

To: safetravel@camden.gov.uk

Regent's Park Area (south) Safe and Healthy Streets Consultation

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of the London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We discussed this proposal in depth at our August members meeting.

We very much like these proposals that have been influenced by a serious local engagement as well as input from us and from London Living Streets on a walking and local cycling route through the Regent's Park Housing Estate.

We welcome the proposals for:

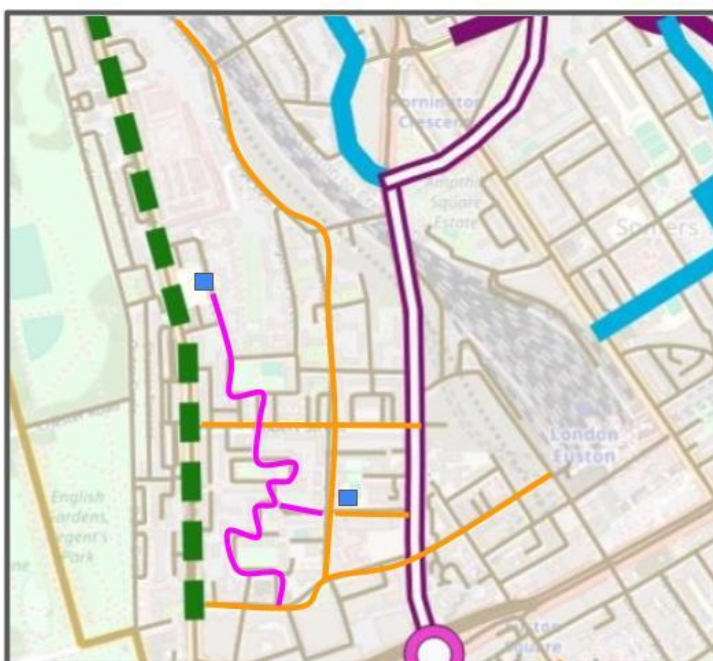
- Making Osnaburgh Street (N) one-way northbound with contraflow cycling.
- A raised parallel crossing over Robert Street at the junction of Osnaburgh Street (north) and all of the raised zebra crossings connecting pedestrian desire lines.
- New continuous footway crossings along Robert Street, Stanhope Street, William Road and Longford Street across all side roads and some access roads to properties.
- Widening of footways and improvement of side road crossings.
- A section of new mandatory cycle lane on Robert Street and new ASLs at the junction of Robert Street and Stanhope Street.
- New cycle stands and bikehangars, dockless e-bikes and e-scooter bays and a new cargo bike stand on Stanhope Street.
- A Mobility Hub at the southern end of Stanhope Street with cargo bike parking, a bikehangar, bike stands and a repair stand.
- Extensive greening throughout the area.

Motor traffic domination

Thank you for providing the following motor vehicle counts (for an average day in Nov 2024):

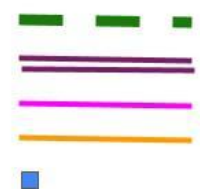
- Drummond Street over 2,800, Robert Street 3 ,000 and Stanhope Street over 3,500 on; 11% of the vehicles on Robert Street and Drummond Street being larger vans and trucks

Cycle links through the area



Key

Consultation 2025-6
 Trial delivered
 Local route
 Links to schools
 School



The above extract from Camden's May 2025 map of *Infrastructure delivered and planned up to 2028* shows:

- Albany Street: Camden has already decided in favour of implementing a cycle route with protected lanes.
- Hampstead Road: the trial cycle route implemented by TfL in 2020-21 has been ruined by HS2 works and is no longer suitable for use by anyone.

We have added:

- In pink an indication of the proposed 'north-south' green walking and cycling route through the Regent's Park estate that links Cumberland Market, Clarence Gardens and Munster Square Gardens.
- In orange some desired secondary routes (labelled Links to Schools).

The local route

The local route will provide access from the homes in the Regent's Park estate to the schools and to the secondary cycling links.

The secondary cycling links viewed as routes to schools

The secondary cycling links are important in enabling people from nearby to cycle to one of the two schools in the area, both of which already have School Streets.

