



# Red Lion Street – STARter Project Holborn Liveable Neighbourhood consultation

**Walking, cycling, road safety, public realm and urban greening proposed improvements**

## What's the challenge in this area?

We want to transform Holborn into a **place for people** with **attractive, healthy, accessible and safe streets** for everyone! We want the **air you're breathing to be cleaner**, for there to be **more plants and trees**, in beautiful **new and improved spaces**. We want to make getting around by **sustainable and healthy** types of transport **easier and faster**. Together we want to see Holborn and its **communities, businesses and visitors thrive**.

Red Lion Street is located within the [Holborn Liveable Neighbourhood](#) area and is a STARter project. STARter projects are improvements that we think can be delivered now ahead of the wider programme. The Holborn Liveable Neighbourhood area, including Red Lion Street, has been identified in the [Camden Transport Strategy \(CTS\) Delivery Plan](#) as an area of very high priority in terms of addressing road safety. Cycleway 41 – a primary north/south cycle route connecting Holborn and Euston – also runs along Red Lion Street.

In 2022 we completed walking and cycling improvements along Red Lion Street, between the junction with Princeton Road and Sandland Street / Eagle Street. This included through traffic restrictions for motor vehicles, along with widened pavements, a paved cycle track, new trees and cycle stands.

We are now proposing further changes to make it safer and easier to walk, cycle and visit the area sustainably, as well as make it more attractive for more people to stop and visit local shops and restaurants.

# Why your views matter

Your views matter in helping us shape Red Lion Street and the surrounding area to help people to walk, wheel, cycle or scoot safely while also improving the attractiveness and biodiversity of the local area, helping reduce and mitigate the impacts of climate change, poor air quality and road danger.

To view the plans and to find out more about what the proposal would achieve, click on the links in the **Related Section** at the bottom of this page.

Our proposals include:

- Extending the no-motor vehicle zone in the central section of Red Lion Street to provide a larger pedestrian and cycle-friendly environment. This would begin at the junction with Eagle Street / Sandland Street with a motor vehicles prohibited, except for access restriction, to permit access to the private parking area off-street, adjacent to 61 Red Lion Street. A removable bollard would then be placed outside 61 Red Lion Street to prevent through access to motor vehicles on Red Lion Street
- Widening the pavement on sections of Red Lion Street and Sandland Street to provide additional space for pedestrians
- A new continuous pavement across Red Lion Street at the junction with High Holborn to improve pedestrian priority when crossing the junction. Continuous pavements help to show pedestrian priority, you can see an example in the photo guide in the related documents section below.
- A raised table (where the road is raised to the same level as the pavement) and new crossing point outside 71 Red Lion Street to provide a safer place for pedestrians to cross the road. You can see an example of a raised table in the photo guide in the related documents section below.
- Planting, new trees and benches throughout the area to improve biodiversity, provide shade and provide places for pedestrians to stop, rest and enjoy the area
- Add cycle stands throughout the area to increase cycle parking availability for visitors to the area
- Extending the existing dockless bike hire bay on Red Lion Street, north of the junction with High Holborn to increase dockless bike and e-scooter parking availability for both residents and visitors to the area
- Introduce an additional cycle hangar on Red Lion Street to the north of the junction with Princeton Street, in addition to the existing hangar to increase cycle parking availability for residents
- To facilitate the changes proposed 65m of paid for parking would be removed and 14m of timed loading bay would be relocated from Red Lion Street to Sandland Street

## How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy context, to help us in deciding on whether or not to progress the scheme.

A decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome.

Should a decision be made to proceed, we would implement the changes under a permanent Traffic Management Order (TMO).