

A new approach to Phoenix Road

Camden Council negotiated a series of assurances to help mitigate against the construction impacts of HS2 works. One of these assurances provides funding to make changes to Phoenix Road to provide greater community benefit, including the creation of green space. The assurance is as follows:

“Creation of open space through green infrastructure and other enhancements of Phoenix Road potentially including a linear park and nature conservation measures... including, as a minimum, enhancing the walking route between Euston Station and St Pancras Station.”

Before we started exploring ideas with the community, we needed to understand whether this was possible. LDA Design carried out a feasibility and constraints study to explore whether Phoenix Road could provide new public green space that benefits communities, the environment and the local area.

The reports which can be found [here](#), are not proposals or designs, but studies to help us understand what is and is not possible. It was important we understood how realistic making changes is, before we started talking to you about your aspirations and ideas for the greening of Phoenix Road.

The constraints and feasibility studies looked at things like access and movement for people and vehicles, utilities, trees, parking and land uses. Taking these into account, it concluded that there was a real potential to deliver new public space for Somers Town, on Phoenix Road.

We are currently working with Groundwork London to find out more about the aspirations and ideas of local people, before we start work on the proposed design. The aspirations and ideas shared with us will be used to inform the design development. There will be many opportunities for you to get involved and share your ideas with us as the project progresses.

To start with, we want to hear your thoughts on how any new spaces could look and feel and what you might like to be able to use them for?

To find out more contact: greeningphoenixroad@camden.gov.uk

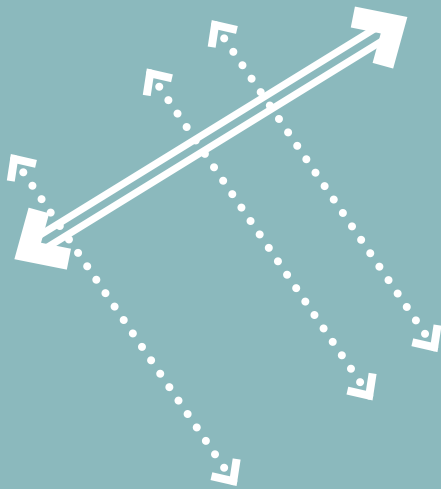
PHOENIX ROAD

GREENING AND PUBLIC REALM ENHANCEMENT OPTIONS

STAGE 1 REPORT

5966-LPR-D-LDA-DOC-P00-001

REV05





Existing planting in the public garden of the Francis Crick Institute, Brill Place

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00. Executive Summary

This report has been prepared by LDA Design with Momentum transport consultancy for the London Borough of Camden (LBC) as part of the Phoenix Road Greening and Public Realm Enhancement Options report.

This Stage 1 Report forms part one of two documents outlining the feasibility of options for improvements to Phoenix Road, Camden. It will detail the purpose, aims and objectives of the project, the development of suggested design principles and the feasibility of Strategic Options developed as part of Stage 1 of the project.

01.

Project Context

01.01

The Site

The Site for the Phoenix Road Greening and Public Realm Options study is located in Somers Town, Camden. It extends the full length of Phoenix Road and Brill Place, between Eversholt Street and Midland Road (the Site or Study Area) - refer to the plans opposite. The red line boundary encompasses junctions and extends into surrounding streets and spaces. A more detailed explanation of the Site and its context is provided in Section 03 of this report.

01.02

The purpose of this report

This document forms the Stage 1 Report of the Phoenix Road Greening and Public Realm Options study. As part one of two documents, it will introduce the project, its aims and objectives and the project Site. It will detail Site access, constraints and opportunities, suggested design principles and outline a number of 'Strategic Options' which would enable varying degrees of intervention to be made on Phoenix Road and surrounding streets.

This report will enable LBC to consider the design delivery feasibility of the Strategic Options, with a view to identifying Options for further testing. Strategic Options will provide access, circulation and spatial parameters for further design development in Stage 2 of the project. Together, the Stage 1 and Stage 2 reports will provide feasibility options to achieve the vision for Phoenix Road.

01.03

Project background

The Somers Town area is set to be surrounded by huge change. King Cross-St.Pancras (KX-SP), to the east of the site, and Euston Station, to its west, are two major growth areas for London. Euston in particular is set to undergo huge change due to the proposed High Speed 2 (HS2) and Crossrail 2 developments. **HS2 is a key driver and funding mechanism for the Phoenix Road Greening and Public Realm Scheme.**

LBC owns a significant amount of land in the Somers Town area, which is one of the most deprived wards in the country. Due to the extent of LBC land ownership and the amount of planned change in the area, the Somers Town Community Investment Programme (CIP) was drawn up to establish whether greater benefit to the community and LBC could be derived.

01.04

Planning and development context

There are a number of current and future projects proposed in the area which will influence constraints and opportunities along Phoenix Road/Brill Place and surrounding streets, notably:

The Somers Town Community Investment Programme:

An overarching programme for the neighbourhood which has identified seven reinvestment priorities: housing, getting

about, education and community facilities, open space, health, community safety, jobs and training.

The Central Somers Town Project:

This Central Somers Town Project, which is part of the Somers Town Community Investment Programme, is set to transform the heart of the Somers Town area and encompasses new affordable and private residential development, new education and community facilities and a re-landscaped public park which will bring together existing parks at Purchase Street and Polygon Road. In particular, changes along Brill Place will be significant, with a planned 25 storey residential building with some commercial use at ground level.

The Francis Crick Institute:

Open in 2016, this international research centre occupies the full southern edge of Brill Place and introduces a modern building character. This limits options for intervention, but is a positive addition to the area.

Maria Fidelis School:

Situated at the western end of Phoenix Road, a new consolidated Maria Fidelis School is planned, with construction due for completion by the end of 2018. The project includes improved public realm and improved pedestrian access.

A Somers Town Greening Strategy:

The strategy is being delivered in order to deliver green infrastructure projects. An implementation plan is currently being considered for the wider Somers Town area.

Euston Area Plan:

The Council's adopted Euston Area Plan (2015) sets out the context and guidance for future growth within the area and includes part of Phoenix Road/Brill Place.

HS2/ Crossrail 2:

A new HS2 station is proposed at Euston. This will have significant impact on the area in the temporary and long term during construction and subsequent operation. A new Crossrail 2 scheme is also proposed at Euston/St.Pancras. Redesign of the stations and associated infrastructure could significantly impact Eversholt Street, which bounds Phoenix Road to the west. The plans reinforce Phoenix Road's significance as a key east-west link between the stations and an area for improved open space.

