

Scheme profile

Scheme code: BS\07\LCN\CAM.13

Ampton Street LB Camden

Description

The scheme is located on Link 30 in the London Borough of Camden, an east/west route running between Cleveland Street on the boundary with the City of Westminster in the west and Farringdon Road on the boundary with LB Islington in the east.

Due to the motor traffic free nature of Ampton Street, frequent conflicts occurred between pedestrians and cyclists, and as children often played in the street, reducing these conflicts was a scheme priority. Stakeholders also requested the introduction of a raised junction table at the junction of Ampton Street and Ampton Place to slow traffic, reducing the likelihood of turning conflicts between motor vehicles and cyclists and providing a level surface for pedestrians to cross. The area suffered from poor lighting and a generally gloomy appearance.

The designs sought to remove conflict between cyclists and pedestrians, improve sightlines and lighting in the area, to generally improving safety and create a more pleasant environment.

A two-way segregated cycle track with green anti-skid surface dressing was introduced on the cyclist's desire line, with flush dropped kerbs and cyclist specific road markings and logos. Local resident input resulted in the inclusion of sinusoidal humps and horizontal deflection on the cycle path to reduce cycle speeds through the residential area. A new pedestrian link from properties to the footpath on Ampton Street was built adjacent to the cycle facility, using Artificial Paving Slabs and providing appropriate surface drainage. Barriers were installed to ensure cyclists did not use the new footway. Soft landscaping was also introduced following consultation with residents.

Following significant community input, poor lighting and street amenity were improved by tree replacement works, allowing more natural light to penetrate to the street, improving safety and the general environment for both residents and cyclists, and enabling a better alignment for the new facilities.

Feedback for this scheme has been very

Existing conditions

- Residential cul-de-sac
- Pedestrian access via a footway for both properties and adjoining local roads
- Cycling illegal on current desire line, utilising footway towards Cubitt Street
- Poor lighting and local amenity
- Cyclist / pedestrian conflict

Scheme details

- 2.5m cycle track
- 2.0m footway
- Removal of mature tree
- Relocation of two parking bays to improve sightlines
- Soft landscaping
- Streetscape enhancements
- Raised junction table
- Installation of cycle stands

positive from both local residents and the Camden Cycling Campaign.

