

# BAYLIS ROAD SPARE CAPACITY

Lambeth Lane Rental Industry  
Publication

# INTRODUCTION

Baylis Road forms part of the London Cycle Grid; connecting the south to the City from Norbury to Waterloo and is one of the busiest routes in Lambeth. This 400-metre stretch sees around 3,500 cycle movements a day and makes up 68% of all vehicular traffic in the morning peak.

Lambeth Council, in partnership with Transport for London planned to improve Baylis Road with segregated cycles lanes and carriageway resurfacing to improve user experience and protect cyclists. As an extensive amount of redevelopment is due to take place over the coming years, it was determined that additional ducting would be placed beneath the segregation islands during construction, which would increase capacity for utility services along this route to adequately facilitate these new developments.

This would help to mitigate future disruption on the network – the estimated social cost of delayed saved as a result of future proofing the network in this way has been estimated at £431,218.



# THE PROJECT

The proposal consisted of the installation of 300 metres of eight 150mm diameter ducts, eight 110mm diameter ducts and inspection chambers along the length of construction in Baylis Road.





# OUTCOMES

The objective was to minimise disruption to road users and the local community by reducing the number of interventions in the future.

The contractor successfully constructed a fit for purpose route which is ready to use and has already been identified as a key distribution route for fibre broadband. This will ensure minimal works are required on this route in the future.

Material and disruption cost savings were achieved by integrating the future proofing works with the highways scheme programme. This reduced the total time of all works being undertaken individually and removed the additional administration and mobilisation.

By integrating the future proofing works within the same temporary traffic plan, the safe site layout was applied to the wider scope of works and the total risk exposure for vulnerable road users during future works is reduced.





## LESSONS LEARNT

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# CONCLUSION

Highways improvement works are expensive, environmentally destructive, and disruptive to the community. With limited budgets in the wake of COVID19 and in the context of the global warming crisis, local authorities will be under increased scrutiny to produce sound business cases and environmental impact assessments for resource intensive schemes. Where a highways improvement scheme is proposed, there should be a mandatory feasibility stage check with utilities providers and network coordinators to see if future proofing works might be viable.

The construction of cycle protection or road rehabilitation can be disproportionately expensive to the direct benefits, due to traditional construction constraints. Combining these works with the excavation and reinstatement of an underground trench saves a significant resource. By constructing this underground network asset in conjunction with the Mayor's cycling scheme, direct cost and environmental impact reductions have been achieved for both individual schemes, as well as the future proofing benefits for the borough and wider network. This added future proofing dimension will be an important factor in ensuring future highways improvement schemes are politically viable.



# TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks



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