



Crowndale Road Area Safe and Healthy Streets

Somers Town
Future
Neighbourhoods
2030

What's the challenge in this area?

We want our streets to be **safe spaces** for you to **walk and cycle** for every day trips, for **businesses to be able to flourish**, to **reduce carbon emissions from road transport** and for you to be **breathing cleaner air**. We want to ensure that when we invest in our streets it provides a lasting legacy of **greener, safer, healthier travel**, helping us deliver our wider Transport Strategy objectives.

Crowndale Road borders Somers Town, an area within Camden with high levels of deprivation, low levels of car ownership and which suffers from poor air quality and traffic dominance. Average household income levels in Somers Town are amongst the lowest in the borough. Crowndale Road is a busy street and we want to make it safer for people travelling on foot and by bike. In addition to this, on Crowndale Road there are education facilities and a thriving community of local shops and businesses. The street is currently dominated by traffic, making it difficult to use as a pedestrian or cyclist. There are high numbers of pedestrians and cyclists travelling along/across Crowndale Road, using and visiting the area throughout the day.

- Significant numbers of cyclists are using the nearby north – south cycling routes (Eversholt Street (385 average daily cyclists in November 2021) and Cycleway 6 along Royal College Street), and the existing network lacks east-west links to join up these key routes. On Crowndale Road, there were 378 average daily cyclists in January 2022 (East and Westbound combined). Note that this number will likely be higher in summer months. There is therefore a need for dedicated cycling facilities on Crowndale Road to help connect existing facilities on Oakley Square (south) and Royal College Street.
- Collision data from 01/08/2019 to 31/07/2022 shows that 13 collisions involving pedestrians and cyclists occurred along Crowndale Road, between the junctions with Camden High Street and St Pancras Way.

The proposed changes on Crowndale Road, which we are now consulting on, aim to address these existing issues and to make it easier and safer to walk and cycle along Crowndale Road, and to create links with existing cycle routes in the area – contributing to an area-wide network of safe, accessible streets which encourage walking and cycling.

If implemented, this scheme would provide an improved cycling connection between TfL's Hampstead Road / Oakley Square (south) Streetspace scheme and the existing cycle lanes on Royal College Street, Pancras Road, St Pancras Way and Midland Road. At the same time, we want to take this opportunity to deliver other Healthy Streets improvements