The proposal to include Stanhope Street from the junction with Clarence Gardens to Drummond Street in the Netley School Street is very important in that it should make Stanhope Street suitable for all ages to cycle during the hours of operation.

It seems likely that the changes in Stanhope Street may reduce motor traffic levels in Longford Street – Drummond Street to some extent, but the larger vans and trucks need to be eliminated. The proposed New Vehicle Activated Sign on Longford Street may help to reduce speeds. We request Camden to monitor the situation and to carry out further measures to make this alignment suitable for all ages to cycle.

The secondary cycling links viewed as connections in the Camden Cycle Network

Stanhope Street is popular as a quiet cycling route via Park Village East (or Mornington Terrace) avoiding Hampstead Road. Longford Street – Drummond Street is also popular as a Euston Road bypass and is likely to continue that way for many years to come.

Robert Street is currently an HS2 delivery route but its importance will increase once the HS2 works are complete and the Hampstead Road cycle route is delivered.

We call for the council to accelerate / develop plans for the pink and orange routes to fully enable safe active travel to the local schools and to develop a truly joined up network of routes in the area.

Other concerns

- The approach from Osnaburgh Street (N) to the parallel crossing over Robert Street is well designed. Please ensure that dropped kerbs are supplied on the south side to enable local cyclists to use the connection between Cumberland Market and Clarence Gardens (on the 'north-south' green walking and cycling route).
- Regarding the 'north-south' green walking and cycling route: please check that there are dropped kerbs right through and use some sort of signs to indicate the route.
- William Road parking outside the Netley Primary School gate – removal of two spaces is a start but not enough.
- The hours of operation for the Netley school street should be increased as for example in Holmes Road and Crogsland Road.
- Concerning the junction of Robert Street / Stanhope Street: the ASLs will be beneficial to cyclists; we request that low-level signals should also be provided and if possible, early release. However we believe that after a reduction of the domination of motor traffic in these two roads, this should be altered to a priority junction.
- **NOTE:** the 'bollard closure' on Redhill Street north of Cumberland Market should have the bollard replaced or ANPR be installed.

Our Answers to the Questions from the Online Survey

9. Overall, to what extent do you agree or disagree with the Safe & Healthy Streets changes proposed for the Regent's Park Area (South)?

Strongly Agree

10. To what extent do you agree or disagree with the proposed changes on Robert Street?

Strongly Agree

11. To what extent do you agree or disagree with the proposed changes on Osnaburgh Street?

Strongly Agree

12. To what extent do you agree or disagree with the proposed changes on Stanhope Street?

Strongly Agree

13. If you are a parent or carer of a pupil at Netley Primary School, what mode of transport does your child/children usually use to travel to and from school?

N/A

14. To what extent do you agree or disagree with the proposed changes on Drummond Street and Longford Street?

Strongly Agree

15. To what extent do you agree or disagree with the following proposals:

Walking and wheeling: introducing and improving crossings, adding continuous pavements at side roads, and pavement widening and treatment — Strongly Agree

Cycling: introducing a cycle lane at the western end of Robert Street, a new crossing on Robert Street for cyclists (and pedestrians) and the installation of cycle stands for visitors and secure covered parking spaces for residents on-street, as well as dockless bike hire bays— Strongly Agree

Parking and loading: - introducing a loading bay on Robert Street to meet business needs, adding double yellow lines and removing 6 residential parking bays and 30 pay by phone bays— Strongly Agree

Road safety improvements: narrowing of the road, speed signage and raised crossings— Strongly Agree

Public realm: more benches, plants, trees, green spaces and artwork— Strongly Agree

Traffic changes: extending the Healthy School Street to include Stanhope Street and traffic restrictions on Osnaburgh Street, as an 18-month trial— Strongly Agree

16. We would like to improve the public realm area in the Regent's Park area, including the marked areas on Osnaburgh Street (north of Robert Street) in partnership with residents and community groups. Which of the following would you like to see:

Wayfinding or direction signs (including signage to Regent's Park, stations and other key landmarks)

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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