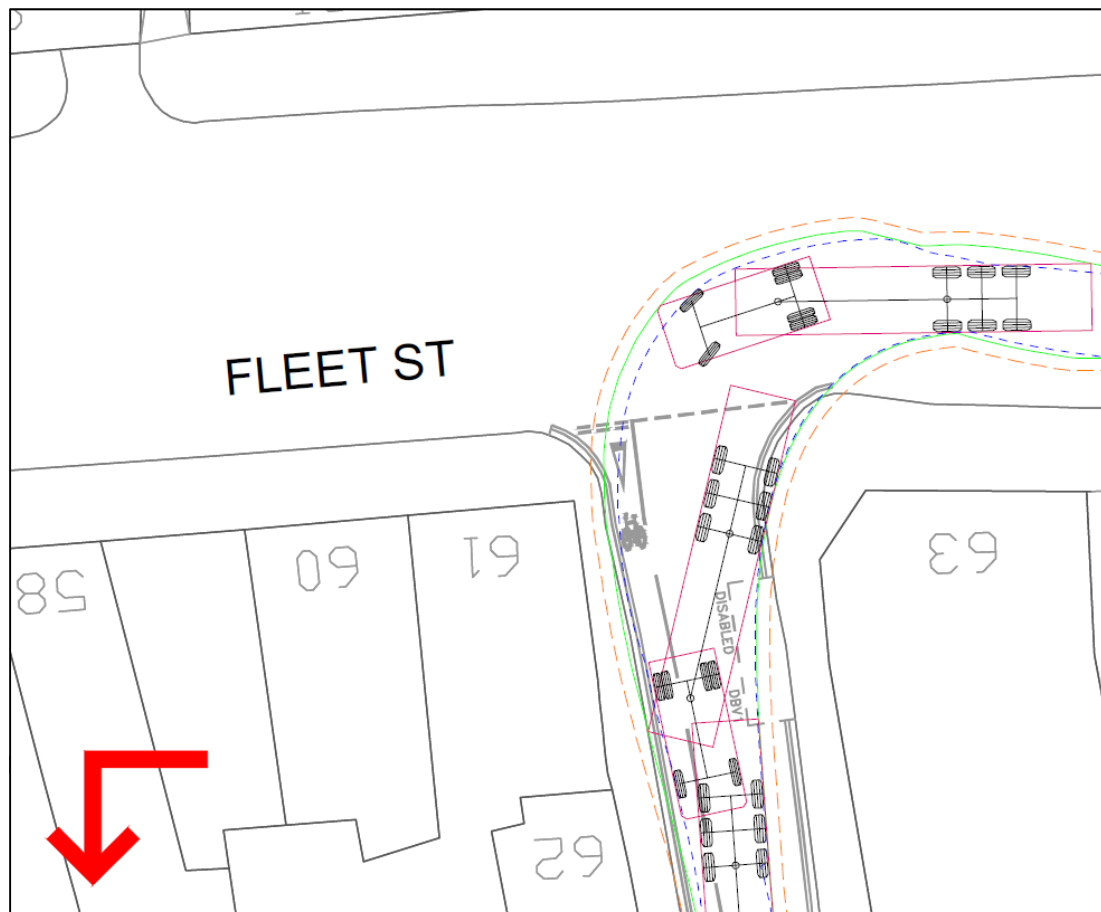
Day	Date (2018)	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Coach
Tue	09/01	2282	222	218	559	1194	76	1	1	9	0	0	2
Wed	10/01	2407	223	197	572	1307	91	5	3	8	0	1	0
Thu	11/01	2449	190	229	570	1344	92	6	4	13	0	0	1
Fr	12/01	2393	181	191	548	1346	99	4	1	21	0	2	0
Mon	15/01	2279	151	181	474	1358	89	3	3	19	1	0	0
	Average	2362	193	203	545	1310	89	4	2	14	0	1	1