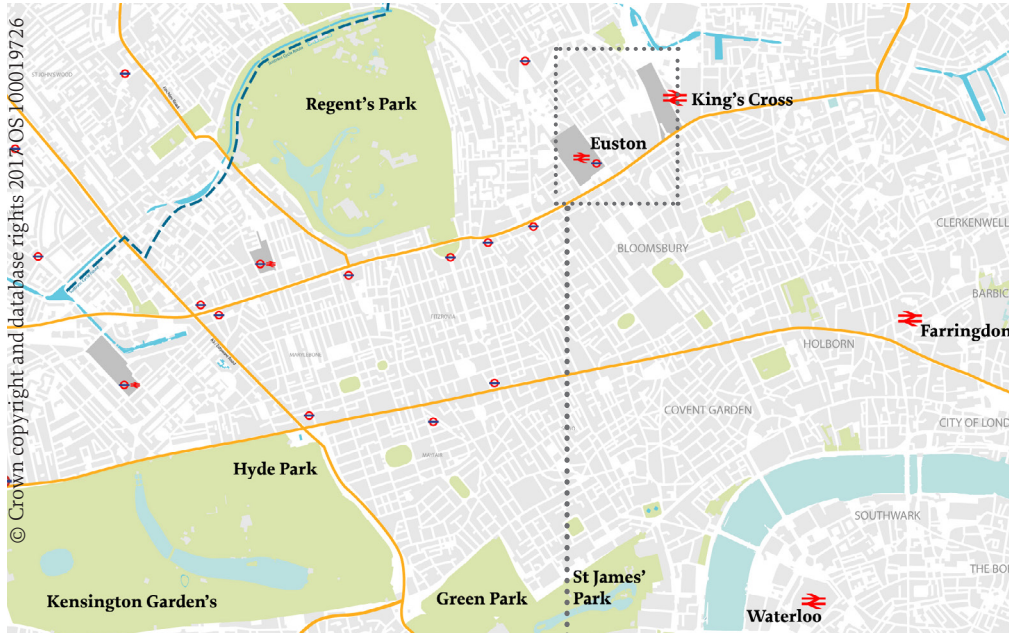


Figure 1: Project site within the London context

01.05 HS2 assurances

In order to mitigate impacts of the construction of HS2 on local residents and businesses across the borough, Camden Council secured nearly 150 assurances on key measures, including funding to deliver projects which mitigate temporary and permanent loss of open space as a result of the HS2 scheme. This includes funding of up to £3 million to create new open space along Phoenix Road/Brill Place and North Gower Street (not part of this study), which has the additional benefit of enhancing a key walking and cycling route between KX-SP stations. This investment is subject to feasibility and public consultation. This options study forms the first stage of this process to identify constraints, opportunities and feasibility for creating open space and improved walking and cycling connections for the project Site.

- Phoenix Road Greening and Public Realm Options Study project boundary
- HS2 safeguarded area (indicative)
- Central Somers Town Project
- Maria Fidelis School redevelopment
- The Francis Crick Institute (including new public open space ■)
- Typically used existing pedestrian route between stations
- Potential new green route between stations

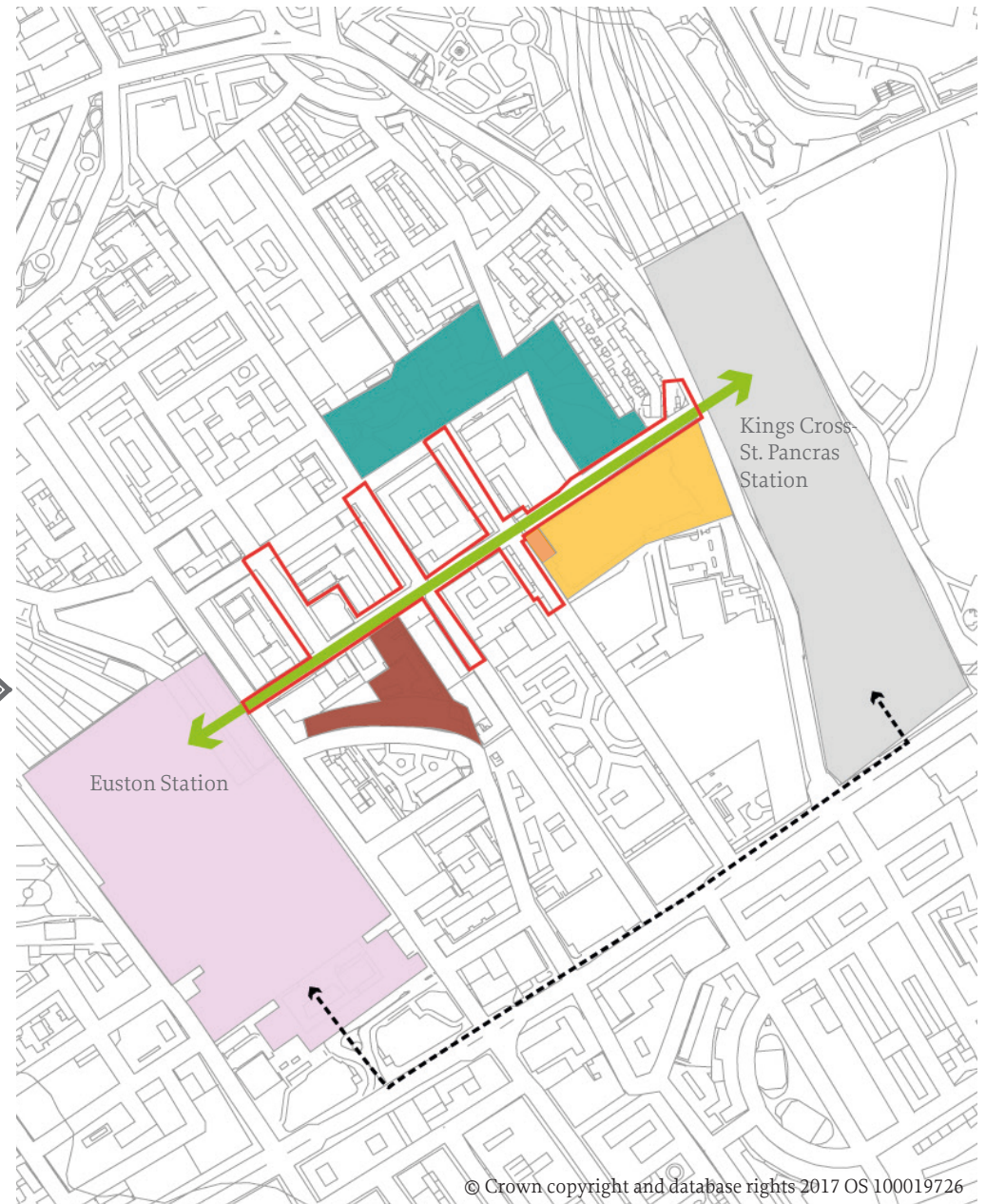


Figure 2: Project site within immediate planning and development context. Currently most pedestrians use the heavily polluted Euston Road to travel between the two stations. However there is opportunity to create an alternative route along Phoenix Road/Brill Place which is greener and more pedestrian and cycle friendly.

02.

Project Aims and Objectives

In line with the aforementioned scale and extent of development within the Somers Town area, LBC has established a set of initial objectives for the Phoenix Road Greening and Public Realm Options Study ('the Project'). These aims and objectives may broadly be split into three general categories: Understand the Site, Suggest Physical Changes and Inform Future Changes.

02.01

Understand the Site: Constraints and Opportunities

In order to achieve the aims and objectives of the Project, a thorough understanding of the Site, its constraints and opportunities is required. Stage 1 of the Project encompasses studies to identify the constraints and opportunities. Opportunities should aim to maximise open space provision for better, greener open spaces and streets, whilst understanding constraints will ensure that opportunities are achievable.

02.02

Suggest Physical Changes

The Project will suggest a number of physical changes that could be made which would change the character, function and movement along Phoenix Road/Brill Place and surrounding streets. This Project will provide an understanding of the possibilities and feasibility for future physical changes and interventions that could be made. The following aims and objectives encompass the aspiration for physical changes to the Site.

