



# Safe and Healthy Streets consultation

## Greening Phoenix Road: Proposed Permanent Public Space & Healthy Streets Changes



This document provides a detailed description of the Greening Phoenix Road project to date and the proposals we're consulting on now. The Consultation Plans provided alongside this document at the bottom of the consultation website show maps of the key changes we're proposing and brief descriptions.

### Making your neighbourhood safer and healthier

We want our streets to be **safe spaces** for you to **walk and cycle** for everyday trips, for children to get to and from school safely and healthily, **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.

The proposed project aims to reduce motor traffic and encourage those who can to walk and cycle in the area, improve local air quality, green space and biodiversity. These changes would contribute to the targets set in Camden's Transport Strategy, Climate Action Plan, Biodiversity Strategy, Air Quality Action Plan and the We Make Camden 2030 Borough Vision.

In Camden, 69% of households do not have access to a car; in the St Pancras and Somers Town Ward this is 70.5%. Around 87% of all trips by Camden residents are made on foot, by bike or on public transport. Supporting and encouraging those who can walk and cycle, by creating safer, healthier streets, will also help ensure that there is more space available on public transport and on our roads for those who need it the most. In Somers Town, 8 in 10 properties have no private outdoor space, which highlights the local need for outdoor green space for residents to use.

### Phoenix Road Project Context

#### HS2 Assurance

Construction for the HS2 project has led to the loss of some open space in the Euston Area. In 2015, Camden secured an [assurance](#) from HS2 that it would provide funding for a new linear green space in Somers Town on Phoenix Road. This would support a green walking link between Euston and St Pancras Stations. This assurance has enabled the current trial traffic reduction and public space improvement [project](#) in place on Phoenix Road.

#### Somers Town Future Neighbourhood 2030

The Greening Phoenix Road trial project and permanent proposals have been designed to fit in with the wider Somers Town Future Neighbourhood 2030 (STFN 2030) project, which is funded by the Greater London Authority and focuses on making the area more sustainable and resilient to

climate change. Key transport projects in the area delivered through the STFN 2030 Project include the [Somers Town Healthy School Streets](#), which were trialed and made permanent in November 2024, and three phases of Green Mobility Hubs, the [first two](#) of which are currently under construction. Green Mobility Hubs are spaces with a variety of green transport options all in one place. The [third phase](#) is still due to go through a Traffic Management Order<sup>1</sup> consultation. If implemented, the two mobility hubs in this phase would be placed next to proposals for Phoenix Road on Werrington Street and Brill Place. The map below illustrates the location of the Phoenix Road project in relation to the STFN 2030 projects.

**Figure 1: Projects in the Somers Town Area**



### Previous changes and traffic restriction trial

After extensive community engagement on how to invest the assurance funding that we have secured from HS2, in 2024 we introduced trial traffic management and green space changes, alongside permanent pedestrian improvements on Phoenix Road.

Permanent changes introduced in 2024 through a Traffic Management Order (TMO) included:

- Permanent pavement widening on Phoenix Road between Chalton Street and Ossulston Street
- 2 Disabled bays relocated to Ossulston Street
- A new loading bay on Chalton Street south of the Phoenix Road junction



- Permanent pavement widening with a rain garden (an area of planting which soaks up rain fall to prevent local flooding) on the western end of Phoenix Road between Eversholt Street and Werrington Street



Trial traffic and green space changes were also introduced through an Experimental Traffic Order (ETO) in the following locations (see image below - access for cycles and emergency vehicles was retained in both cases):