Appendix 4. Bouverie Street Junction Swept Paths

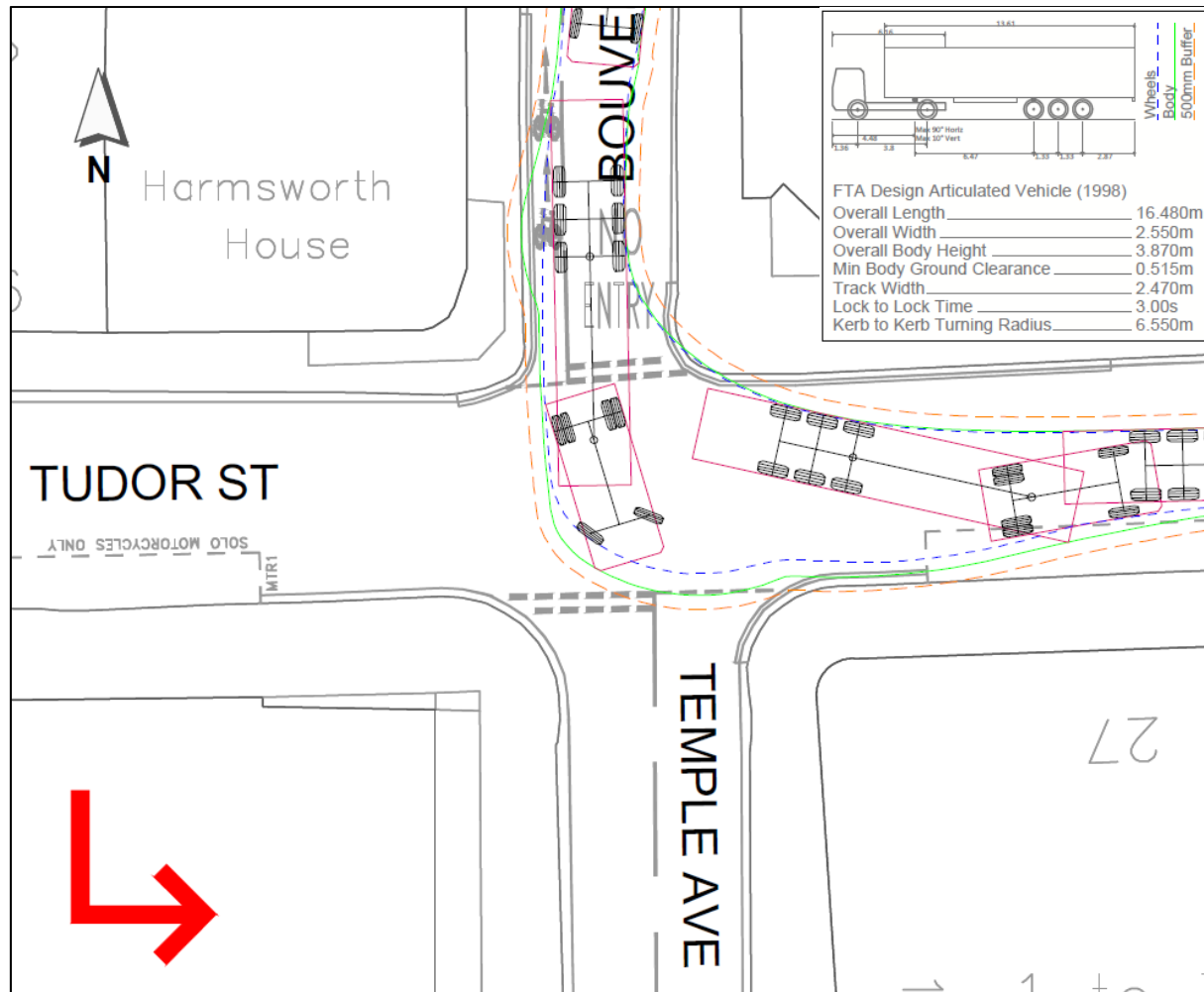
Right turn from Fleet Street