Create a linear park and improve green infrastructure

Losses to temporary and permanent open space are a direct result of the HS2 development. This loss of open space must be replaced within the borough as part of agreed assurances between HS2 and LBC, which is a key driver for this study. In addition to the HS2 assurance, the strategic and spatial importance of Phoenix Road has created an aspiration for new or enhanced publicly accessible green open space along this route and surrounding streets. This re-provision of new publicly accessible green open space is the key requirement for this study, ideally in the form of a linear park. The Project should aim to provide the following:

- High quality public space with recreational and amenity value
- Improve health and well-being
- Improve air quality and urban microclimate
- Urban greening and biodiversity value
- Support stronger local communities
- Manage flood risk
- Provide educational opportunities
- Promote economic growth

Improve walking and cycling

As an east-west connection between two major station destinations, a key aim of the project is to enhance the experience and safety of pedestrians and cyclists along Phoenix Road/Brill Place, which would also provide a greener walking alternative to Euston Road. The route should be legible and easy to move through by foot or by bicycle.

Provide safer, more inclusive streets and open spaces

The Project should create open spaces and streets that are inclusive and feel safe and comfortable to be in. High quality open spaces naturally encourage people to use them, whether to pass through or to linger for longer. This provides good natural surveillance and creates a safe urban environment. Legible, inclusive and accessible streets and spaces should be provided as part of the strategy. The Project should connect north-south routes through Somers Town, particularly for pedestrians and cyclists, and reflect the needs of Somers Town businesses and residents.

02.03

Inform Future Changes

As well as aspiring to change the physical character and nature of Site, the Phoenix Road Greening and Public Realm Options Study will be used to inform and guide future changes within the wider Somers Town area. The project will provide a number of options/approaches to greening which could be used by LBC as a starting point for engaging with the local community around their priorities and concerns for the site. Additionally, this Project will contribute to, and inform, the following briefs and strategies:

- The Somers Town Greening Strategy
- The Somers Town Priorities
- The Euston Area Plan
- The Euston Station Area Planning Brief



The Phoenix Road Greening and Public Realm Options Study aims to assess potential for new public space that is green and enjoyable for pedestrians and cyclists

03. Vision

There is an aspirational vision for the Phoenix Road / Brill Place. It aims to provide new public green space that delivers a number of benefits for people, for the environment and for the local area in terms of local amenity and economy.

It is envisaged that a new linear park, or new green spaces, will form new Green Infrastructure in the area to link existing natural assets. It should have biodiverse planting and incorporate SuDS where possible to improve air quality, provide a more comfortable microclimate and manage rainwater more sustainably within the wider area.

The linear route will provide a high quality environment that incorporates, where appropriate, sociable seating and rest spots in which people feel comfortable and want to spend time. The parks should be distinct with design elements which signify a high quality and strategically important green route and introduce more sustainable approaches to managing runoff within the area.

The design will balance the needs of local residents and businesses whilst accommodating other visitors to the area. It should create a place which enhances local pride and which the local community is happy to welcome others.

Whilst the route itself is linear, it is envisaged that improvements to Phoenix Road/Brill Place will respond to and enhance surrounding streets too. The north-south streets which Phoenix Road bisects all have an individual character and this should be celebrated within the design.

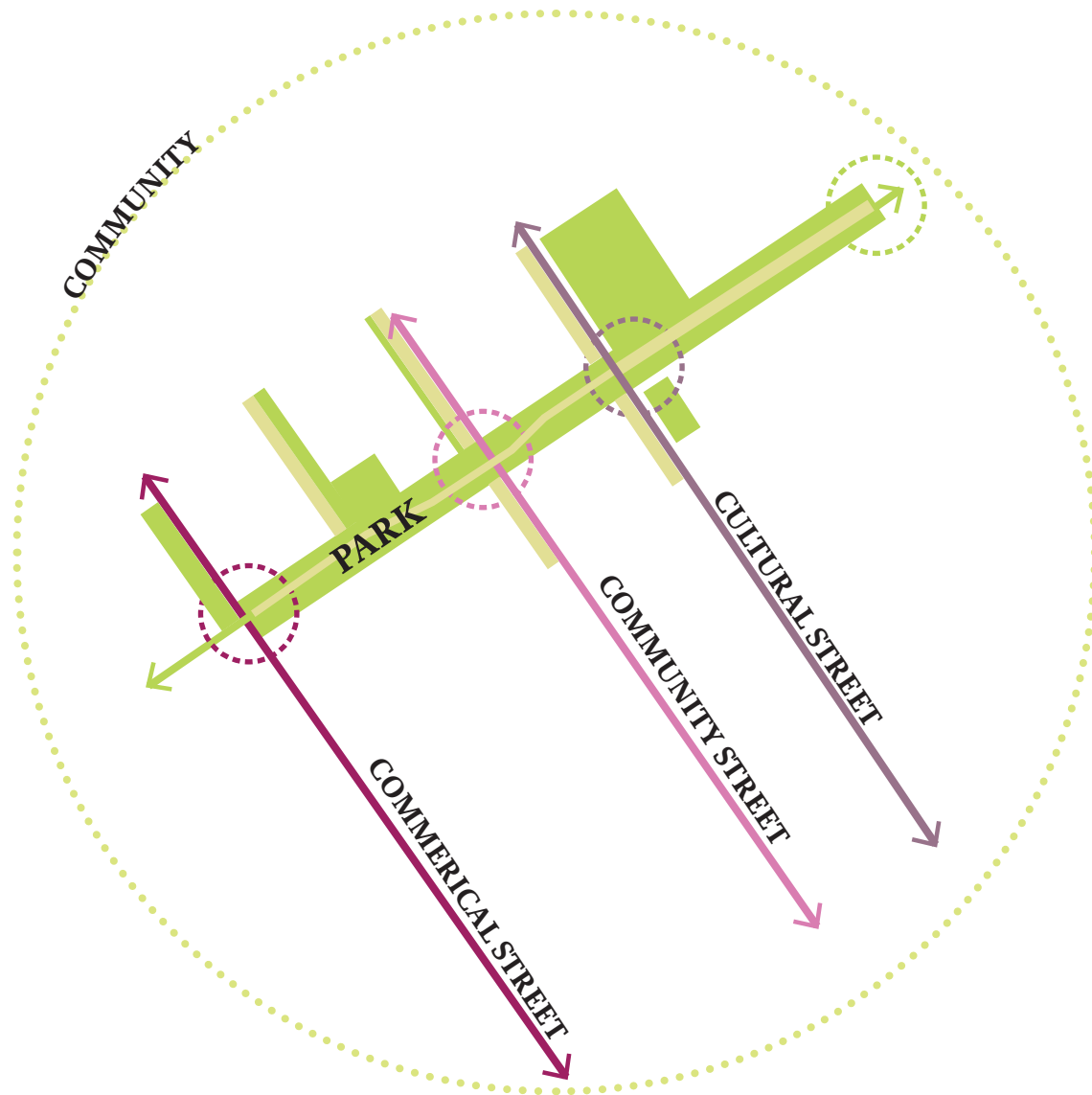


Figure 3:
Conceptual Vision diagram for the
Phoenix Road Greening and Public Realm
Options Study

Opposite: Key themes from
the Vision for the Phoenix
Road Greening and Public
Realm Option Study



New green open space, a linear park



A new community asset



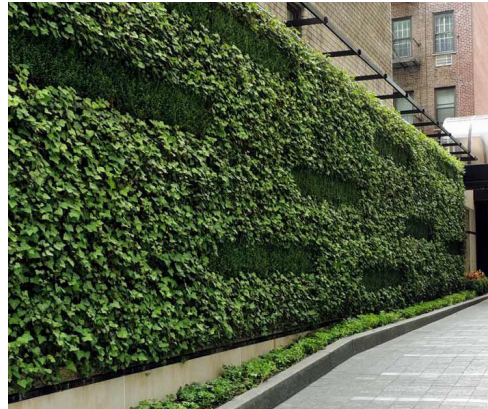
Improved biodiversity



Sustainable urban drainage



Improved walking and cycle connections



Innovative urban greening



Improved legibility and way-finding



A high quality, sociable public realm



A landscape with distinct character



Enhanced local economy and market



A playful landscape



More trees for better air quality

04. Design Principles

A number of overarching design principles have been established to provide a framework for design options. These principles apply to the wider-scale 'Strategic Options', as well as more spatial design options which will follow in Stage 2 of the project.

