

## **Regent's Park Area (South) Safe & Healthy Streets – Online session overview**

As part of the Regent's Park Area (South) Safe & Healthy Streets consultation, Camden hosted two online engagement sessions.

This page outlines comments and questions asked by attendees and the Council's response.

### **Cycling in the Regent's Park Estate**

One session attendee asked if there would be signed walking and cycling route within the estate. Other attendees raised concerns about signposting cyclists to travel through the estate and that they would not want cycle lanes to be introduced here, as they were concerned that an increase in cycling may encourage anti-social behaviour.

We would like to clarify that proposals for Regent's Park (South) do not include a cycle lane in the estate. The Council currently also does not intend to signpost a cycle route through the Regent's Park Estate . We do not expect that many cyclists would be using the estate as a cycle route, as this is a longer route and not a designated cycle lane. Those cycling in the Regent's Park Area are most likely to continue to travel on Stanhope Street or Albany Street, especially when the proposed cycle tracks are installed.

We do not feel that there would be any changes in noise or anti-social behaviour as a result of these proposals. You should report any behaviour that makes you feel unsafe, or you feel may make others unsafe. You can find more information here:

<https://www.camden.gov.uk/reporting-antisocial-behaviour>

Residents of the estate would have better cycle connectivity through a new parallel zebra crossing on Robert Street between Clarence Gardens and Cumberland Market. This crossing would connect cyclists to a new cycle lane on the western end of Robert Street and then the proposed Albany Street cycle scheme.

### **Impact of the extension of the Healthy School Street on Stanhope Street – concerns regarding access and traffic.**

These proposals aim to discourage motor vehicles from using residential roads as cut through routes. If implemented, all proposals would begin as an 18-month trial. The Council would continue to monitor traffic levels after implementation.

On Stanhope Street, the proposal is an extension of the current Healthy School Street; this is a timed restriction at drop-off and pick up time. Our traffic data shows that these are also some of the busiest times for traffic on the street. On an average weekday over 350 cars travel through Stanhope Street between 8.15am and 9.15am, this includes HGVs.

The traffic restriction is between 8.20am - 9.20am and 3pm - 4pm Monday to Friday, during school term time only, the same times as the current William Road restrictions. Residents living in the southwestern area of the Regent's Park Estate would still be able to drive to and from their properties from Laxton Place, during the closure hours. If the proposals are approved, the Council would continue to monitor traffic levels throughout the 18-month trial.

The aim of a Healthy School Street is to enable more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to interact. The schemes help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

The Council priority is protecting residential roads from increasing levels of traffic. Depending on the level of works on the surrounding streets, there may be considerations to temporarily change some of the restrictions.

We also received feedback from Netley Primary School about levels of traffic and safety concerns on Stanhope Street.

### **Will residents be exempt from the traffic restrictions on Stanhope Street?**

Exemptions would be available for residents with a vehicle registered to a property or businesses in the restricted area on Stanhope Street. Blue Badge holders who require access to an address in the restricted area can also apply for an exemption.

The Camden policy on exemptions is available here: <https://www.camden.gov.uk/apply-for-a-healthy-school-streets-exemption>

All properties would still be accessible by car, however the journey times may be slightly longer.

### **Request more information on the engagement that took place**

From 2022 to 2024, Camden Council worked with Sustrans and local organisations to engage the community on how to spend the £2.4m High Speed 2 Road Safety Fund.

The fund serves to leave a legacy of improved road safety in affected communities along the HS2 construction route and to mitigate the impacts of increased traffic during construction. The engagement focused on understanding key transport and public space issues and involved co-designing solutions together with residents to create safer and greener streets. Community feedback was published online in a report available here. Young people were separately engaged as part of the Young Urban Designers Project to understand what they would like to see in their area. This engagement has fed into these proposals. As part of the engagement a Stakeholder Management Group was created with 20 Community Champions, who were invited input their views and share local knowledge. These are local residents who volunteer to

help fellow people across Regents Park Estate, and support health and wellbeing across the Estate.

**The works on Hampstead Road/in the area generally are very disruptive.**

Camden Council is working with HS2 to help mitigate the issues. This includes giving HS2 feedback on their temporary road traffic layouts. Camden Council have requested that HS2 continue to engage residents to better understand issues in the area related to disruption from the works.

**What about emergency service vehicles?**

The emergency services are consulted prior to any traffic scheme consultation. The Healthy School Street extension to Stanhope Street would exempt emergency services vehicles, as well as waste vehicles.

**Issues with the loss of parking bays**

Policy 2h in the Camden Transport Strategy, states that there should be “no net increase in on-street residential parking bay provision as part of any transport scheme”; this is to encourage more sustainable modes of transport. In this scheme, parking has been removed to create space for wider pavements, crossings, planting and benches, resident bike hangars and dockless bike hire bays, as suggested in the community engagement.

70.5% of households in the Regent’s Park Ward do not have access to a car or van and parking data has been considered before these changes have been made. Car ownership in Camden has also reduced by 20% between 2016 and 2023.

Overall, 5 spaces resident permit holder bays are being removed

- On Osnaburgh Street, we would remove 7 spaces (one side of parking) to introduce resident cycle parking and make the street one way with a cycle lane and planters, but we would add 4 spaces back in on Robert Street
- On William Road we would remove 2 spaces to create space for a safe crossing near the school.

We have prioritised keeping resident spaces over pay-by-phone spaces. Some pay-by-phone bays on Robert Street have been reallocated to resident parking spaces.

We understand that not all business visitors are able to walk, cycle or use public transport, therefore we have retained and added ‘Pay by phone’ parking near the businesses on Robert Street. We also spoke to businesses to understand their concerns, as a result of this, a new loading bay has been proposed outside the shops on Robert Street.