

**BARING ROAD, BURNT ASH HILL, COOPERS LANE, LE MAY AVENUE AND MARVELS LANE –  
PROVISION OF ROAD HUMPS, SPEED TABLES, PARALLEL CROSSING AND SHARED USE CYCLE TRACK**

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

- (a) Two road humps known as “table junctions” across the entire carriageway in the following locations:
  - (i) Baring Road at its junction with Summerfield Street.
  - (ii) Baring Road at its junction with Coopers Lane.

The table junctions would each be of an elevated section of carriageway of 75mm at its highest point (+/- 5mm), with a flat top of a minimum of 6 metres in length. The ramps would each have a length of 1.5 metres, apart from a 1.0 metre ramp in Summerfield Street.
- (b) Three “flat top” road humps in Baring Road, with a gap of between 200-300mm at the kerb-lines or drainage channel. The road humps to be constructed with an elevated section of carriageway of 75mm (+/- 5mm) at its highest point with a flat top of a minimum of 6 metres in length and ramps with a length of 1.5 metres with the centreline at the following locations:-
  - (i) 61 metres south of the centre of its junction with Linchmere Road.
  - (ii) 14 metres south-east of the centre of its junction with Sandstone Road.
  - (iii) 8 metres north of the centre of its junction with Dilhorne Close.
- (c) A road hump in Baring Road known as a “speed table” across the entire carriageway width with the centreline located 13 metres south of the centre of its junction with Heather Road. The hump to be constructed with an elevated section of carriageway of 75mm (+/- 5mm) at its highest point with a flat top of a minimum of 6 metres in length and ramps with a length of 1.5 metres.
- (d) Road humps known as “speed cushions” in Baring Road. The speed cushions to be constructed 75mm high (+/- 5mm), 2.5 metres long, 1.7 metres wide, on/off ramps 1:8, sides 1:4, with the centreline at the following locations:-
  - (i) 2 cushions, 1 on each approach to an existing refuge island, 11 metres and 27 metres north of the centre of its junction with Linchmere Road.
  - (ii) 2 across the carriageway 13 metres south of the centre of its junction with Ronver Road.
  - (iii) 2 cushions, 1 on each approach to an existing refuge island, 33 metres and 44 metres north of the centre of its junction with Bramdean Crescent (northern junction).
  - (iv) 2 cushions, 1 on each approach to an existing refuge island, 51 metres and 44 metres south of the centre of its junction with Bramdean Crescent (northern junction).
  - (v) 2 cushions, 1 on each approach to an existing refuge island, 11 metres and 20 metres north of the centre of its junction with Farmcote Road.
  - (vi) 3 across the carriageway 50 metres south of the centre of its junction with Farmcote Road.
  - (vii) 2 cushions, 1 on each approach to an existing refuge island, 11 metres and 20 metres north of the centre of its junction with Ashwater Road.
  - (viii) 3 across the carriageway 45 metres south of the centre of its junction with Ashwater Road.
  - (ix) 3 across the carriageway 23 metres north-west of the centre of its junction with Palace View.
  - (x) 3 across the carriageway 27 metres south-east of the centre of its junction with Palace View.
  - (xi) 2 cushions, 1 on each approach to an existing refuge island, 52 metres and 62 metres north-west of the centre of its junction with Coopers Lane.
  - (xii) 3 across the carriageway 57 metres north-west of the centre of its junction with Sandstone Road.
  - (xiii) 3 across the carriageway 35 metres south of the centre of its junction with the Access Road to Eversfield Court.
  - (xiv) 2 cushions, 1 on each approach to an existing refuge island, 6 metres and 16 metres north of the centre of its junction with Le May Avenue.
- (e) Two road humps in Burnt Ash Hill known as a “speed tables” across the entire carriageway width with the centreline located 80 metres north-west of the centre of its junction with Winn Road and 19 metres north-west of the centre of its junction with Farmcote Road. The humps to be constructed with an elevated section of carriageway of 75mm (+/- 5mm) at its highest point with a flat top of a minimum of 6 metres in length and ramps with a length of 1.5 metres.
- (f) Five “flat top” road humps in Burnt Ash Hill, with a gap of between 200-300mm at the kerb-lines or drainage channel. The road humps to be constructed with an elevated section of carriageway of 75mm (+/- 5mm) at its highest point with a flat top of a minimum of 6 metres in length and ramps with a length of 1.5 metres with the centreline at the following locations:-
  - (i) 13 metres north-west of the centre of its junction with Horncastle Road
  - (ii) 13 metres north-west of the centre of its junction with Ratcliffe Close.
  - (iii) 54 metres south-east of the centre of its junction with Ratcliffe Close.
  - (iv) 149 metres north-west of the centre of its junction with Winn Road.
  - (v) 108 metres south-east of the centre of its junction with Winn Road.
- (g) Road humps known as “speed cushions” in Burnt Ash Hill. The speed cushions to be constructed 75mm high (+/- 5mm), 2.5 metres long, 1.7 metres wide, on/off ramps 1:8, sides 1:4, with the centreline at the following locations:-
  - (i) 3 across the carriageway 16 metres south of the centre of its junction with Ashwater Road.
  - (ii) 2 cushions, 1 on each approach to an existing refuge island, 9 metres and 16 metres south of the centre of its junction with Heather Road.
  - (iii) 2 cushions, 1 on each approach to an existing refuge island, 18 metres and 26 metres north of the centre of its junction with Kingsand Road.
  - (iv) 2 cushions, 1 on each approach to an existing refuge island, 21 metres and 27 metres north of the centre of its junction with Exford Road.
  - (v) 2 cushions, 1 on each approach to an existing refuge island, 25 metres and 34 metres north of the centre of its junction with Coopers Lane.
- (h) Road humps known as “speed cushions” in Coopers Lane. The speed cushions to be constructed 75mm high (+/- 5mm), 2.5 metres long, 1.7 metres wide, on/off ramps 1:8, sides 1:4, with the centreline at the following locations:-
  - (i) 2 cushions across the carriageway 55 metres east of the centre of its junction with Baring Road.
  - (ii) 2 cushions across the carriageway 18 metres east of the centre of its junction with Pragnell Road.
- (i) A road hump known as an ‘entry treatment’ across the full width of the carriageway in Coopers Lane at its junction with Burnt Ash Hill. The entry treatment would be an elevated section of carriageway 75mm at its highest point (+/- 5mm), with a flat top of a minimum of 6 metres in length. The ramps would each have a length of 1.5 metres.
- (j) Road humps known as “speed cushions” in Le May Avenue. The speed cushions to be constructed 75mm high (+/- 5mm), 2.5 metres long, 1.7 metres wide, on/off ramps 1:8, sides 1:4, with the centreline at the following locations:-
  - (i) 3 cushions across the carriageway 6 metres east of the centre of its junction with Hope Close.
  - (ii) 3 cushions across the carriageway 7 metres east of the centre of its junction with Somertrees Avenue.
  - (iii) 3 cushions across the carriageway 64 metres west of the western kerbline of its junction with Luffman Road.
- (k) One “flat top” road hump in Marvels Lane, with the centreline 108 metres south-east of the centre of its junction with Alice Thompson Close, with a gap of between 200-300mm at the kerb-lines or drainage channel. The road hump to be constructed with an elevated section of carriageway of 75mm (+/- 5mm) at its highest point with a flat top of a minimum of 6 metres in length and ramps with a length of 1.5 metres.
- (l) Road humps known as “speed cushions” in Marvels Lane. The speed cushions to be constructed 75mm high (+/- 5mm), 2.5 metres long, 1.7 metres wide, on/off ramps 1:8, sides 1:4, with the centreline at the following locations:-
  - (i) 2 cushions, 1 on each approach to an existing refuge island, 46 metres and 51 metres south-east of the centre of its junction with Marvels Close.
  - (ii) 2 cushions, 1 on each approach to an existing refuge island, 22 metres and 27 metres north-west of the centre of its junction with Alice Thompson Close.