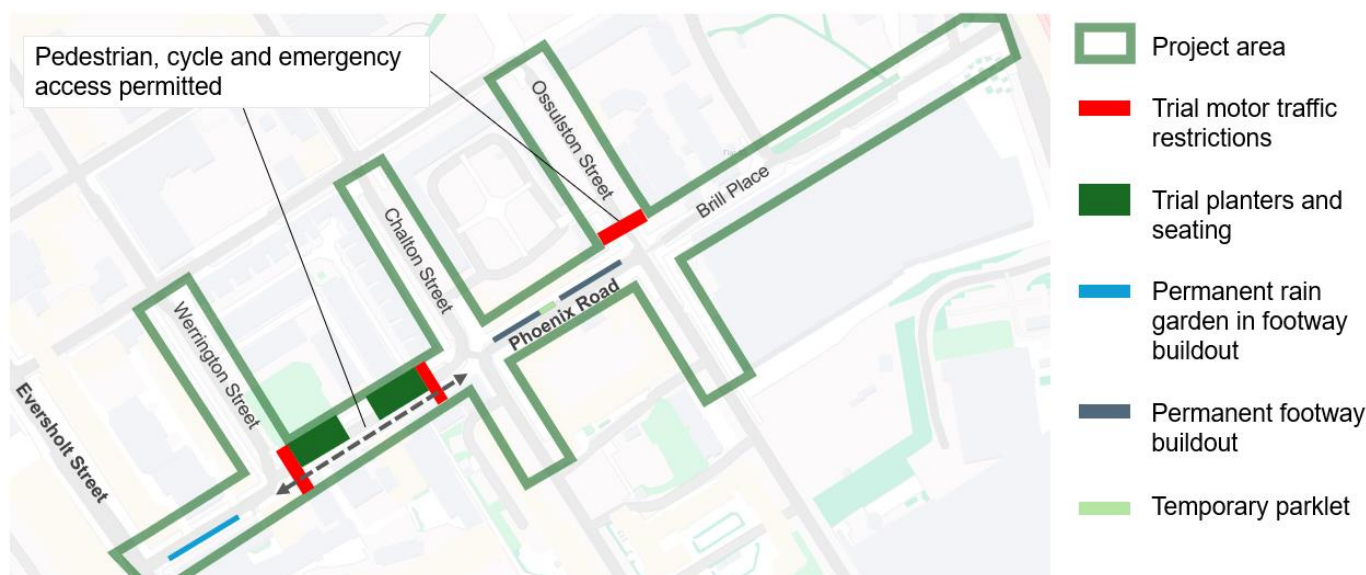
- A trial traffic restriction on Phoenix Road, between Werrington Street and Chalton Street, preventing through-traffic enforced by removeable bollards and featuring temporary wooden planters with seating and planting;
- A trial traffic restriction on Ossulston Street, north of the junction with Phoenix Road, preventing through-traffic and allowing only cycles to pass through, enforced by a removeable bollard.

**The existing trial street closure on Phoenix Road between Werrington Street and Chalton Street**



The traffic changes on Phoenix Road and Ossulston Street were introduced as a trial for 18 months in Spring 2024. Since then, we have gathered data and feedback from the community to help us understand the impacts of the trial. Current routes in and out of Somers Town under the trial layout can be viewed in Appendix B.

**Figure 2: Existing Greening Phoenix Road Project**



**Engagement to-date**

Several phases of community engagement on how to invest the HS2 Phoenix Road Assurance funding that we secured from HS2 have taken place since 2017. These resulted in identifying community design objectives centering on creating a greener, safer, more sociable, connected, and characterful Phoenix Road (see Consultation Appendix A for more details). The proposals in this consultation respond to findings from this engagement and feedback collected during the trial via our [Commonplace website](#) for the project, community engagement at local meetings and events, and activation events in the trial green space, such as play days. We have also set up a diverse steering group of local residents to input on permanent design ideas for the areas. Members of this group were identified through key local stakeholders, including in the Neighbourhood Forum, and this group has been continuously engaged throughout the design process leading up to this consultation.

Table 1 below summarises the key community feedback points under 4 main themes and how the proposals respond to these. To see diagrams of the changes that are proposed for each theme, see the main [Consultation Plans](#) at the bottom of the webpage.

