



Red Lion Street and Dane Street Area Safe and Healthy Streets scheme

Proposals to make the trial motor traffic restrictions on Red Lion Street and Dane Street permanent, and new proposals to create a pedestrian & cycle only zone on Red Lion Street, and to restrict southbound motor traffic on Bedford Row at the junction with Sandland Street.

Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how communities in Camden live, travel and work. We want our streets to have more space for everyone to walk and cycle, for you to be breathing cleaner air, for children to get to and from school safely and for businesses to be able to flourish. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park, we want you to love where you live, and to love Camden.

To help, we have been making changes across Camden as part of our Safe and Healthy Streets Programme. This included making trial changes on Red Lion Street and Dane Street in June 2020. These changes prevent traffic using local streets as a cut-through between main roads by installing a motor vehicle restriction (via no Motor Vehicle signage and bollards) on Red Lion Street at the junction between Red Lion Street and Princeton Street, and on Dane Street between Eagle Street and Red Lion Square.

About the Red Lion Street and Dane Street Area Safe and Healthy Streets Scheme



We know from listening to local people and from conducting traffic counts in the area, that there was a high volume of motor vehicles using Red Lion Street and Dane Street as a cut-through between Theobalds Road and Procter Street/ High Holborn to avoid the signals at Theobalds Road and Procter Street. Residents told us that the high volume of cut-through traffic made local streets in the area unsafe for residents, school children and people walking and cycling. In order to respond to these issues, we implemented a Safe and Healthy Streets scheme as trial on Red Lion Street and Dane Street, under an Experimental Traffic Order (ETO). The decision report related to this ETO can be viewed on our website [here](#).



This decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme went live in June 2020, and since then, the scheme has been monitored and comments from local residents and stakeholders have been received.

This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent after the end of the 18-month trial period. We also want to capture your views on additional proposed changes which are subject to funding and approvals processes. These include upgrading the layout of the motor vehicle restrictions on Red Lion Street, which would include: the introduction of 30m pedestrian and cycle only zone, widened pavements, a paved cycle track, new trees and cycle stands, bollards and signage. Some kerbside changes are also now proposed on Dane Street.

We also want to hear your views on an additional proposal for the area – to restrict southbound motor traffic movements on Bedford Row at the junction with Sandland Street. The implementation of this proposal will help to create a new area of public space with trees and seating, new cycle stands and a protected southbound cycle lane through the restriction. It will also significantly reduce pedestrian crossing distances for people crossing Bedford Row near the junction with Sandland Street. Feedback from local residents, site observations and monitoring data during the trial period of the Red Lion Street/Dane Street schemes suggested that there has been a relatively large flow of motor vehicles on Bedford Row. This is mainly in the southbound direction, as some through-traffic uses Bedford Row to exit onto High Holborn via either narrow Brownlow Street, or the southern end of Red Lion Street. The proposed changes are aimed at tackling increased traffic to make local streets safer for people walking and cycling. The Bedford Row scheme is proposed as a permanent measure, subject to approval and funding following this consultation.

Residents also told us that there is speeding traffic on Jockey's Fields despite the existing 20mph restriction on the street. We will reinforce this restriction by adding two 20mph speed limit roundels (road markings) onto the carriageway.

Overall, the proposed changes for the schemes in the area are intended to bring the following area-wide benefits:

- Reduced through traffic and enhanced pedestrian and cycle safety in each location
- Planting of up to eight new street trees (subject to surveys)
- Creating new areas of public space
- Around 13 new cycle stands
- Creating potential opportunities for outdoor dining on Red Lion Street subject to licensing requests/approvals
- No net loss of residential parking and retention of sufficient paid for parking provision
- Increased pedestrian and cyclists safety at junctions

More information on where these proposed measures will be implemented, and why, is detailed below.





Monitoring information collected pre / during the trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London. This has made it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place (before the pandemic started). The information below is set out in more detail in the accompanying Monitoring Report included in this consultation. Below is a summary of monitoring data collected during the trial scheme which compares 'Before' - scheme data (from November 2018 and March - April 2019) and 'After' - scheme data (from December 2020) for the Red Lion Street and Dane Street Safe & Healthy Streets scheme:



Motor vehicle levels are generally lower on monitored residential roads within the Red Lion Street and Dane Street Safe & Healthy Streets scheme following its introduction; as well as on boundary or nearby roads which were monitored.