04.01

Principle 1: **Maximise open space for urban greening**

Maximising open space for urban greening should be the primary principle for design options. This should be the primary driver when considering access and movement options.



04.02

Principle 2: **Put people first**

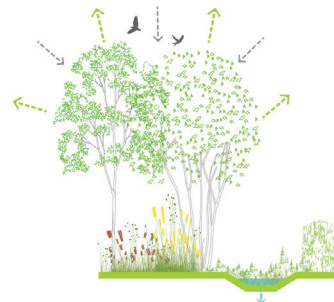
The design should create a place where people want to be. It should be a place to spend time, that encourages social interaction and is enjoyable for the local community as well as those passing through.



04.03

Principle 3: **Improve biodiversity and air quality**

Opportunities for improving biodiversity and air quality within the local area should be considered wherever possible. This should include diverse planting species and be considered for any new open space, improvements to existing green spaces, and the greening of buildings and infrastructure.



04.04

Principle 4: **Enhance the pedestrian and cycling experience**

The design should provide a safe and enjoyable movement link for pedestrians and cyclists that is easy to navigate. The design should consider pedestrians first, cyclists second and vehicles third.

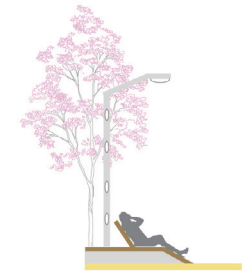


04.05

Principle 5: **Enhance local character**

The design should create a place which enhances the character of Somers Town. The planting and hard materials palette should seek to reflect the areas character and history. This should be balanced with LBC maintenance requirements.

Note: Specific planting and materiality should form part of any later detailed design development - not part of this study.





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05. The Site and its Context

05.01

Site Location

The Site study area encompasses the full length of Phoenix Road and Brill Place and is located within Somers Town, Camden. The Red Line boundary for the site also extends to surrounding connecting streets and junctions. For the purposes of the project, it was agreed with LBC that analysis and Strategic Options for the project would also consider the full street and movement network within Somers Town to gain a full and holistic view of the area.

Located between Midland Road to the east and Eversholt street to the west, Phoenix Road and Brill Place form a vital east-west connection through Somers Town which also acts as a well-used route between Euston and KX-SP stations. It bisects the north-south routes of Chalton Street and Ossulston Street. It also has a junction with Werrington Street.

05.02

History

Somers Town has a rich history and has played an important role in the development of London's religious, social and industrial development. The earliest significant housing in the area was the Polygon, built in 1784, located just off today's Phoenix Road (formerly Phoenix Street). The Polygon was a 15-sided structure forming 32 dwellings, forming the central feature of the newly planned Clarendon Square. At this time the area was more rural in character with fields,

brick works and market gardens and was considered a generally middle class area. Surrounding land was subsequently sold off for cheaper housing and the area began to fall into decline, accelerated by the mass development and encroachment of Euston and Kings Cross Stations during the 1830's to 1850's. By the late 19th Century, the population had soared and the area became associated with poverty and overcrowding. The 19th Century saw further provision of social housing in the area, most notably the now-Grade II listed Ossulston Estate, built in 1927 and Oakshott Court, built 1976.

05.03

Character today

To an extent the character of Somers Town today bears a number of similarities to that of its history; a predominantly residential area with a high proportion of social housing. However, its character today is more varied, with a mix of building types, cafés, pubs and schools as well as being home to a number of internationally-recognised institutions The British Library and the Francis Crick Institute.

The area scores poorly in the Indices of Deprivation. It is one of the most deprived wards in the country and experiences deprivation, health and social problems in places, whilst anti-social behaviour, crime and the fear of crime are an issue in some locations. There is a high proportion of socially rented tenants, above average number of housing occupants and community facilities in need of investment. The Somers Town Community Investment

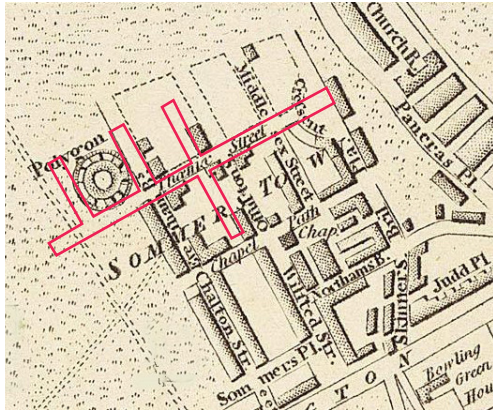
Programme aims to address these issues.

Phoenix Road is predominantly residential with local amenities including shops, the Cock Tavern pub and cafés, whilst the character of Brill Place is heavily influenced by the Francis Crick Institute and begins to take on a more civic character, particularly to its east at the public space at the junction of Brill Place/Midland Road. The streets north of Phoenix Road/Brill Place, including Werrington Street and Purchase street become predominantly residential and local in character.

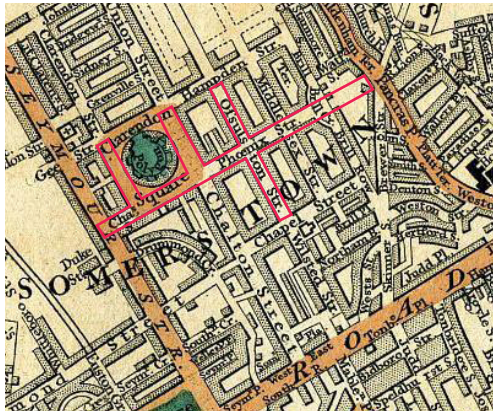
The character of the two streets which Phoenix Road bisects, Chalton Street and Ossulston Street, noticeably change in character once north of Phoenix Road.

Chalton Street forms a neighbourhood centre in the local area, with its southern section in particular having abundant shops, pubs and dining outlets as well as a street market from Wednesdays to Fridays. North of Phoenix Road, Chalton Street has a substantial amount of residential dwellings and becomes more community-focused in character with Polygon Road Open Space, Regent's School and local community clubs and facilities.

Ossulston Street's southern section is dominated by the British Library and the Ossulston Estate housing. Similar to Chalton St., north of Phoenix Road, the character of Ossulston St. changes and becomes more residential and local in character with mixed housing, the Somers Town Community Centre and the Edith Neville Primary School.



Map of Somers Town, 1802, prior to mass development. Phoenix Road (previously Phoenix Street) has been in existence since the formation of Somers Town

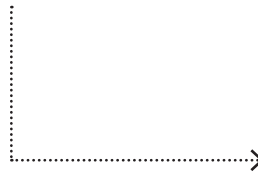


Map of Somers Town, 1837



1850 engraving of Clarendon Square and the Polygon housing (shown left), now the location of Oakshott Court

Phoenix Road / Brill Place today



Characterful heritage buildings on Phoenix Road



Junction of Phoenix Road/Werrington Street



Mix of older and newer building types on Phoenix Road



Entrance to Phoenix Road (shown right) from Eversholt Street



Oakshott Court housing and on-street parking, at the junction of Phoenix Road/Chalton Street



Indices of Deprivation, 2015, showing high deprivation

05. The Site and its Context

05.04

Land Ownership

Camden Council owns a significant proportion of land within the area including highways, open spaces and housing stock. The extent of Council ownership within the area, including the project Site, offers scope for potentially significant changes to streets, public realm and open spaces as part of future projects.