**Table 1: Community feedback on the Phoenix Road project**

Engagement theme	How the proposals respond
<b>Movement</b>	
Traffic has reduced in the area overall, but remains high on streets without restrictions. It is unsafe for cyclists in these areas	<p>Making the existing trial restrictions permanent</p> <p>Proposing a further restriction that could reduce traffic on streets that remain open</p>
Access to the area has become more difficult, including for local organisations and businesses	Retaining access to all areas of Somers Town and adding a new loading bay
New wider pavements are good but other parts of the Phoenix Road area could be made more accessible, in particular the Chalton Street / Phoenix Road junction	<p>Wider and more even pavements where possible</p> <p>Pedestrian priority improvements at junctions, including at the Phoenix Road / Chalton Street junction</p> <p>More accessible seating with back and arm rests</p> <p>Clearer separation between pedestrians, cyclists, and traffic</p> <p>All access points to remain within 50m of a parking space</p>
Concern around conflicts between people walking and cycling	Revised design separating people cycling from those walking with a curving cycle path to slow speeds
Pavement parking and driving near the Ossulston Street / Phoenix Road junction	Pavement widening, additional planting and street features to prevent vehicles from mounting the pavement
<b>Green space &amp; public space</b>	
The green space could have better planting and include colour and artwork	<p>Much more extensive permanent planting proposed that would sit in the ground</p> <p>Areas for colour and artwork identified near the school</p>
Concerns around personal safety and anti-social behaviour	<p>Provision of a more attractive public space with a range of seating, play and activity areas, as well as lighting that would invite a diverse range of people to use it and make it feel busier, safer, and more sociable. This would also make the area more inclusive for people of different ages and backgrounds</p> <p>Providing improved lighting across the area</p>
A permanent project could include areas for food growing	Designated areas for community herb or food growing
<b>Play</b>	
The space is great for children and play is one of the best activities for it, there should be more events	Playable street furniture and space for free-play to meet the needs of children of different ages (including young children and secondary-school aged children) in the main traffic-free

Engagement theme	How the proposals respond
	area on Phoenix Road
<b>Culture &amp; heritage</b>	
The project should respond to local culture and be 'place specific and unique'	Additional heritage washing post sculptures to add to the proposed Somers Town Heritage Trail, building on existing cultural projects  Street furniture and play features inspired by the area's railway history
Businesses should benefit from the new public space, e.g., by hosting events	Additional pavement and traffic-free space could be used for local events and activities

### Data from the trial changes

The trial traffic restrictions on Phoenix Road and on Ossulston Street have, together with the timed traffic restrictions on the Healthy School Streets in Somers Town, helped reduce overall traffic in the area. On Phoenix Road and the immediate surrounding streets (Phoenix Road, Werrington Street, Chalton Street and Ossulston Street), traffic volumes have reduced by approximately 19% between baseline surveys taken before the trial started across 2022 and 2023 and counts taken during the trial in 2024. However, it is recognised that this change has not been experienced equally across the area, especially on streets that remain unrestricted during Healthy School Street operating hours. This includes Chalton Street north of the Phoenix Road junction, which has seen an increase in traffic. Traffic volume changes are summarised in the table below:

**Table 2: Traffic volume and average speed changes in the Phoenix Road Area before and during the trial**

Location	Traffic volume Change	Speed Change (%)
Phoenix Road East (between Chalton Street and Ossulston Street)	+508	+11%
Phoenix Road Central (between Werrington Street and Chalton Street)	-1627	N/A (no traffic)
Phoenix Road West (between Eversholt Street and Werrington Street)	-1222	-13%
Chalton Street (South of the Phoenix Road junction)	-156	+2%
Chalton Street (North of the Phoenix Road junction)	+995	+4%
Ossulston Street (South of Phoenix Road)	+8	-20%
	<b>-1494 (total change)</b>	<b>-3% (average change)</b>

Analysis of traffic flows through the pinch point at the Phoenix Road / Chalton Street junction before and after the trial shows that traffic flows decreased slightly going northbound (196 less per day). This may be because this was previously a more attractive shortcut from Chalton Street when Phoenix Road was open. Meanwhile, southbound traffic increased slightly (87 more), which may be due to vehicles using Chalton Street or Ossulston Street to exit the area instead of Phoenix Road.

