

Regent's Park Area (South) Safe & Healthy Streets

Proposals to improve walking, cycling, road safety and public spaces in the Regent's Park area - summary of the key issues and suggestions:

Traffic speeds and volume and changes for motor vehicles

One of the most common issues raised in the community engagement was high traffic speeds and volumes and this is also reflected in data collected by the Council. On an average day, over 2,800 vehicles travel through Drummond Street, 3,000 through Robert Street and over 3,500 on Stanhope Street; 11% of the vehicles on Robert Street and Drummond Street were larger vans and trucks, including HGVs (based on traffic surveys collected for one week in November 2024). There is evidence of through-traffic routing, where non-residents are using the Regent's Park area as a cut-through or an alternative route to the main north-south roads that border the area, including Albany Street and Hampstead Road. This level of traffic also makes it difficult for residents to safely walk and cycle around the area. Residents requested measures that reduce the dominance of traffic and parking in the area, including traffic calming, changes to traffic layouts to reduce through traffic (such as road closures and one-way systems).

Improvements to walking and wheeling

Through the community engagement, some residents have asked for more crossings, especially on Robert Street and Stanhope Street and improvements to existing crossings, as some people told us they do not feel safe when crossing. Some roads have issues with narrow and uneven pavements, making travel difficult for pedestrians, wheelchair users and people with prams. The Council's pedestrian surveys also show that people frequently cross the street in unsafe locations where there is poor visibility, such as between parked cars on Robert Street to get to Osnaburgh Street.

In 2023, Camden Council commissioned an Accessibility Audit as part of the community engagement in the Regent's Park area. The report identified barriers to disabled access and highlighted specific areas for improvements. Issues with pavement quality, narrow footways and crossings were highlighted in the audit.,

The proposals would improve pedestrian priority and enhance the 'north-south' green walking and cycling route through the Regent's Park estate that links Cumberland Market, Clarence Gardens and Munster Square Gardens. This route would be better connected by adding crossings for pedestrians and cyclists over busy roads and would improve residents access to green spaces.

Improvements to cycling

Some residents also requested changes that make it easier and safer to cycle. Therefore, the plans include a section of new cycle lane on Robert Street, new secure cycle hangar parking for residents, short-stay cycle stands for those visiting and more designated parking bays for dockless bikes and e-scooters. The proposals, as well as wider measures to reduce traffic, would make it easier and safer to cycle around the

Regent's Park area, connecting residents to local schools, businesses, transport links and green spaces. New dockless bike and scooter hire bays would make it easier to access shared mobility services and would reduce parking pressure on existing bays that are overflowing, and which can therefore impact the public realm.

Improvements to the public realm

A key theme from both the wider community engagement and Young Urban Designers Programme was to improve the look and feel of the area through more colours in the street, artwork, greening and seating. Residents told us they wanted these improvements to make the area more pleasant, create more community focused social spaces and improve air quality. One of the aims of this scheme is to improve the public realm and look and feel of the area, through new plants, trees and public space improvements to support the health and wellbeing of all road users in the Regent's Park area, as well as local businesses, schools and other organisations

Parking

Through the resident engagement, we understand that there is some support for improvements to dockless bike hire/e-scooter hire bay facilities, and to improve the area through greening and installing crossings. Our data shows that 70.5% of households in the Regent's Park Ward do not have access to a car or van, higher than the Camden average of 63.5%, meaning that existing parking serves less than a third of local households. The proposals remove 5 'resident permit holder' and 29 'pay by phone' parking spaces to allow for some of the improvements suggested in the area.

We have also spoken to local businesses and stakeholders to ensure these plans address, wherever possible, loading and access requirements.

Mitigating the impact of HS2 in the Regent's Park area

The construction of HS2 has caused disruption for the residents of Regent's Park for years with frequent road closures, parking suspensions and lorries using some roads in the estate as construction routes. The proposed changes would help protect local residents by creating safer, quieter routes away from construction traffic and by introducing road safety improvements on construction routes. The proposed trial traffic restrictions would also reduce the amount of through-traffic in the area in the long-term and would help prevent roads in the estate being used as diversions during more significant works on larger roads nearby, such as Hampstead Road.

These changes would contribute to delivering our [Camden Transport Strategy](#) objectives, including in those in the [Cycling Action](#), [Walking and Accessibility Walking and Accessibility](#) and [Road Safety](#) Plans. It would also meet the commitments set out in the Councils Transport [Delivery Plan for 2025 to 2028](#) and Climate Action Plan. It would also respond to the recommendations made by the Citizen's Assembly on the Climate Crisis, to promote walking and cycling, in place of car usage, and to increase urban greening on our streets. The proposals would also help deliver the Council's climate resilience measures.