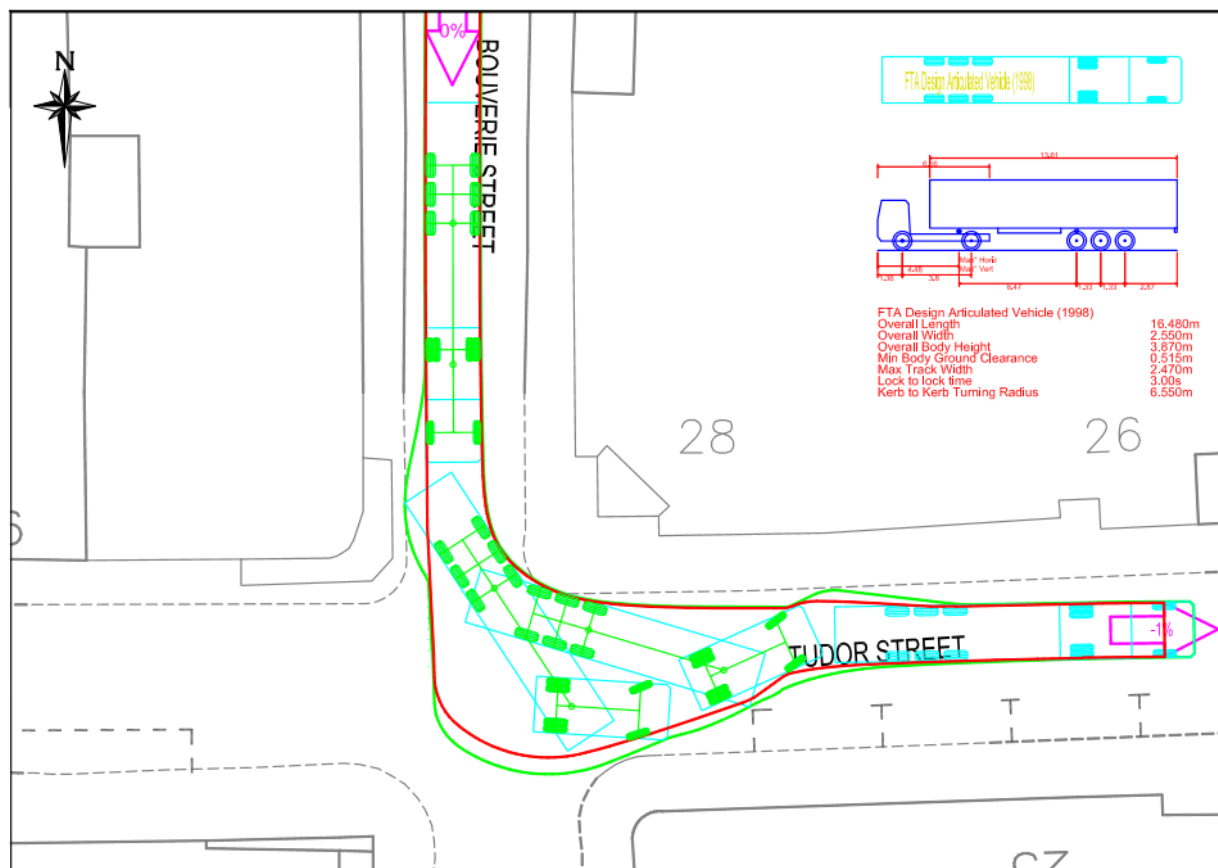
Left turn from Fleet Street



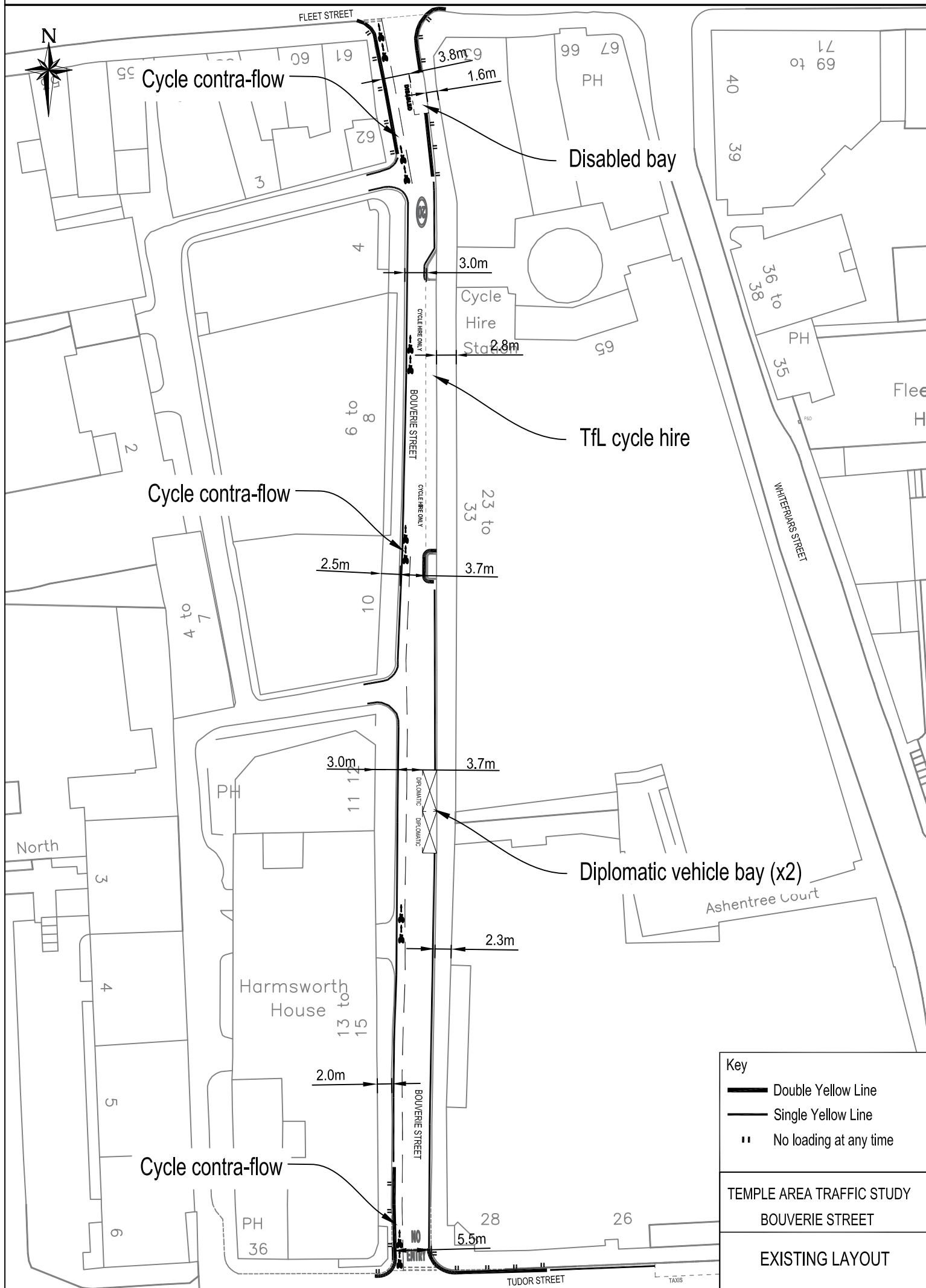