On average, traffic speeds on Phoenix Road and surrounding streets decreased slightly by 3%

during the trial. However, areas around the Phoenix Road and Chalton Street junction that saw traffic increases also saw slight speed increases, highlighting the need to further traffic calm this area.

Surveys of pedestrians travelling east and west along Phoenix Road showed an average increase of 43% between surveys conducted in October 2023 and September 2024. This represents an average increase of 2,745 pedestrians per day across the whole of Phoenix Road, with the total average daily number across the street in September standing at 3,191. The highest increase was seen in the western section between Eversholt Street and Werrington Street (65% increase), followed by the main traffic-free area of Phoenix Road (55% increase), while the section between Chalton Street and Ossulston Street saw an increase of 9%. While some community feedback shows there are still safety concerns in the area, increasing the number of people using the space is likely to support increased perceptions of safety in the area as there are more eyes on the street.

Cycling data is not available from before the trial but counts from September 2024 showed that the street is well used by cyclists, with a daily average of 501 cyclists recorded across the whole of the street.

Air quality monitoring data shows that on average, air quality in the Phoenix Road area and on side streets (including Chalton Street and Ossulston Street) improved during the trial. Average NO<sub>2</sub> levels in January – December of 2024 was 1.5% lower than in the same months in 2023. This is a greater improvement than in Camden as a whole, where average NO<sub>2</sub> levels only decreased by 1%. Overall, this corresponds to the feedback that the trial has made it easier to walk and cycle and that it has helped reduce traffic and air quality in the area as a whole.

## What are we now proposing?

We're now proposing further changes to reduce traffic, improve road safety, accessibility and add a new green and public space on Phoenix Road and on local streets in the project area. These streets include Werrington Street, Chalton Street, Ossulston Street and Brill Place (see Figure 2). The proposals aim to fulfil the original purpose of the HS2 Phoenix Road assurance that we secured from HS2 to create a green walking link through Somers Town, to deliver on the policy objectives set out in Camden's Transport Strategy and to respond to the community feedback received during both the trial and previous engagement exercises. We're now therefore consulting on making the trial changes permanent and introducing several additional changes on streets in the area, as outlined below:

### (i) Proposed permanent changes

To help reduce the amount of through traffic in Somers Town, improve road safety, air quality, the environment and to make it easier to walk and cycle, we're proposing to:

- Make the **trial traffic restriction** on Phoenix Road (between Werrington Street and Chalton Street) **permanent**. This change would be enforced by a removable bollard and would keep emergency vehicle and cycle access. New **permanent green and open space** would be created in this area. The community could host activities or events here (see more details below);
- Make the **trial traffic restriction** on Ossulston Street, north of the junction with Phoenix Road, **permanent** with new permanent **planting**, to improve safety on this popular cycle

route and reduce through traffic. This would also be enforced by a removeable bollard and would keep emergency vehicle and cycle access;

## (ii) New proposals

We're also seeking your views on new proposals we've developed based on your feedback and data we've collected. These are:

- (A) An 18-month trial of a new **one-way system** that means motor vehicles can only travel southbound through the junction at Chalton Street and Phoenix Road (see Option 2 in the [Consultation Plans](#) on p4).

This change would respond to comments received during the trial about through traffic on Chalton Street increasing, and to reduce the amount of through-traffic across the Somers Town area. No motor vehicles (except emergency service vehicles, and cycles) would be able to travel northbound through this junction, so it would not be possible to travel from the areas of Ossulston Street and Chalton Street south of Phoenix Road to the northern half of Chalton Street. Vehicles wishing to leave these areas would need to exit via Euston Road. Maps of how people would travel in and out of Somers Town if this change were implemented are provided in Appendix B.

