

Safe and Healthy Street schemes

Example changes



See below for examples of different features being added to Safe and Healthy Street schemes across Camden. If you have any questions you can email at safetravel@camden.gov.uk.

A raised pedestrian crossing



A parallel (pedestrian and cycle) crossing



A kerb and wand segregated cycle lane



A raised stepped cycle track





A kerb segregated cycle lane



Blue surfacing on a cycle lane



A bus stop bypass with cycle lane



A shared use bus boarder with cycle lane





A traffic filter / traffic restriction with droppable bollard and planters



No entry area except for cyclists



A rain garden



A tree in a pavement build-out/extension





A cycle gate

Where cyclists have their own signal and move at a different time to the rest of the traffic



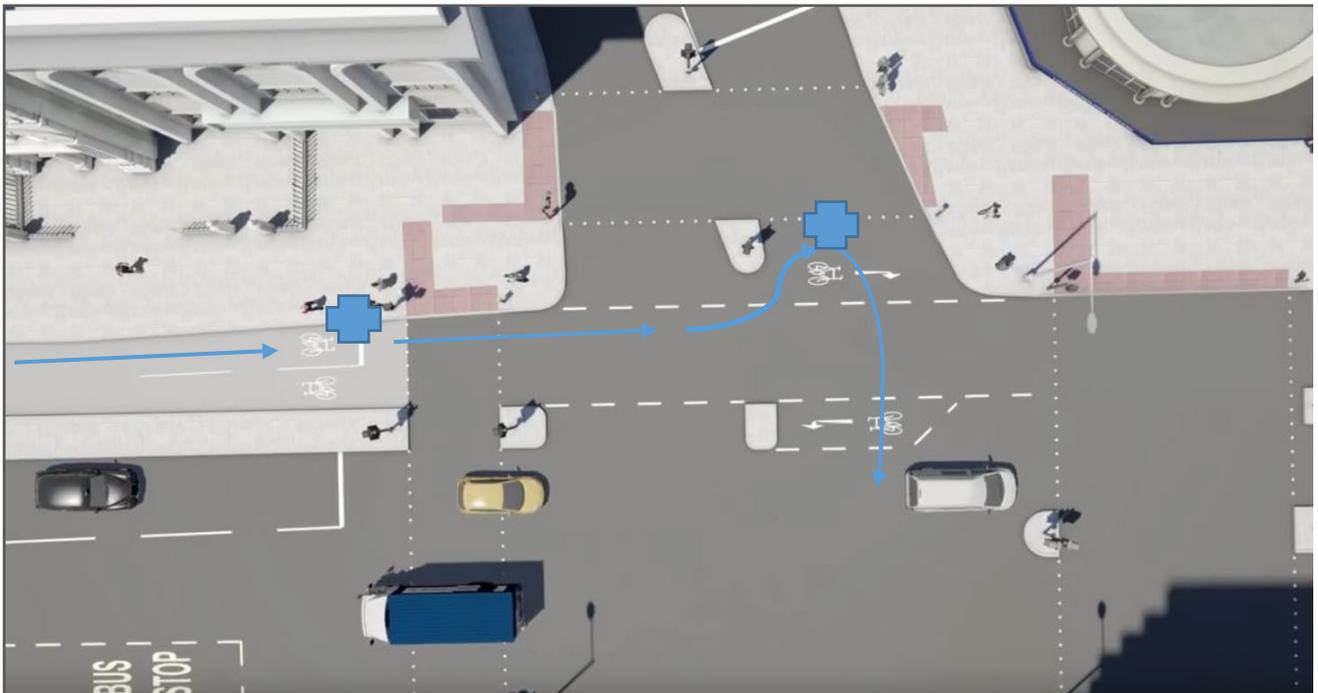
Sign for a two stage right turn for cyclists.

See information below.



Two stage right turn for cyclists

This allows cyclists to safely turn right in two steps without having to wait in a vulnerable position in the middle of the road. The blue arrows below shows where the cyclist would go and when they would wait at the lights (show by blue crosses). At each step there is a traffic light to show the cyclists when it is safe to move.





A bike hangar



Continuous Footway / Pavement



A raised table



An advanced stop line / cycle box





A Dutch crossing

Similar to a continuous pavement but there are concrete entrance stones.



Setts

These are granite setts.



Cobbles



Concrete block paving





Tarmac

This is the material often used on road surfaces.



Permeable paving around trees



Hump delineator kerbs

Cycle lanes with a hump edge.



Santander Cycle Hire Docking Station





Vehicle activated signs

Digital signs which flash up a driver's speed



Standard speed bump

Cycle lanes with a hump edge



Sinusoidal speed hump

More comfortable for people cycling and driving but still slows traffic speeds