Left turn from Bouverie Street



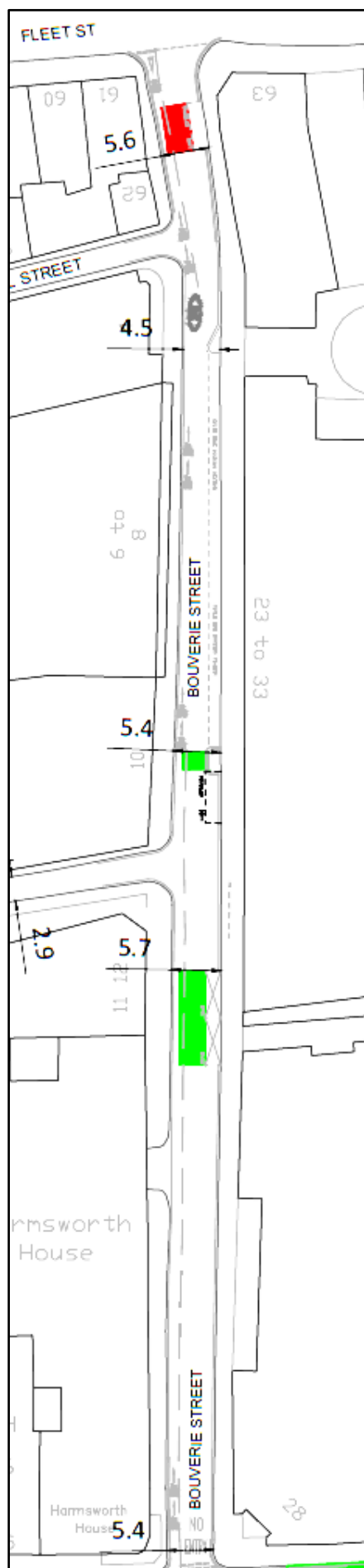
Left turn from Bouverie Street (Officer's analysis)