If approved, this change would be implemented as an **18-month trial**. If the trial was implemented, we would monitor traffic and air quality patterns and collect your feedback before making a decision at the end of the 18-month period on whether to keep, change or remove this additional restriction. This decision would be made on the basis of relevant policies, community feedback and monitoring data.

- (B) **New green space, plants, and trees** throughout the area to improve the environment, air quality, biodiversity, climate resilience to urban heat and flooding, and to improve the look and feel of Phoenix Road (for more details of each type, see the [Consultation Plans](#), pp5-8 and p12). If implemented, the changes would introduce over 1,000 square metres of planting coverage, meaning that 7% of the streets in the project area would be covered by green space. If all permeable areas (such as areas where gravel is proposed) are included, this number increases to 12%. The area covered would be similar to 4 tennis courts. The planting that could be introduced would include:

- **Rain gardens** (areas of planting that help to soak up water from heavy rainfall). Large rain gardens would be added on Phoenix Road between Werrington Street and Ossulston Street and smaller pockets on Brill Place, Ossulston Street and Werrington Street. By soaking up water from heavy rainfall, e.g., during storms, rain gardens can help make the area more resilient to climate change;
- **Grasses, wildflowers** and other **shrubs** and **climbing plants** at ground level, including in areas of widened pavement and small patches at the edges of buildings, throughout Phoenix Road, Ossulston Street, Werrington Street, Chalton Street and Brill Place;
- Expansion and **improvement of tree pits (the area around tree roots)** by replacing existing materials with gravel throughout the area (see Consultation Plan pp5-8). These changes help trees thrive in the long-term and increase their resilience to hot weather;



- At a future date, we may also explore making the Oakshott Court green space accessible from Phoenix Road or Werrington Street, as part of a separate project to improve the space.

**(C) Look and feel and play improvements** including:

- Adding **accessible seating** throughout the area, including accessible seats and benches with back and arm rests at regular locations on Phoenix Road, Werrington Street, Chalton Street, and Ossulston Street;
- Adding **playful seating** in the main traffic-restricted area on Phoenix Road. This could include arch seats made from reclaimed materials, and moveable seating on rail tracks in the main traffic-restricted green space, inspired by the area's railway heritage. It could also include a curved bench that helps separate people cycling from those walking;
- Creating a **new open space** outside Maria Fidelis School, which could include colourful ground markings or be activated through artistic lighting (see [Consultation Plans](#) p9). This open area could serve as an informal play space or be used to host events and activities;
- Adding **playful stepping stone features** made of boulders and wooden railway 'sleepers' (wooden beams used to make railway tracks) that go across areas of green space in the main traffic-restricted green space (see [Consultation Plans](#) p9);
- **Replacing** some areas at the **edges of pavements** with gravel, to create a buffer between people walking and traffic, including at the western end of Phoenix Road, Werrington Street, Chalton Street and Ossulston Street;
- Adding **heritage washing post artworks** on Phoenix Road (between Chalton Street and Ossulston Street) to add to the existing [history trail project](#) washing posts proposed for the main traffic-free Phoenix Road area as part of a separate project;
- A new area of **pavement widening** outside the Somers Town Community Centre on Ossulston Street, framed by rain gardens on either side;
- Adding more lighting throughout the area to help address safety concerns.