05.05

Access and movement

The Site is fully accessible to the public, excluding the existing green space at Oakshott Court which acts as a semi-private space for residents of this LBC-owned housing estate. Both private and semi-private access, including to the existing Maria Fidelis School are currently accessed from Phoenix Road and Brill Place. Vehicular access is two-way, whilst cycle movement is not designated but is generally well used in places.

Access, movement and transport are covered in more detail in the Transport section of this report.



Figure 5: Existing land use and Camden Council ownership plan

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- Phoenix Road Greening and Public Realm Options Study project boundary
 - Existing public green space (due to be reconfigured by the Central Somers Town Project) - managed by LBC
 - Other green space (e.g. housing estate communal areas) - managed by LBC
 - Camden Council housing estate land - managed by LBC
 - Other private land
 - Carriageway / highway land
 - Non-carriageway adopted highway ('public realm')
 - Buildings



View west along Phoenix Road to Eversholt Street/Euston



View east along Phoenix Road



Typical paving on Phoenix Road



Garden space outside the Francis Crick Institute on Brill Place



View north along Werrington Street from Phoenix Road



Oakshott Court green space (LBC housing land) viewed from Phoenix Road



View east to junction of Phoenix Road / Chalton Street



View east along Brill Place



View east along Phoenix Road



View west along Phoenix Road from junction of Phoenix Road/Chalton Street



Cluttered public realm on Phoenix Road



View north to Purchase Street Open Space from Brill Place

05. The Site and its Context

05.06

Landscape and Green Infrastructure

Within or adjacent to the site

Whilst located within an urban and densely populated area of London, there are valuable green spaces located within or just off the Site, as well as a number of mature trees which add character to Phoenix Road. On the western section of Phoenix Road between Werrington Street and Chalton Street, the Oakshott Court green space provides visual amenity to the street. Whilst not publicly accessible and lacking in biodiversity, the space gives a sense of openness and a greener character to this area. The adjacent mature London Plane and Lime trees further add to a greener character in this location.

To the east of the Site is Purchase Street Open Space, a publicly accessible park with mature tree cover, open lawn and play features. Whilst Brill Place will change as part of the Central Somers Town Project and the Brill Place housing scheme, the park will remain as an important public green space within the area.

At the junction of Phoenix Road, Brill Place and Ossulston Street is a small garden space provided as part of the completed Francis Crick Institute. Publicly accessible, the space provides a pleasant resting spot with seating and colourful planting design.

Around the site

Green Infrastructure is defined as ‘a network of multi-functional green spaces’ (Camden Open Space, Sport and Recreation Study, 2014).

Green spaces on Purchase Street and Polygon Road will be combined and enhanced as part of the Central Somers Town Project and will form the heart of emerging projects within the local community. A number of squares and green spaces around the site, such as Euston Square Gardens, Oakley Square Gardens, Goldington Crescent Gardens, and Camley Street Natural Park provide important accessible green spaces within the general local area. In particular, St. Pancras Gardens is a significant local green space and important link to Camley Street Natural Park and the Kings Cross development. Estate land and communal green space associated with housing estates also contribute to Green Infrastructure.

Further afield, natural assets of city-wide importance are within walking distance of Phoenix Road. Regent’s Canal and Regent’s Park are within a mile’s walk from the Site and form strategically important ecological, amenity and Green Infrastructure elements within London. Refer to the plan opposite.

05.07

Public Realm

Phoenix Road and Brill Place are generally dominated by carriageway and on-street parking, with a generally poor public realm. Footways are cluttered with safety railings, posts for highways signage and CCTV, whilst bins and bollards area arranged in a random fashion. There is a lack of seating, limited to three benches located sporadically along the street. These do not encourage lingering or social interaction and face onto parking spaces or blank façades.

Paving is dominated by asphalt on the carriageway, with footpaths predominantly to adoptable standards of square concrete pavers, broken or replaced with asphalt in places. Cobbled pavers at the entrances of the Ossulston Estate hint at heritage and previous street character. More recent surface treatment around the Francis Crick Institute, comprising natural stone pavers of varied colouration, signify a different street character and a higher quality public realm.

Boundaries are varied and non-unified, comprising mainly of mixed railings and low brick walls, or a combination of the two providing defensible space to dwellings. To older buildings, railings contribute to the character and quality of the street, whilst boundaries to post-war estate housing are generally poor, particularly the brick wall surrounding Oakshott Court which encourages casual seating.

- Phoenix Road Greening and Public Realm Options Study project boundary
- ▨ Potential linear park to Phoenix Road/Brill Place
- ▨ Indicative park boundary to be developed as part of Central Somers Town Project
- Existing public green space
- Existing estate land and communal green space associated with housing
- Existing public realm (mostly hard space)
- Canal
- Significant avenue trees
- Site of Importance for Nature Conservation (SINC)
Source: Camden Biodiversity Action Plan 2013-2018

Existing public green spaces:

1. Purchase Street Open Space
2. Polygon Road Open Space
3. Euston Square Gardens
4. Harrington Square Gardens
5. Oakley Square Gardens
6. Goldington Crescent Gardens
7. St.Pancras Gardens
8. Camley Street Natural Park
9. Gas Holder Park
10. Regents Canal / towpath and Bagley Walk
11. Granary Square
12. Cartwright Gardens
13. Judd Street Open Space
14. Kings Cross station public plaza
15. The British Library public space
16. The Francis Crick Institute public space

NOTE: Euston Square Gardens will be inaccessible / out of use in the long term during HS2 works, potentially for up to 17 years

Figure 6: Contextual Green Infrastructure, green spaces and public plan



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05. The Site and its Context

05.08

Views and Gateways

The dense urban nature of the Site and high level of tree cover in places restricts long-range views out from or into the Site, providing a somewhat enclosed study area, with mostly short to mid-range views. This has the affect of enclosure, which can be positive for local residents as the surrounding areas are visually and acoustically ‘blocked out’. However for those unfamiliar with the area it can create a somewhat unnerving experience, particularly at night where there is little natural surveillance and areas are poorly lit. A lack of longer-range views to distant landmark buildings or spaces also makes natural way-finding more difficult to those unfamiliar with the neighbourhood.

Longer-range views within the study area are possible along the length of Phoenix Road, however there are minimal notable landmarks and termination to these views is poor; notably the view west terminated by a blank edge facade of Euston Station on Eversholt Street (1) and the blank facade of Kings Cross-St.Pancras terminating the view looking east (2). However views along Phoenix Road are enhanced in places by avenues of mature trees which enhance both views and street character (3).

More positive views are from Phoenix Road looking south and north along the bisecting streets of Werrington Street, Chalton and Ossulston Street (4, 5, 6). Views north are generally more residential in nature and enhanced by avenues of trees. Views south

are generally more animated by busier streets and variation to building use/ frontage and likely to entice casual users, particularly looking south along Chalton Street (7) which has a higher level of footfall, shops and street market. The view north along Purchase Street (8) is positive due to a more distinct character and materials, with cobbled sett paving, characterful red-brick wall and glimpses of trees within Purchase Street Open Space. This street will be enhanced as part of the Central Somers Town Project.

