



# Safe and Healthy Streets consultation

## Christ Church Primary Healthy School Street on Redhill Street and Cumberland Market Road Safety and Pedestrian Improvements

### What's the challenge?

Redhill Street and Cumberland Market are currently used as a cut through between Albany Street and Robert Street. Furthermore, Regents' Park Estate, including Redhill Street and Cumberland Market, has been significantly impacted by the construction of High Speed 2 (HS2), including noise, dust and road closure disruptions, making the area less enjoyable to live in. We have been working with HS2 to address these impacts. We successfully secured funding from the HS2 Road Safety Fund for improvements to road safety and to make it safer and easier to walk and cycle, we will shortly be launching this fund.

In addition, the Covid-19 pandemic changed how communities live, travel and work. We want to transform our streets so they have **more, safe space** for everyone to walk and cycle, for children to get to and from school **safely**, for you to be **breathing cleaner air**, to **reduce carbon emissions** from road transport, and for businesses to **flourish**. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of **greener, safer, healthier travel**. We want to make Camden's streets safer by discouraging car journeys to school and green areas so that everyone, and especially the most vulnerable residents of the borough, can enjoy healthier and more vibrant local areas.

### What is being proposed and why?

We are currently carrying out a joint consultation on two proposals to:

- 1) trial a healthy school street on Redhill Street, outside Christ Church Primary School
- 2) introduce permanent road safety and pedestrian improvements on Cumberland Market. These proposals provide road safety and traffic management changes, which would benefit vulnerable road users, particularly school children.

These proposals have been developed in response to feedback and suggestions received from the local community requesting road safety improvements on Redhill Street and Cumberland Market. They have also been informed by traffic data for this area, which indicates that Redhill Street and Cumberland Market are used by motor vehicles as a cut through between Robert Street and Albany Street.

These changes are being proposed in order to make it safer and easier for more people, including children, older people and disabled people, to walk, cycle or scoot to local amenities within Regent's Park Estate, such as Christ Church Primary School, Cumberland Market Green Space (which is due to be [upgraded shortly](#) by the Council), the Third Age Project and the Regent's Park Doctor's Practice. This would be done through introducing measures that reduce the dominance of motor-vehicles and provide new space and infrastructure for walking and cycling. Further details of what is proposed are provided below and also shown in the drawing at the bottom of the consultation front page.

## **Christ Church Primary Healthy School Street on Redhill Street**

The Christ Church Primary Healthy School Street proposals include:

- **Two Timed Closures:** Creating “timed” closures to motor vehicles on Redhill Street at both junctions with Albany Street. These timed closures would be in place Monday - Friday from 8am to 9.15am and 2.45pm to 4pm, during school term times only. The timed closures would be enforced with signage and cameras. We are proposing these two timed closures, so that during school drop-off and pick up times there is less traffic outside Christ Church Primary School and it is easier and safer for children and their parents / guardians to travel to and from school on foot, by bicycle and scooter.
  - **Exemptions:** If the scheme is implemented, **Redhill Street residents would be able to [apply for an exemption](#)** that enables them to travel, by car, in and out of Redhill Street, via Albany Street, when the timed closures are in place. Others eligible to apply for an exemption include Blue Badge holders who live within the zone, Blue Badge holding parents/carers for a child at the school, and parents of a child at the school that has a disability preventing them from walking or cycling to school. Access for emergency vehicles, refuse collection vehicles and school transport operators will not be affected by the Healthy School Street.
- **Removal of guard railing:** The existing guard railing outside Christ Church Primary School would be removed in order to create a clutter-free waiting area for parents and children.
- **Road Closure:** In order to prevent vehicles using Redhill Street as a short cut outside of school hours, we are proposing to close Redhill Street to motor vehicles (except cycles) at its junction with Cumberland Market. This would be done through planters and a droppable bollard. Emergency vehicles and refuse collection vehicles will continue to be able to travel through the Redhill Street/ Cumberland Market junction.

If approved, the Christchurch Healthy School Street would be introduced on a trial basis, lasting 18 months. The Council would then decide on whether or not to make it permanent, based on:

- a) feedback received from residents, parents and other stakeholders
- b) data collected during the trial, e.g., how many fewer collisions occur near the school, or how many more children are walking and cycling to school and,
- c) Council policy

## **Cumberland Market Road Safety and Pedestrian Improvements**

The Cumberland Market Road Safety and Pedestrian Improvement proposals include:

- Creating a continuous pavement (2 metres wide) around Cumberland Market park (currently, there is no pavement at all on sections of the perimeter of the park) and,
- Introducing 4 raised pedestrian crossing points across Cumberland Market, providing a level crossing to and from the park and other amenities adjacent to the park.
- Amendments to existing parking bays and restrictions on Cumberland Market are proposed, including:
  - Relocation of existing parking bays further into the road, to provide space for the new pavement,
  - Removal and conversion of 14 residents parking bays on the southwestern side of Cumberland Market to double yellow lines, to allow space for the widening of the pavement. By making these

parking changes, this would allow for space to provide a two meter wide pavement around the full extent of Cumberland Market greenspace. At present the current pavement around Cumberland Market does not extend all the way around the park. By removing parking and providing a pavement this would make it easier and safer for pedestrians to travel to, from and around Cumberland Market green space and the surrounding amenities (schools, doctor's office, 3rd Age Project, etc). This new pavement would connect to the proposed, new raised crossing points, providing a level crossing point over Cumberland Market. Having a pavement around the full extent of Cumberland Market would have benefits for children, older people and people with disabilities who walk to and through Cumberland Market green space. Car ownership in Camden is low, two thirds of Camden residents don't own a car and nearly 90% of all Camden journeys are by foot, bike and public transport. In line with the objectives set out in our Camden Transport Strategy, we want to rebalance the road space towards the majority of users (people travelling on foot, by bicycle and public transport). As such, we acknowledge that the loss of parking around Cumberland Market may be a concern to some drivers, this is not being proposed to take away facilities from car drivers but to ensure there are also safe and easy to use facilities for pedestrians walking along Cumberland Market (which there currently are not).

- Introduction of two new disabled parking bays, one on the northern side of Cumberland Market, outside the doctors' surgery and one on the western side of Cumberland Market, outside the Third Age Project. Whilst removing some residents parking to make space for pedestrian improvements, we want to ensure Blue Badge holders are able to drive to the doctor's surgery, Third Age Project and the park if they need to.

- Conversion of single yellow lines into double yellow lines with double blips on Cumberland Market at the junctions with Augustus Street, Redhill Street, Robert Street and Osnaburgh Street, to improve visibility and road safety for both drivers and pedestrians.

- Introduction of cycle parking stands, for general use, on Redhill Street/Cumberland Market junction.
- Three new bike hangars, on the northern, southern and western sides of Cumberland Market (exact locations shown in the consultation drawing).

## What do these changes mean for traffic flows through the area?

As set out above, we are proposing a closure at the junction of Redhill Street and Cumberland Market, to stop these streets being used as a cut-through for motor vehicles and to make it safer and easier to walk and cycle in this area.

There are numerous traffic and transport changes taking place on roads in the Regent's Park Estate, including road closures, as a result of the construction of HS2. **If a closure at the junction of Redhill Street and Cumberland Market is introduced, what would this change mean for traffic flows through Regent's Park Estate when traffic changes linked to HS2 are made on other roads?**

Our experience of similar schemes that introduced traffic closures is that some traffic "evaporates" as some people choose to change their motor vehicle journeys to a more sustainable method – like walking or joining a few journeys together into one. The main change in traffic through Regent's Park Estate, as a result of HS2 traffic changes and the proposed closure at the Redhill Street and Cumberland Market junction, is likely to be on Albany Street and Robert Street, with a potential increase in traffic at the Albany Street / Robert Street junction and Robert Street (west of Osnaburgh Street). However, traffic never switches entirely from one street to another, and given the current very high level of flows on Albany Street (over 4000 vehicles travelling in each direction on an average weekday) any "additional" traffic from the proposed changes is likely to be a low, as a percentage of current traffic.

In March and October 2021, we carried out traffic counts on and around Redhill Street and Cumberland Market to get a picture of the existing traffic flows. From this data, and feedback we have had from residents, it is clear that Redhill Street and Cumberland Market are currently used as a cut through between Albany Street and Robert Street. The Christ Church Primary Healthy School Street scheme on Redhill Street, including the closure at the Redhill Street/ Cumberland Market junction, is therefore also a response to the traffic changes arising from HS2 to propose a way of mitigating a vehicle cut through that could be made worse by future HS2 road closures and other HS2 traffic changes in the area.

## How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information and policy, to help us in deciding on whether or not to progress the scheme. Should a decision be made to proceed, we would implement the Healthy School Street changes on a “trial” basis, for a maximum 18-month period, under an Experimental Traffic Order (ETO). This includes the timed, camera operated closure on Redhill Street during drop-off and pick-up times and the bollard closure of Redhill Street at its junction with Cumberland Market. This would allow us to test these changes as an experiment so that we can see how they work before any decision on whether to make them permanent is made. During the trial residents and other stakeholders will be able to share their views on the scheme with the Council and details of how to do this will be shared with the community if the trial measures are approved for implementation following this consultation. During the trial period, we would carefully monitor traffic flows on all the streets in the area. If further closures arise as part of the HS2 works and there are significant changes to access through Regent’s Park Estate, we would be able to review the scheme and making adjustments as part of the trial, where necessary.

If the proposed improvements around Cumberland Market (including the parking changes and pedestrian improvements) are approved, these measures would be introduced using a Traffic Management Order (TMO), on a permanent basis.