**(D) Improvements to the Chalton Street & Phoenix Road junction**, to improve safety, accessibility and give more priority to pedestrians, while responding to community feedback. This includes:

- **Widening pavements** to give more space to pedestrians, and to create a better space for community events such as the Somers Town Festival
- Adding **continuous crossings** (see Consultation Plan, p4) where the pavement continues across the road and raising the road so it is level with the pavement, with tactile paving for visually impaired people, encouraging vehicles to slow down for people walking

**(E) Junction safety, pedestrian crossing and pavement changes** to slow traffic down, give priority to pedestrians and make the area more accessible. This includes:

- **Raising the road at junctions**, pavement widening and new continuous pavements (priority crossing points where the pavement continues across the road, with tactile paving for visually impaired people, see [Consultation Plans](#) p4). Junctions include Phoenix Road & Werrington Street, Phoenix Road & Chalton

Street, Phoenix Road & Ossulston Street, Ossulston Street & Polygon Road, Polygon Road & Werrington Street;

- **Paved paths that cross the main traffic-free green space** on Phoenix Road, to signal pedestrian priority to cyclists travelling through this space.

(F) **Parking, loading and road marking changes**, to improve road safety and retain access for deliveries, including:

- Adding a **new loading bay** near the Euston Foodbank, to make it easier to receive deliveries;
- **Removing 9 car parking spaces**, including 5 pay-by-phone bays and 4 resident permit bays, and reallocating the space to planting;
- Adding **colourful skid-resistant road surfacing** on Phoenix Road between Ossulston Street and Eversholt Street to mark the entrance to the main Greening Phoenix Road area (see [Consultation Plans](#) pp3-4, p12);
- **Retaining vehicle access** to the entrance to Oakshott Court on Phoenix Road.

(G) **Cycling changes**, to help people cycling to access and travel through the area safely and easily, including:

- Creating a **cycle path** through the main traffic-restricted green space area that separates people cycling from those walking and that curves to slow cyclists;
- Adding **cycle parking** at several locations, including in the new traffic-free green space on Phoenix Road, on Chalton Street, on Phoenix Road between Chalton and Ossulston Street, on Ossulston Street near the community centre.

The proposed changes are illustrated in the main Consultation Plans. A link to this document is provided at the bottom of the consultation webpage. The images below provide an illustration of what the proposed changes could look like and are also included at the end of this page.

**View of the proposed Phoenix Road / Chalton Street junction from the east**



**View of the proposed Phoenix Road / Ossulston Street junction from the east (Brill Place)**



**View of the proposed central traffic-free area and green space on Phoenix Road from the west at the junction with Werrington Street**



**View of the eastern section of Phoenix Road between Chalton Street and Ossulston Street from the Phoenix Road junction**



If approved, the project would be constructed in phases from the end of 2025 into Spring 2026 and would be funded through the HS2 Phoenix Road Assurance fund we secured from HS2 in 2015.

**Why your views matter**

The existing project was implemented as a trial under an Experimental Traffic Order for 18 months. We committed to undertaking a public consultation after around 12 months of the trial to seek the views of local residents and stakeholders on making the trial permanent after the 18-month trial period. We're also seeking your views on the additional proposals detailed above.

Your views are important in providing feedback both on the proposed project as a whole and elements of it, and we would therefore welcome your responses on the pages that follow. More information on the proposals, including monitoring data collected during the trial and the proposed Consultation Plans are contained in the 'Related' section at the bottom of this page.

We will be pleased to hear your views on the proposals as well as any alternative suggestions or objections you may have to any aspect of what we're proposing.

### **What happens next?**

The consultation closes on Wednesday 30<sup>th</sup> April. After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy contexts. After the consultation, we will publish a decision report online via our website. We will notify local residents and stakeholders 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 the additional traffic management proposal to introduce a southbound only system at the Chalton Street / Phoenix Road junction was approved, this would be implemented as an Experimental Traffic Management Order (ETO) for 18 months, during which time your feedback and data would be collected, prior to a decision on whether to adopt such a change permanently. If approved for construction, the changes would come forward in phases. We would continue to monitor the changes to make sure the new road layout operates effectively.

---

<sup>i</sup> Traffic Management Orders (TMOs) are legal documents drafted and made by the council under the regulations of the Road Traffic Act of 1984. They are designed to regulate the moving of traffic, as well as waiting, loading, stopping and parking restrictions.