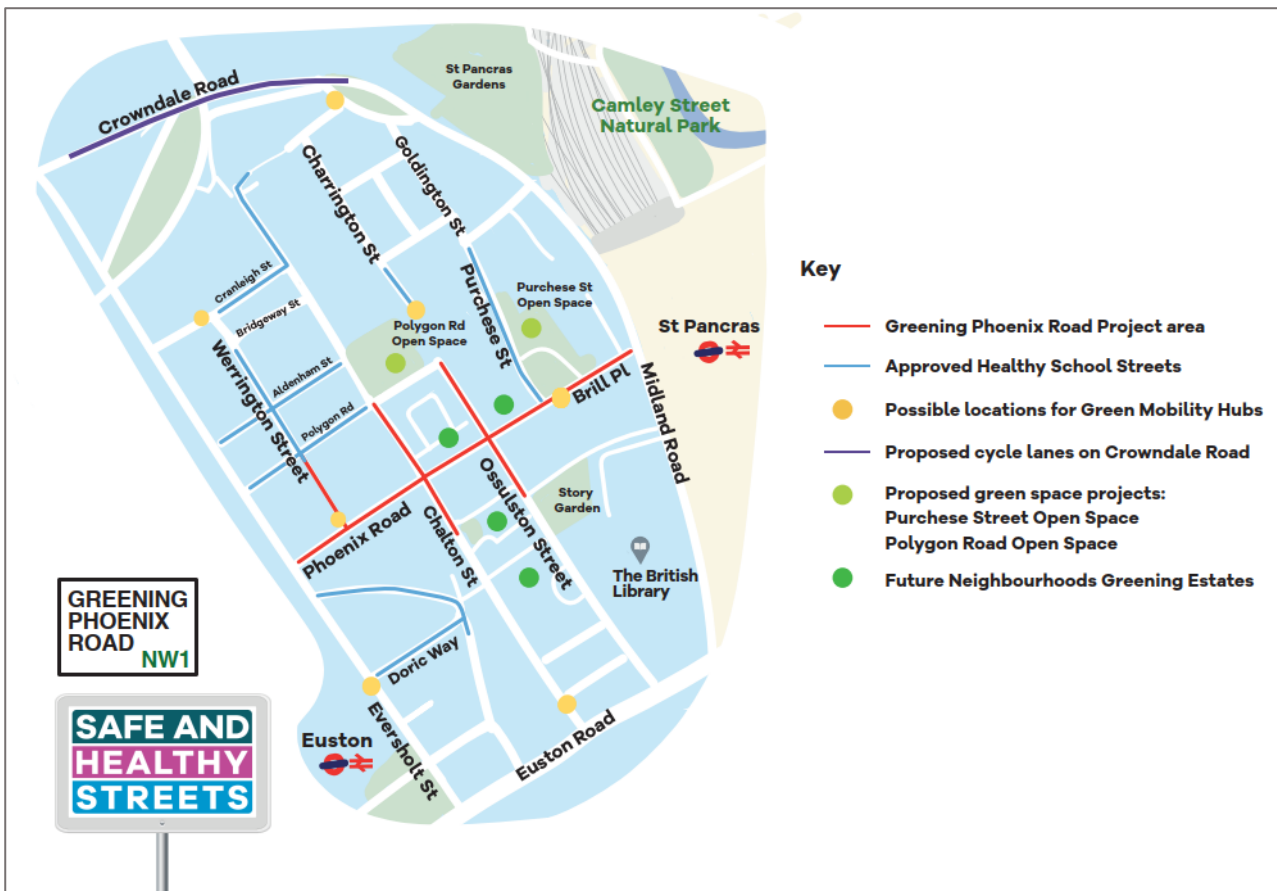
in the area, including new urban greening, benches and cycle parking, alongside some complementary measures on College Place.

As 69% of households in Camden (73% in the Somers Town and St Pancras Ward) do not own a car and public transport usage remains lower than pre-pandemic, we know that providing infrastructure and improvements that enable safe and easy walking, wheeling, cycling and scooting on key routes within the borough, such as Crowndale Road, are more important than ever. Supporting and encouraging those who can walk and cycle, by creating safer streets, will ensure that there is more space available on public transport and on our roads for those who need it the most.

The proposed segregated cycle lanes on Crowndale Road would also contribute to delivering our Climate Action Plan and meet the recommendation, made by the Citizen's Assembly on the Climate Crisis, to introduce more segregated cycle lanes within Camden.

What are we proposing?

The changes proposed in the Crowndale Road area would be delivered as part of the [Somers Town Future Neighbourhoods 2030](#) Fund. Somers Town has received funding from the Mayor of London to become a more sustainable neighbourhood. This includes making a series of Safe and Healthy Streets improvements within Somers Town, including the proposed Safe and Healthy Streets improvements in the Crowndale Road area. The map below shows greening and transport projects currently proposed and being delivered in Somers Town.



We are now consulting on the Crowndale Road Area Safe & Healthy Streets scheme which is proposed to include the following permanent measures:

Cycling changes:

- Segregated cycle lanes (where cyclists are separated from traffic using either **stepped cycle tracks or kerb separation**) in both directions on Crowndale Road, beginning east of the junction with Bayham Street and ending at the junction with Royal College Street – to make it safer and easier to cycle here
- Upgrading the existing zebra crossing (between the junctions with Camden Street and Royal College Street) to a raised **parallel zebra crossing** for cyclists and pedestrians, to make it easier to get to the parade of shops on foot or by bike;
- New **cycle parking stands** outside businesses on Crowndale Road – to provide more space for people to park their bicycles outside local businesses
- Two new **bike hangars** on College Place, providing safe and secure cycle parking for residents