While there has been an overall reduction in cycle levels in the area compared to pre-pandemic levels (potentially due to changing commuter patterns), there has also been a significant increase of 377% in Lime hire bike usage between January - May 2019 and January - May 2021. In May 2021, Lime also recorded the highest number of e-bike rides ever within the Red Lion Street and Dane Street Safe & Healthy Streets scheme.



An average decrease in Nitrogen Oxide (NO₂) of 29% was recorded at the A40 monitoring station, located near the scheme boundary, when comparing the data for July 2019 - January 2020 ('Before' - scheme) and July 2020 - January 2021 period ('After' - scheme).



No impact on emergency response times has been identified from the introduction of the Safe & Healthy Streets scheme.

The full methodology and monitoring details are set out in the Monitoring Report which can be found in the "Related Information" section of the online consultation page.



Trial traffic restriction on Red Lion Street



Feedback during the Experimental Traffic Order (ETO) Period

36 comments on the scheme were received on our [“Safer Travel in Camden” Commonplace site](#) during the trial ETO period. 67% of the respondents were positive towards the changes including:

- 15 comments (+26 agreements) mentioned that it is safer to travel in the area.
- 15 comments (+23 agreements) mentioned that the scheme encourages them to cycle here more.
- 14 comments (+22 agreements) mentioned that air pollution now seems better.



Those that were not supportive of the scheme shared the following thoughts:

- 10 comments (+12 agreements) mentioned that journey times by motor vehicles are longer.
- 7 comments (+8 agreements) mentioned that air pollution is still bad or worse.
- 6 comments (+8 agreements) mentioned that traffic levels are still bad or worse.

The traffic data included in the Monitoring Report indicates that traffic levels decreased on all local streets which were monitored, with the exception of Bedford Row. In the case of Bedford Row, the findings appear to be validated by site observations and traffic data¹, which indicate that traffic levels have increased, particularly in the southbound direction: between 2019 and 2020, northbound traffic flows (cars only) increased by 110%, while southbound traffic flows increased by 246%. The traffic data also shows that southbound traffic flows were 88% higher than northbound traffic flows in 2019, and 210% higher than northbound flows in 2020. To tackle this issue, we are proposing new traffic restriction measures on Bedford Row (detailed below), which at the same time will create an opportunity for new public realm.

What are we now consulting on and why?

Red Lion Street and Dane Street

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Camden Transport Strategy and Climate Action Plan, we are now consulting on making the trial changes to Red Lion Street and Dane Street permanent.

The proposal for the permanent motor vehicle restriction on **Red Lion Street** includes the option of introducing a 30 metre long pedestrian and cycle only zone immediately south of the junction with Princeton Street, protected by droppable bollards at both ends. This will

¹ It should be noted that the traffic data for Bedford Row is based on GPS data and is not validated by traffic counts.



help make the area safe and pleasant to walk and cycle and will provide an opportunity for further public realm improvements, which will include the following:

- Widening the footways on both sides of Red Lion Street, creating almost a metre of extra pedestrian space on each side, as well as space to allow planting of up to 6 new trees (subject to surveys) and installation of 4 new cycle stands. It will also create a potential opportunity for some tables & chairs outside cafes (subject to licences and separate approvals processes).
- Paving a 2.8m wide, semi-raised, two-way cycle track through the centre of the pedestrian and cycle zone area with granite setts surface and kerbs which will provide a high quality surface to improve the visual attractiveness of the street whilst maintaining a level difference between the footway and cycle track. Ramps will be installed at either end of the cycle track to help slow cycle speeds through this section.
- Retaining the existing pedestrian zebra crossing and zig-zag road markings to ensure pedestrian safety and a pedestrian priority crossing point.
- Introducing short sections of double yellow line (DYL) markings to the north and south of the scheme on either side of the road, including at the Red Lion St/ Princeton St junction, as part of the wider Safer Junctions programme to improve pedestrian visibility and safety at those locations.

The proposed measures will not change the current traffic access arrangements – as no vehicles can currently wait or load in this section of Red Lion Street due to the zebra crossing and zig-zag lines. Pedestrians and cyclists would be able to travel through at all times. Emergency services and bin collection teams are able to lower the bollards for access.

The proposal for the permanent motor vehicle restriction on **Dane Street** includes the option of providing 3 new cycle stands at the Dane Street/ Eagle St junction, as well as changing existing single yellow lines, in some sections, to DYLs. This would prevent parked vehicles on either side of the street blocking a two-way movement either side of the traffic-restriction bollards. The proposed design includes the removal of the paid for parking bay to the south of the bollards on Dane Street, since a parked car in that bay might obscure the 'No Motor Vehicles' signage. The proposed DYLs at the junction would also improve the safety of the junction as part of the Safer Junctions programme.