Short-to-mid range views to green spaces are welcome and provide a more open character along the street, however the green spaces themselves could connect better visually with the street through enhanced planting and boundary treatment, notably the Oakshott Court Green Space (9) and Purchase Street Open Space (10), which is due to be upgraded as part of the Central Somers Town Plan. The public garden to the corner of the Francis Crick Institute (11) is positive and enhances views to the junction of Phoenix Road/Brill Place/ Ossulston Street.

The Francis Crick public realm space with seating and planting at Brill Place/Midland Road is generally positive (12), signifying a change in character between residential and ‘city’. This provides a ‘gateway’ character to the Midland Road entrance which signifies this change in quality of public realm. However the main gateway to the west from Eversholt Street is poor and design of this junction/entrance location is insignificant.

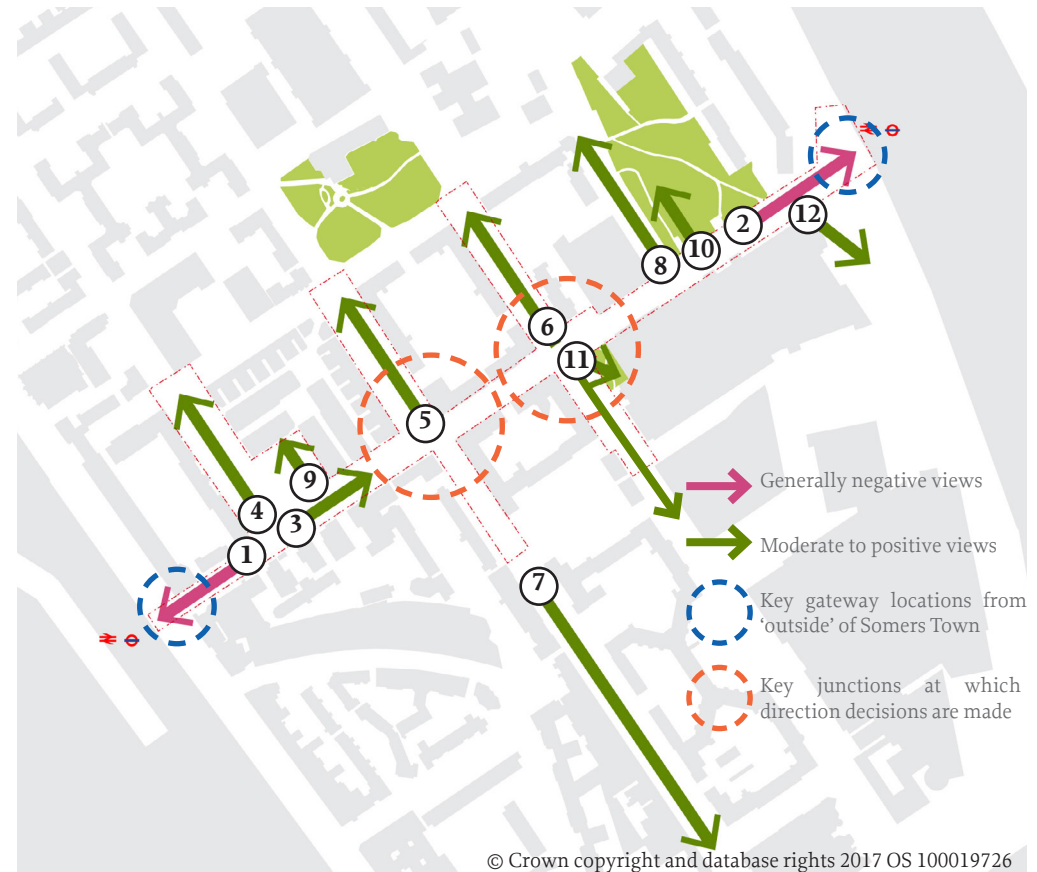


Figure 7: Site views, gateways and junctions / decision-making points

Where Phoenix Road is bisected by Chalton Street and Ossulston Street, two key decision making points are created, whereby various routes could be taken. There is little by way of activity, landmarks or quality landscape which would encourage further exploration at these locations. Currently the route between the two stations is not that legible due to lack of signage, the blank façades at each station terminate the east-west views, and generally standard concrete pavers of poor quality. The residential nature of this area can also feel like you might be

‘going the wrong way’ if travelling between stations as it does not feel like a main route between two major train stations. Pedestrians are likely to be drawn south to Euston Road where there are more people with busier roads more akin to a busy train station route. A mapped signage board at the junction of Chalton Street assists with way-finding. There is potential to explore opportunities for this at other junctions, as well as for enhancing landscape quality and lighting to naturally encourage users along the Phoenix Road route.



View 1: Terminal view west from Phoenix Road to Euston Station



View 2: Terminal view east from Brill Place to St.Pancras International



View 3: Looking east along Phoenix Road



View 4: View north along Werrington Street



View 5: View along north Chalton Street



View 6: View north along Ossulston Street



View 7: View south along Chalton Street



View 8: View north along Purchase Street



View 9: View to Oakshott Court green space



View 10: View north to Purchase Street Open Space



View 11: View south to Francis Crick public garden / Ossulston Street



View 12: View south-east to Francis Crick public realm

06.

Transport context

06.01

Highway network context

Phoenix Road is the main east/west connection through the Somers Town area. The Somers Town area is bounded by Euston Road to the South, Eversholt Street to the West, Midland Road and Pancras Road to the East and Crowndale Road to the North. The junction between Phoenix Road and Brill Place is cycle/pedestrian only. Figure 8 shows traffic directions and restrictions on the Somers Town site. The Somers Town area has, like most of the residential areas of Camden Borough, a speed restriction of 20mph.

On the outskirts of the study area, Euston Road (A501) is part of the Transport for London Road Network (TLRN). This results in high number of motorised vehicles using this route. This road forms part on the Inner Ring Road and is part of the London Congestion Charge Zone boundary. Euston Road is used by large volumes of vehicles and is highly congested. It is ranked as one of the top 20 worst air quality spots in London (Client Earth, 2016). The Euston Road consists of two lanes of traffic (sometimes three) in both directions and many of the signalised junctions along this road do not contain signalised pedestrian crossings.

This is problematic given the large numbers of pedestrians that travel along Euston Road, between Euston and St Pancras/ King's Cross Stations. Euston Road also contains limited cycling infrastructure and can be a barrier for cyclists. As such, Phoenix Road/ Brill

Place play an important role in providing a safer, less polluted and quieter east/west route for both pedestrians and cyclists. It is likely that, as a result, some of the traffic redistributes onto the surrounding highway network to reach destinations beyond Somers Town whilst avoiding the traffic lights and congestion on the Euston Road/ Eversholt Street route.

The Phoenix Road/Brill Place corridor, as well as Goldington Street/Purchase Street, Ossulston Street and the northern section of Midland Road are part of a local cycle network, with improvements proposed for the whole of Midland Road. Midland Road improvements, as part of planned cycling infrastructure works, also include a 10m wide pedestrian crossing between the footway on the southern end of the Francis Crick Institute and the St Pancras Station entrance.

There are no bus routes through the area. However, some coaches use the local highway network, notably to access Maria Fidelis School and the disabled parking bays on Phoenix Road between Chalton Street and Ossulston street



View 1: South along Chalton Street from the junction with Phoenix Road



View 2: South along Chalton Street showing restricted vehicular access



View 3: Restricted cycle/pedestrian only access at junction of Phoenix Road/Brill Place/Ossulston Street



Figure 8 Existing traffic directions and restrictions in Somers Town

06. Transport context

06.02

Local Junctions

Phoenix Road and Brill Place are bordered by Eversholt Street to the west of the study area and Midland Road to the east.