Appendix 5: Bouverie Street Existing Layout



Appendix 6: Bouverie Street Pinch Points



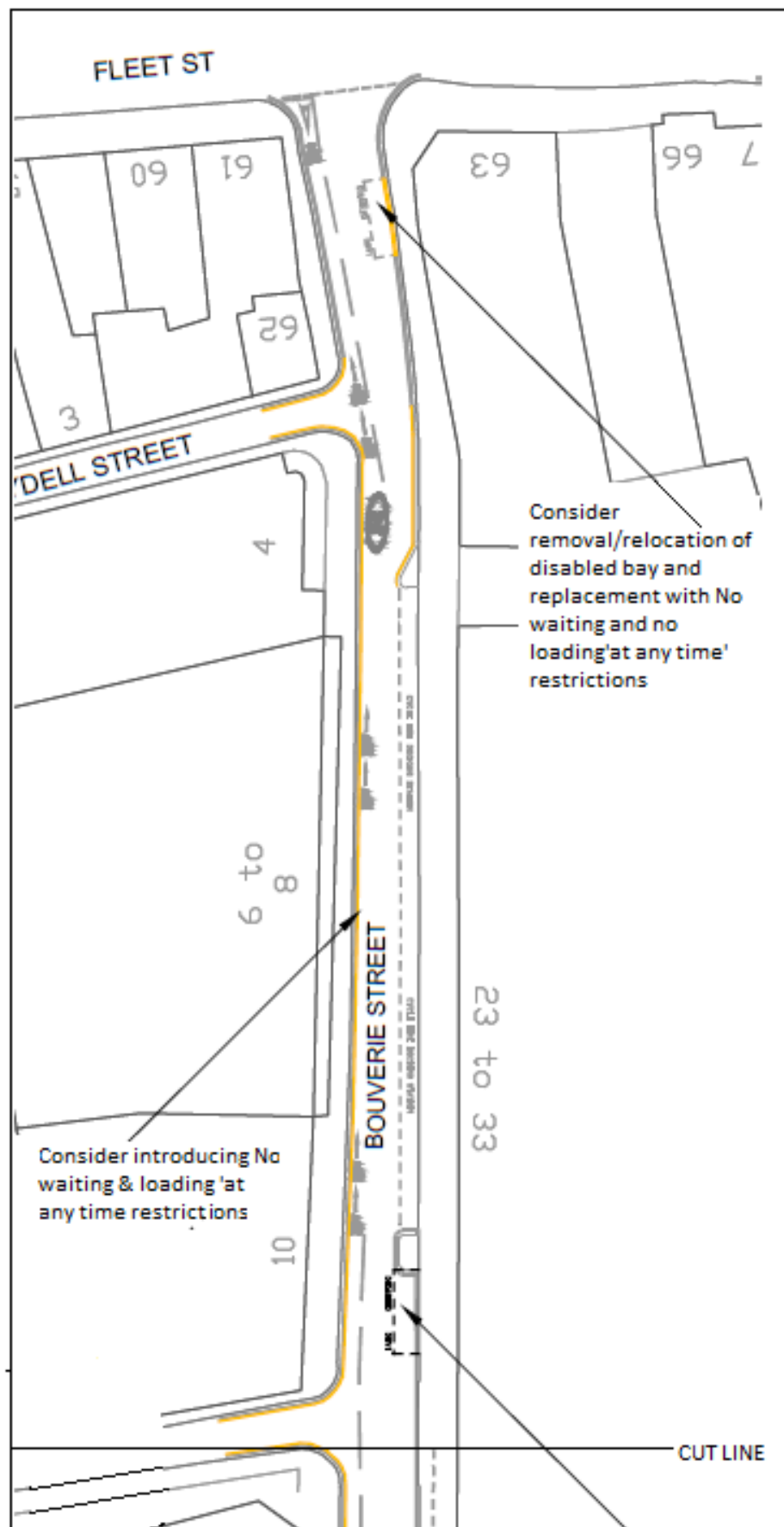
Key:

■ Significant pinch-point

■ Insignificant pinch-point

Appendix 7. Option 2: Relocate one parking bay and additional waiting & loading restrictions along key sections

Northern Section



Consider introducing No waiting & loading at any time restrictions

10

BOUVERIE STREET

BOUVERIE STREET

NO ENTRY

Harmsworth House

PH 36

PH 36

Harmsworth House

11 12

28

CUT LINE

Relocated disabled bay

33 to 33

100m

Consider introducing No waiting & loading 'at any time restrictions

10

BOUVIER S.

