

## LONDON BOROUGH OF LAMBETH

### PROPOSED CHANGES TO CYCLE LANES AND PEDESTRIAN CROSSINGS IN BAYLIS ROAD AND PROPOSED CONSTRUCTION OF ROAD HUMPS IN BAYLIS ROAD, FRAZIER STREET AND MURPHY STREET

*[NOTE: This Notice is about proposals to make changes to the cycle lanes on Baylis Road, to construct new road humps in Baylis Road, Frazier Street and Murphy Street and to convert the existing Zebra pedestrian crossings on Baylis Road into parallel pedestrian and cycle crossings. Objections or other comments may be made – see paragraph 7.]*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth (“the Council”) proposes to revise the layout of the existing cycle lanes on both sides of **Baylis Road** and construct traffic islands, including islands to accommodate bus stops, in parts of that road to physically segregate pedal cyclists using the cycle lanes from other vehicles. The existing advisory cycle lanes on Baylis Road, north of Frazier Street, would be converted to mandatory cycle lanes and part of an existing mandatory cycle lane on the east side of Baylis Road, south of Frazier Street, would be converted to an advisory cycle lane. (Note - advisory cycle lanes are lanes in which vehicles, except pedal cycles, should not be driven or ridden whenever possible and mandatory cycle lanes are lanes in which vehicles, other than pedal cycles, must not be driven, ridden or parked at any time.)

2. NOTICE IS ALSO HEREBY GIVEN that the Council proposes, under section 90A of the Highways Act 1980, to construct:-

- (1) a new flat-top road hump known as a “speed table” in **Baylis Road** at its junction with **Frazier Street** (the road hump would extend along Baylis Road for a distance of 37 metres and extend into each arm of Frazier Street for a distance of 6.5 metres – both measurements include the gradients);
- (2) a new flat-top road hump known as a “raised entry treatment” in **Murphy Street** at its junction with **Baylis Road** (the road hump would extend into Murphy Street for a distance of 8.5 metres from Baylis Road, including the gradient); and
- (3) a new flat-top road hump known as a “speed table” in **Baylis Road** on the south side of its junction with **Lower Marsh** (the road hump would extend along Baylis Road for a distance of 11 metres including the gradients).

The construction of the new road humps would involve the removal of the existing road humps at the above locations.

[A road hump known as a “speed table” or “raised entry treatment” is an elevated section of carriageway that is no more than 100 millimetres higher than the existing carriageway and which has a flat top that extends across the full width of the carriageway from kerb to kerb, so that the flat top of the speed table or raised entry treatment and the adjoining footways form a continuous surface.]

3. NOTICE IS ALSO HEREBY GIVEN that the Council proposes, under section 23 of the Road Traffic Regulation Act 1984, to convert the existing Zebra pedestrian crossings into parallel pedestrian and cycle crossings at the following locations:-

- (1) in **Baylis Road**, on the north side of its junction with Frazier Street (the crossing would be located on the road hump described in paragraph 2(1) above); and
- (2) in **Baylis Road**, on the south side of its junction with Lower Marsh (the crossing would be located on the road hump described in paragraph 2(3) above).

Associated zig-zag markings, on which vehicles are banned from stopping at any time, would be placed on the carriageway either side of the crossings described above.

4. The proposals are necessary to reduce the conflict between pedal cyclists and other moving vehicles including buses stopping at bus stops, to reduce vehicle speeds and the potential for road traffic accidents and to provide safer road crossing facilities for both pedestrians and cyclists, so as to improve safety for all road users and accessibility for pedestrians and cyclists.

5. If you have any enquiries, please contact the Council’s Capital Programmes Team by emailing [jbelsam@lambeth.gov.uk](mailto:jbelsam@lambeth.gov.uk).

6. Maps showing the above proposals are available for inspection between 9.30 am and 4.30 pm on Mondays to Fridays inclusive (except on bank/public holidays), until **31st January 2020**, at: the offices of Lambeth Council’s Highways and Enforcement Group (Environment and Growth), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG. To arrange inspection please email [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk) or telephone 020 7926 0209.

7. All objections and other representations relating to the above proposals must be made in writing and all objections must specify the grounds on which they are made and should be sent to Barbara Poulter, Highways and Enforcement Group (Environment and Growth) London Borough of Lambeth, PO Box 734, Winchester, SO23 5DG, by **31st January 2020** (emails sent to [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk) are acceptable). Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter.

**Dated 10th January 2020**

**Andrew Burton**

**Assistant Director of Highways, Capital Programmes  
and Sustainability**