- Phoenix Road/Eversholt Street junction is a traditional T-junction with priority given to traffic from Eversholt Street. The junction is slightly raised on the Phoenix Road arm. There is a pedestrian crossing on the northern arm of Eversholt Street at the junction with Phoenix Road.
- Brill Place/Midland Road is a traditional T-junction with priority given to traffic from Midland Road. A cycle lane runs from Brill Place northbound to Midland Road.

Phoenix Road also intersects with Werrington Street, Chalton Street and Ossulston Street. The layout of these three junctions indicates some level of traffic calming measures:

- Phoenix Road/Werrington Street junction is a raised table, with a build out with railings near the Maria Fidelis school exit to reduce the crossing distance for pedestrians.

See the following page for further traffic calming measures.



View 1: Junction of Eversholt Street / Phoenix Road (shown right). Source: Google Earth



View 2: Junction of Phoenix Road / Werrington Street Source: Google Earth

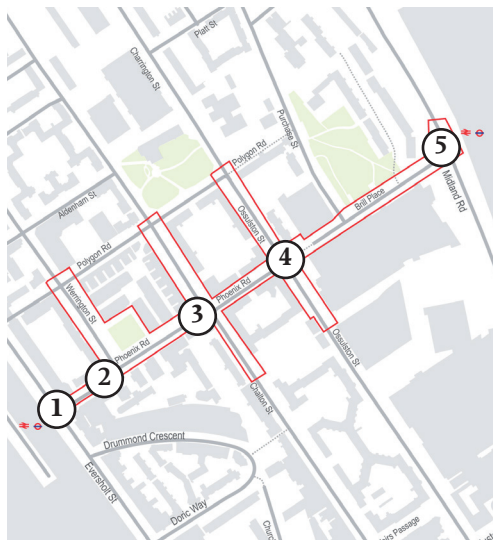


Image location reference plan



View 3: Junction of Phoenix Road / Chalton Street. Source: Google Earth

- Phoenix Road/Chalton Street junction is also a raised table. The width of the intersection has been narrowed to allow only one vehicle to move through the junction at a time; and

- Phoenix Road/Ossulston Street junction is a raised table with build outs on each side of the northbound arm of Ossulston Street, reducing the carriageway width to allow only one vehicle to pass at a time, with priority given to northbound traffic. The eastern arm of the junction is for cycle and pedestrian access only. The western and southern arms allow two-way traffic and contain no width restrictions.



View 4: Junction of Phoenix Road / Ossulston Street / Brill Place
Source: Google Earth



View 5: Junction of Brill Place / Midland Road
Source: Google Earth

06. Transport context

06.03

Baseline traffic conditions

Traffic volumes

Analysis of vehicle surveys undertaken in June 2017 indicates key vehicle routes during peak morning and evening commuting hours, mapped on Figures 9 and 10. Figures 12 and 13 provide further details on vehicle volumes and turning movements. The volumes of vehicles are relatively low for Central London, however given the residential context of Somers Town, higher than expected based on typical observations of residential areas.

During the morning peak hour, key journeys southbound avoid the Eversholt Street/Euston Road junction via Polygon Road and Phoenix Road then Chalton and Ossulston streets. Key journeys northbound are concentrated around Ossulston Street with an even distribution towards Phoenix Road and Polygon Road.

During the evening peak hour, key journeys southbound avoid the Eversholt Street/Euston Road junction via Polygon Road and Phoenix Road and then Chalton and Ossulston streets. The main northbound route during the evening peak hour is via Ossulston Street and Polygon Road, although Chalton Street and Phoenix Road are also used as a secondary route.

Vehicle Types

Vehicle type distribution is largely influenced by the local land uses:

- On Phoenix Road, the predominantly residential uses and the proximity with Euston station, results in a high share of cars and taxis in comparison to other transport modes.
- According to the 2011 census 72% of households in the Somers Town area do not own a car (lower than the Camden average of 61%).
- Conversely on Brill Place, the servicing entrance to the Francis Crick Institute leads to a higher proportion of larger vehicles including HGVs.

Cyclist flows

The volume of cyclists moving through Somers Town is fairly high for typical residential streets, notably travelling through the eastern part of the study area during commuting peaks. Cyclists have predominantly North/South journeys through the area, using the existing cycle infrastructure on Goldington Street/Purchase Street, Ossulston Street and Brill Place. Interactions with motorised vehicles at the Phoenix Road/Ossulston Street junction can cause conflicts when crossing priorities are not respected between vehicles, cyclists and pedestrians.

AM 08:45 - 09:45
27/06/17

- 60-90 vehicles/hour (SB)
- 40-60 vehicles/hour (SB)
- 60-90 vehicles/hour (NB)
- 40-60 vehicles/hour (NB)
- 20-40 vehicles/hour (NB)
- 200 cyclists/hour (SB)



Figure 9: Key journeys during the morning peak hour (based on available datasets)

PM 18.00 - 19.00
22/06/17

- 60-90 vehicles/hour (SB)
- 40-60 vehicles/hour (SB)
- 60-90 vehicles/hour (NB)
- 40-60 vehicles/hour (NB)
- 20-40 vehicles/hour (NB)
- 200 cyclists/hour (NB)



Figure 10: Key journeys during the evening peak hour (based on available datasets)

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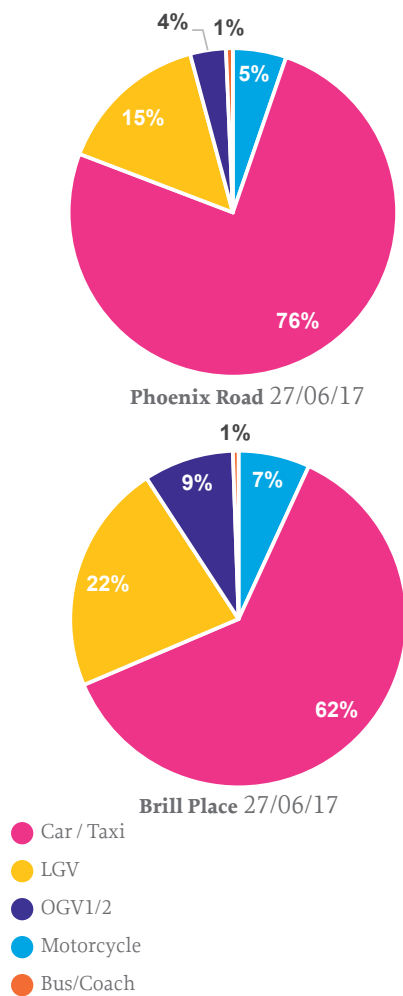




Figure 11: Vehicular mode type distribution on Phoenix Road / Brill Place. For pedestrian flows refer to Figure 15