3330

CUT LINE

Relocated disabled bay

11 12

Harmsworth
House

PH

36

PH

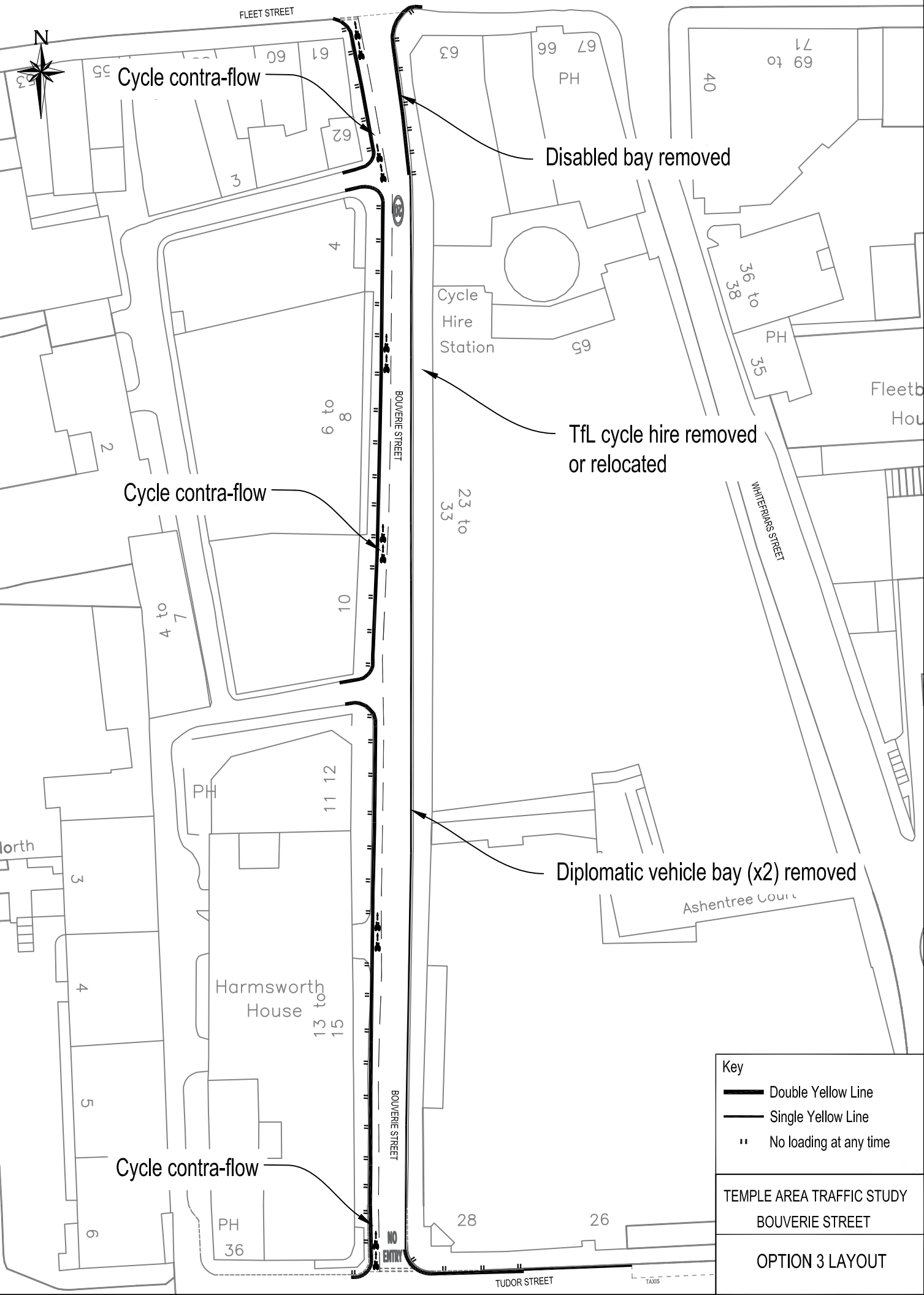
Harmsworth
House

BOUVERIE STREET

NO
ENTR

28

Appendix 8: Option 3 - Removal of all parking bays, remove or relocate the cycle hire station and additional waiting & loading restrictions along key sections



Key
Double Yellow Line
Single Yellow Line
No loading at any time
TEMPLE AREA TRAFFIC STUDY
BOUVERIE STREET
OPTION 3 LAYOUT

Appendix 9: Option 4 - Removal of all parking bays and contra-flow cycling, remove or relocate the cycle hire station and additional waiting & loading restrictions throughout

