

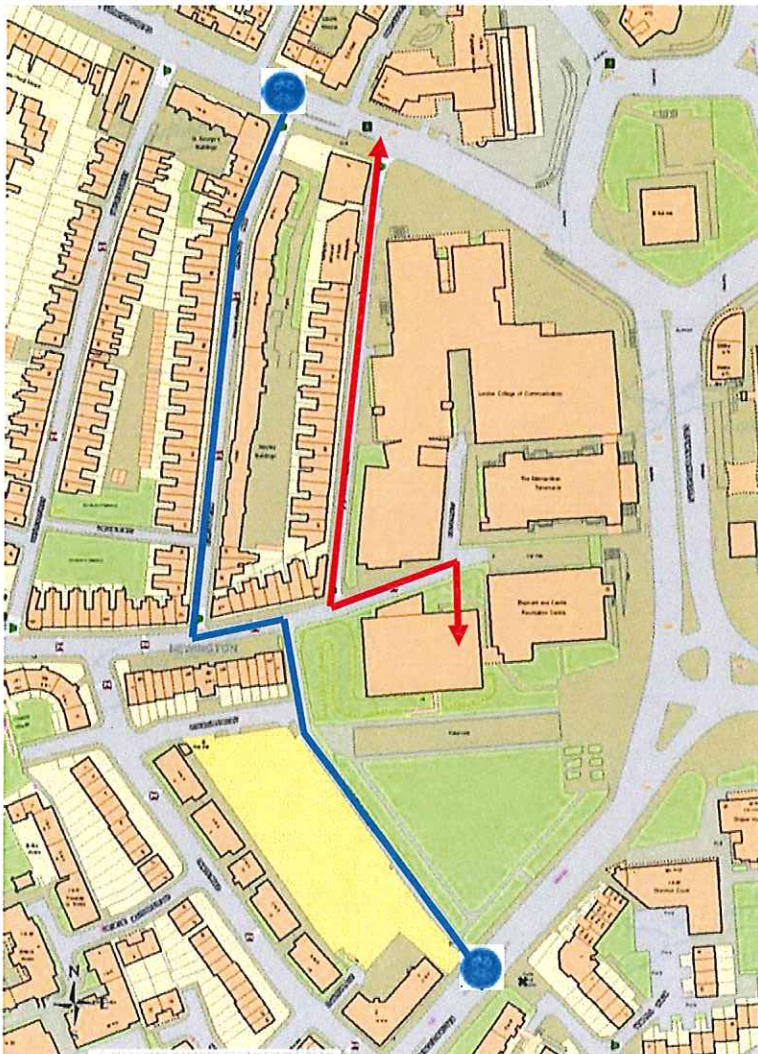
The feasibility study identifies that the feasible route to the leisure centre site is In and Out via Oswin Street. The other routes have been discounted either due to safety concerns or because of undue disruption to the local area. A summary of the feasibility study is provided in the table below:

| Route  | Summary of feasibility study  |
|--|---|
| In and Out via Oswin Street                          | <p><b>Preferred</b></p> <p><u>Safety</u><br/>No interaction with Cycle Superhighway<br/>Cyclists rarely use Oswin Street</p> <p><u>Disruption</u><br/>Disruption to neighbourhood limited to one residential street</p> <p><u>Logistics</u><br/>Minimal disruption / reconfiguration of existing highways.</p>  |
| In via Dante Rd / Longville Rd, out via Oswin Street | <p><b>Not viable</b></p> <p><u>Safety</u><br/>Not supported by TfL due to construction vehicles having to cross Cycle Superhighway</p> <p><u>Disruption</u><br/>Site vehicle movements on Oswin St are one way.<br/>More roads affected by construction traffic compared with the Oswin St only option.</p> <p><u>Logistics</u><br/>Requires enhanced resource to manage the crossing of the Cycle Superhighway.</p>  |
| In via Newington Butts, out via Oswin Street         | <p><b>Not preferred</b></p> <p><u>Safety</u><br/>Greater interaction between cyclists and site traffic at more junctions than the Oswin St only option.</p> <p><u>Disruption</u><br/>Site vehicle movements on Oswin St are one way.<br/>Potential significant disruption caused by reconfiguring this busy junction, public realm and bus stops (compared to the low volumes of leisure centre construction traffic).</p> <p>Note: This may still be the preferred route for the St Mary's development and will continue to be negotiated. There is potential for leisure centre vehicles to switch to this route once the St Mary's development starts on sit as the small number of leisure centre vehicles would not have a material effect on the impact of this option.</p> |
| In and Out via Newington Butts                       | <p><b>Not preferred</b></p> <p><u>Safety</u><br/>No interface with Cycle Superhighway<br/>Greater interaction between cyclists at the busy Newington Butts junction.</p>  |

|   |   |
|---|---|
|   | <p><u>Disruption</u><br/>         Minimises disruption to local residents<br/>         Potential significant disruption caused by reconfiguring this busy junction, public realm and bus stops (compared to the low volumes of leisure centre construction traffic).</p> <p><u>Logistics</u><br/>         Direct access for site vehicles off an A-Road.</p> <p>Notes:<br/>         Not viable once the St Mary's development starts.<br/>         TfL has yet to confirm their approval for creating this cross-over. Approval and forming of this crossover is unlikely to happen before the leisure centre starts on site.</p>                                   |
| <p>Creation of a lay-by adjacent to Newington Butts</p> | <p><b>Unviable for leisure centre construction</b></p> <p><u>Safety</u><br/>         No interface with the Cycle Superhighway or use of residential streets.<br/>         Greater interaction between cyclists at the busy Newington Butts junction.</p> <p><u>Disruption</u><br/>         Minimises disruption to local residents<br/>         Potential significant disruption caused by reconfiguring this busy junction, public realm and bus stops (compared to the low volumes of leisure centre construction traffic).</p> <p><u>Logistics</u><br/>         Not viable for the delivery of the leisure centre project due to the distance from the site.</p> |

The study below provides details of In and Out via Oswin Street (the feasible route). The studies of the other routes can be found within Appendix A of this document.

**Feasible Route: In and Out via Oswin Street**



Health and Safety

No interaction with Cycle Superhighway  
 Cycle survey indicates cyclists rarely use Oswin Street

Potential Disruption

Local disruption minimised to a single street with houses on one side only  
 No suspension of residents parking bays

Logistical Considerations

Minimal disruption / reconfiguration of existing highways.

Notes

This route is only applicable for the leisure centre due to relatively low vehicle movements (unsuitable for St Mary's development)

Once the St Mary's development starts our vehicles could approach the leisure centre via the new entrance formed on Newington Butts.