2. NOTICE IS ALSO HEREBY GIVEN that Lewisham Borough Council proposes under section 23 of the Road Traffic Regulation Act 1984 to establish a “parallel” pedestrian and cycle crossings situated on top of the table junction in Baring Road at its junction with Summerfield Street outlined in paragraph 1(a) above. Associated zig-zag markings, on which vehicles would be prohibited from stopping at all times, would be placed on the carriageway either side of the crossing extending for up to 20 metres.

3. NOTICE IS ALSO HEREBY GIVEN that Lewisham Borough Council proposes in connection with the parallel crossing referred to in paragraph 2 above, to convert certain lengths of footway into shared footway/cycle track, using powers under sections 65 and 66 of the Highways Act 1980. A shared-use cycle track, for use by pedal cyclists and pedestrians, would be provided in the following lengths of footway:

- (a) the south side of Summerfield Street, for approximately 8 metres west of the western kerb-line of Baring Road.
- (b) the west side of Baring Road, for approximately 11 metres south of the southern kerb-line of Summerfield Street.
- (c) the east side of Baring Street, for approximately 29 metres south of the southern kerb-line of Harland Road.
- (d) the south side of Harland Road, for approximately 15 metres east of the eastern kerb-line of Baring Road. Cyclists and pedestrians would share the full width of the shared-use cycle track with each having equal rights over it.

4. Documents giving more detailed particulars of the road humps, parallel crossing and shared use cycle track can be inspected during normal office hours on Mondays to Fridays at the office of Lewisham Transport Policy & Development, First Floor Laurence House, 1 Catford Road, London SE6 4RU.

5. Any objection or other representations relating to the proposed road humps parallel crossing and shared use cycle track must be made in writing and all objections must specify the grounds on which they are made and must be emailed to: [traffic@lewisham.gov.uk](mailto:traffic@lewisham.gov.uk) or posted to Lewisham Transport Policy & Development, First Floor Laurence House, 1 Catford Road, London SE6 4RU, quoting reference ‘Speed Compliance Measures’ to arrive not later than 21 days from the date of publication of this notice. Any objection may be communicated to other persons who may be affected.

Dated: 5th July 2019

S. MOSS  
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