You can view the drawings of the changes in the “Related Information” section of the online consultation front page.

This consultation, alongside collected monitoring data and relevant polices, will help further inform the Council’s decision as to whether, at the end of the trial period, the experimental scheme on Red Lion Street and Dane Street should be:

- made permanent;
- modified (as per the proposed options set out above); or,
- allowed to lapse.



Bedford Row

We are also looking to hear your views on additional new proposals on Bedford Row as detailed below.

Monitoring of traffic and feedback received from residents has shown that there is a relatively high flow of motor vehicles on Bedford Row, some of which may be as a result of traffic restrictions on Red Lion Street and Dane Street. Traffic data and site observations indicate that southbound traffic flows on Bedford Row were 88% higher than northbound flows in 2019 and 210% higher than northbound flows in 2020. This indicates that some traffic is potentially using Bedford Row, especially southbound, and other local streets to avoid the main road networks. This traffic is likely to then exit onto High Holborn via Brownlow Street, which is a very narrow street, or the southern end of Red Lion Street.

In order to reduce traffic volumes and improve safety on Bedford Row and Brownlow Street, it is proposed to make Bedford Row northbound only at the junction with Sandland Street. This would be achieved by installing a 'No Entry' sign southbound from Bedford Row to Sandland Street and associated advanced signage of the restriction will be installed. A pavement extension is proposed on the eastern side of Bedford Row to help enforce the restriction.

The proposed pavement extension would bring additional benefits, such as significantly reducing the crossing distance for pedestrians crossing Bedford Row near the junction with Sandland Street from around 16m currently to 6.5m, as well as an opportunity to create a new area of public space. Recognising the character of the street, we would use high-quality materials to complement the existing streetscape. The proposals for the space on the eastern side of Bedford Row in this location also include:

- A 2-metre wide southbound cycle lane paved with smooth granite setts, protected by bollards;
- Installing four benches, up to 6 cycle stands and planting two additional trees on the widened pavement area - it should be noted that exact number and location of trees are subject to surveys.

In addition we propose to:

- Remove existing bollards and railings and introduce widened pavement on the western side of Bedford Row at the junction of Sandland Street and Bedford Row to reduce crossing distance and improve pedestrian safety. There is currently no dropped kerb for pedestrians on the western side of the street, which will be added as part of the proposed design for the benefit of pedestrians.
- Remove five resident parking spaces on the eastern side of Bedford Row next to the proposed buildout and relocate one residential parking space from the western to the eastern side of the road. The total number of resident parking spaces will be maintained by converting a section of single yellow line on Bedford Row to resident parking and converting four paid for spaces to resident parking spaces on Sandland Street. There will be 20 paid for parking spaces still available on Bedford Row south of Princeton Street and on Sandland Street as a result of the scheme, which as our



analysis of parking usage indicates, will provide sufficient remaining paid for parking space.

- Introducing double yellow line road markings at the junction of Bedford Row and Sandland Street junction as part of the wider Safer Junctions programme to provide further pedestrian benefits through improved sight lines and visibility for crossing the road.

Whilst motor vehicles will no longer be able to exit Bedford Row southbound at the junction of Sandland Street, the remainder of Bedford Row to the north of the new widened space will continue to operate as currently, i.e. in both directions. Therefore, access to all properties on Bedford Row would be maintained so residents would still be able to reach their homes by car and receive deliveries, but southbound through-traffic would be prevented. Pedestrians and cyclists would be able to travel through at all times.

What happens next?



After the consultation, a decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider the consultation responses, relevant policies and other data/information.

The report will then recommend if at the end of the trial period, the experimental scheme on Red Lion Street and Dane Street should be made permanent, modified or allowed to lapse. It will also recommend whether or not to proceed with the proposals on Bedford Row/Sandland Street.

If the proposed measures on Red Lion Street and Dane Street, and the proposed new Bedford Row motor traffic restriction/measures are approved, a Statutory Traffic Management Order consultation will then be carried out and details will be available on our [Making Travel Safer in Camden](https://www.camden.gov.uk/making-travel-safer-in-camden) website. The construction of any required elements would then take place.

The consultation closes on the 5th September 2021.