Bus Stop changes:

- A new design for the bus stop near Bayham Street (Stop K) on Crowndale Road: a **shared use bus boarder (SUBB)** bus stop design where cyclists and bus users share the space in the cycle lane next to the bus shelter
- New designs for the bus stops east of Camden Street (Stop N and Stop U). These **Bus Stop Bypass** designs help keep cyclists separate from traffic with space for cyclists behind the bus stop and with crossings over the cycle lanes for bus users to access the bus shelter. The designs will also incorporate new areas of planting

Loading, Parking and Road Marking changes:

- Converting two resident permit parking bays on Oakley Square (north) to **disabled parking bays**, to help facilitate parking for disabled people in the area - including those visiting local organisations and businesses in the area
- A new **loading bay** on College Place, replacing existing single yellow line. This is to serve the rear access of businesses on Crowndale Road and the loading bay would operate at all times
- Replacing single yellow lines with double yellow lines on Crowndale Road and College Place to prevent the carriageway and cycle lane from being blocked by vehicles – see scheme designs for exact locations

Junction changes:

- No junction changes are proposed as part of this consultation. However, we are working with Transport for London (TfL) to consider proposals for improving cycling provision at the Camden Street / Crowndale Road junction. A separate update on these proposals will be provided in due course

Greening changes:

- Three **new trees** on College Place
- A new **rain garden** on the footway on Crowndale Road, to the west of the junction with Royal College Place
- New areas of planting on the bus stop passenger waiting areas proposed as part of the **Bus Stop Bypass** designs for Bus Stops N and U on Crowndale Road

Other changes

- Making improvements to the look and feel of the area including new benches and decluttering the pavement space, for example by removing unnecessary guard railings

These proposed changes are illustrated in the scheme design plans. We have also put together a photo guide that shows what some of the measures being consulted on would look like, such as segregated cycle lanes and shared use bus boarders (SUBBS). Links to both these documents are provided at the bottom of the consultation webpage.

An illustration of what the proposed changes could look like, showing the area on Crowndale Road to the west of the junction with Royal College Street, is below. A larger version of this is also available at the bottom of the consultation page.



How have we engaged on this already?

Several rounds of engagement with businesses on Crowndale Road were undertaken during the scheme development process to understand the loading and access requirements on Crowndale Road. Engagement was first undertaken in November 2022 and again in June 2023 (with a smaller group of businesses). The engagement and outcomes are summarised overleaf.



November 2022 Engagement Summary

A questionnaire was sent out to all businesses and institutions on Crowndale Road to seek feedback on how they currently carry out loading and servicing. Ten businesses / organisations engaged with the review, with eight of these reporting that they received deliveries to their property, and five businesses using Crowndale Road for temporary parking for these deliveries. Some of these businesses stated they have other potential options such as rear access from College Place, with one business specifying they would prefer to use the rear access. One business stated they used the Pay by Phone bay on Crowndale Road, and one business uses the parking bay on Camden Street for larger items.

June 2023 Engagement Summary

Business Engagement

A second engagement letter was posted to businesses on Crowndale Road, specifically businesses between the junctions with Royal College Street and Camden Street. A smaller number of businesses were engaged with on the second round of engagement to understand the rear loading access requirements onto College Place. Businesses were offered the opportunity to provide updated information on their loading and access requirements and share any specific requirements. No responses to this engagement were received. However, the outcome of this engagement, and that held in November 2022, has been to provide a loading bay on College Place, to allow for rear access opportunities. Further detail about this loading bay is provided in the scheme design plans attached to the bottom of the consultation page.

What happens next?

The consultation closes on 10th September 2023. After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy contexts.

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 a broad range of information including officer observations, consultation responses, feedback received, relevant policies, and other data/information. Should a decision be made to proceed, we would implement the changes under a permanent Traffic Management Order (TMO). If approved for construction, we would then carefully monitor the changes to make sure it operates effectively.