View east along Phoenix Road

06. Transport context

 **AM Peak** (all vehicle types)
27th June 2017
1hr period
08:45-09:45

 **AM Peak**
27th June 2017
1hr period
08:45-09:45

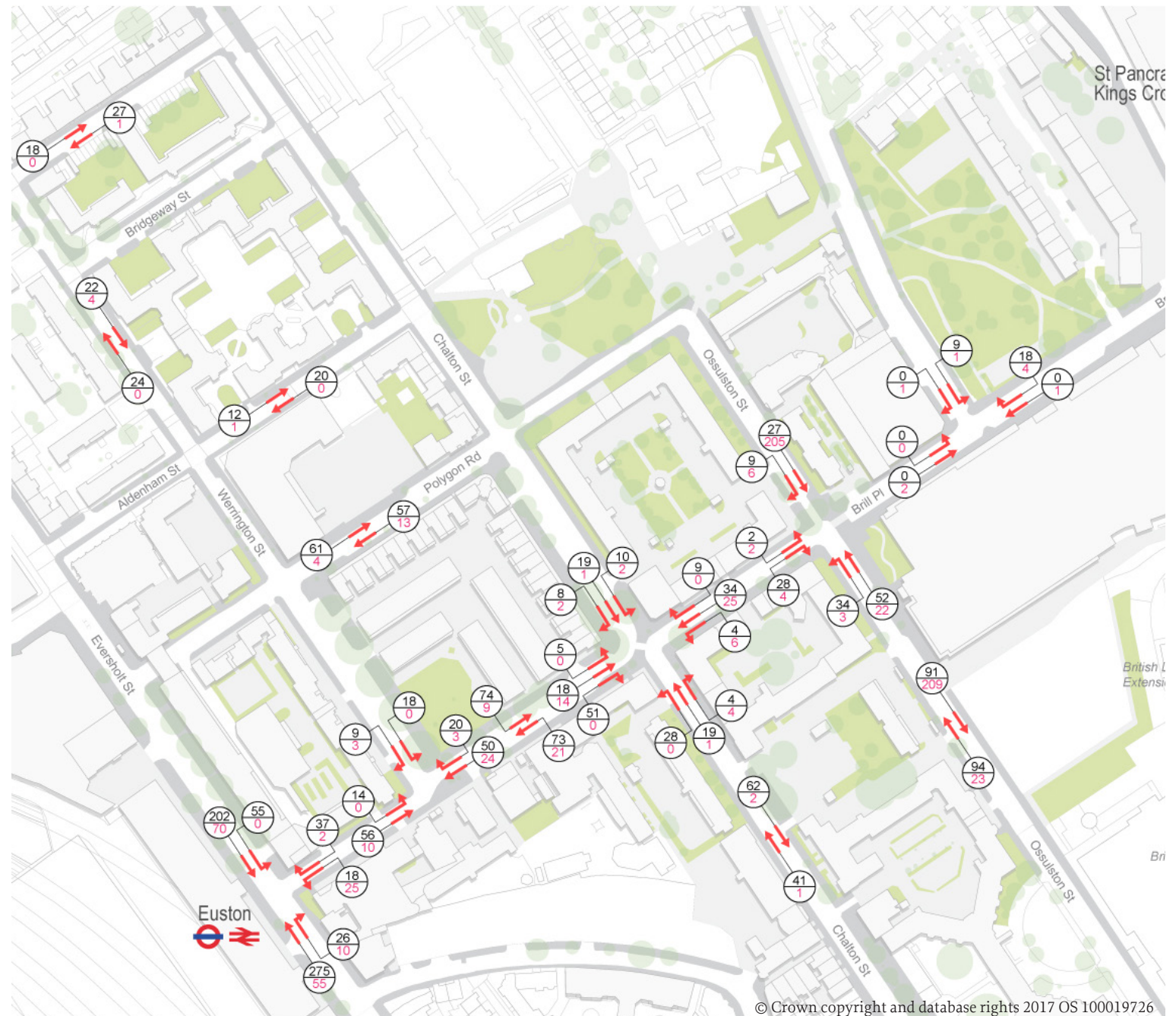


Figure 12: Vehicle volumes and turning movements during the morning peak hour



PM Peak (all vehicle types)
22nd June 2017
1hr period
18:00-19:00



PM Peak
22nd June 2017
1hr period
18:00-19:00



Pedestrian flows

The Phoenix Road/Brill Place corridor is also bounded by two major national and international train stations on its western and eastern ends: Euston station and King's Cross St Pancras station. As a result, some level of pedestrian interchange between the two stations via Phoenix Road is observed (up to 300 pedestrians have been counted along the whole route during peak times). Signage has been implemented on Phoenix Road/Brill Place designating a walking route between the two stations, an alternative route to Euston Road. However most of the pedestrian traffic originates and terminates locally with users turning off Phoenix Road/Brill Place onto Chalton Street or Ossulston Street more than walking the full route between Eversholt Street to Midland Road. Greater levels of interchange are currently hindered by the absence of station entry/exit points leading onto the Phoenix Road/Brill Place corridor and poor space legibility.

Figure 15 shows pedestrian flows at each end of the Phoenix Road/Brill Place corridor for AM and PM peaks.

Pedestrian flows are characterised by a high level of informal crossing from one side of the road to the other, via the carriageway. Unsafe and poor quality pedestrian crossing options along the Phoenix Road/Brill Place corridor currently hinders pedestrian permeability, with pedestrians having to negotiate crossing whilst priority is given to other road users as highlighted in Figure 14.



View west (image left) and east (image right) along Phoenix road showing typical lower levels of pedestrian movement outside of peak times. The central image above shows typical informal crossing across Phoenix Road



View east along showing pedestrian movement during a busier peak period

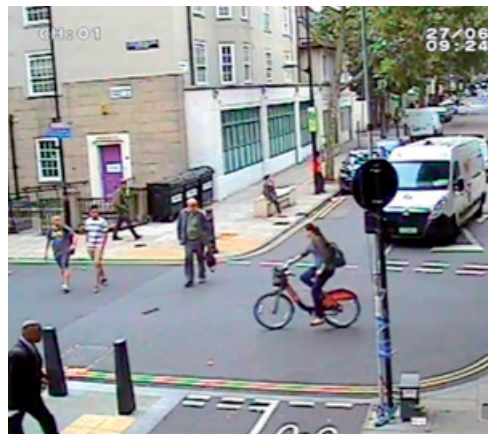
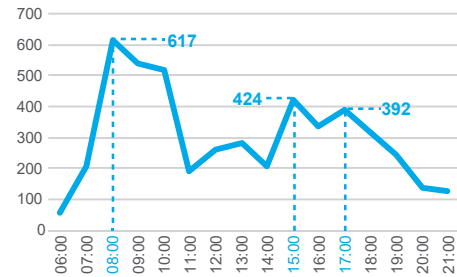


Figure 14: Conflicts between road users at junction of Phoenix Road / Ossulston Street

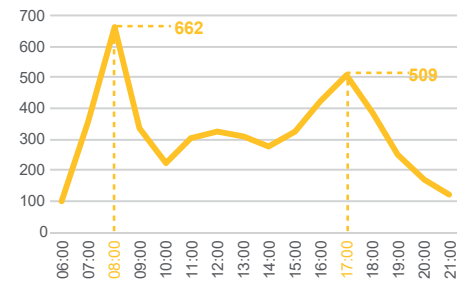


View to junction of Brill Place / Midland Road with no pedestrian crossing

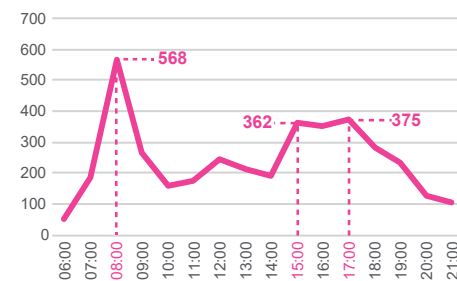
Location 1



Location 2



Location 3



Location 4

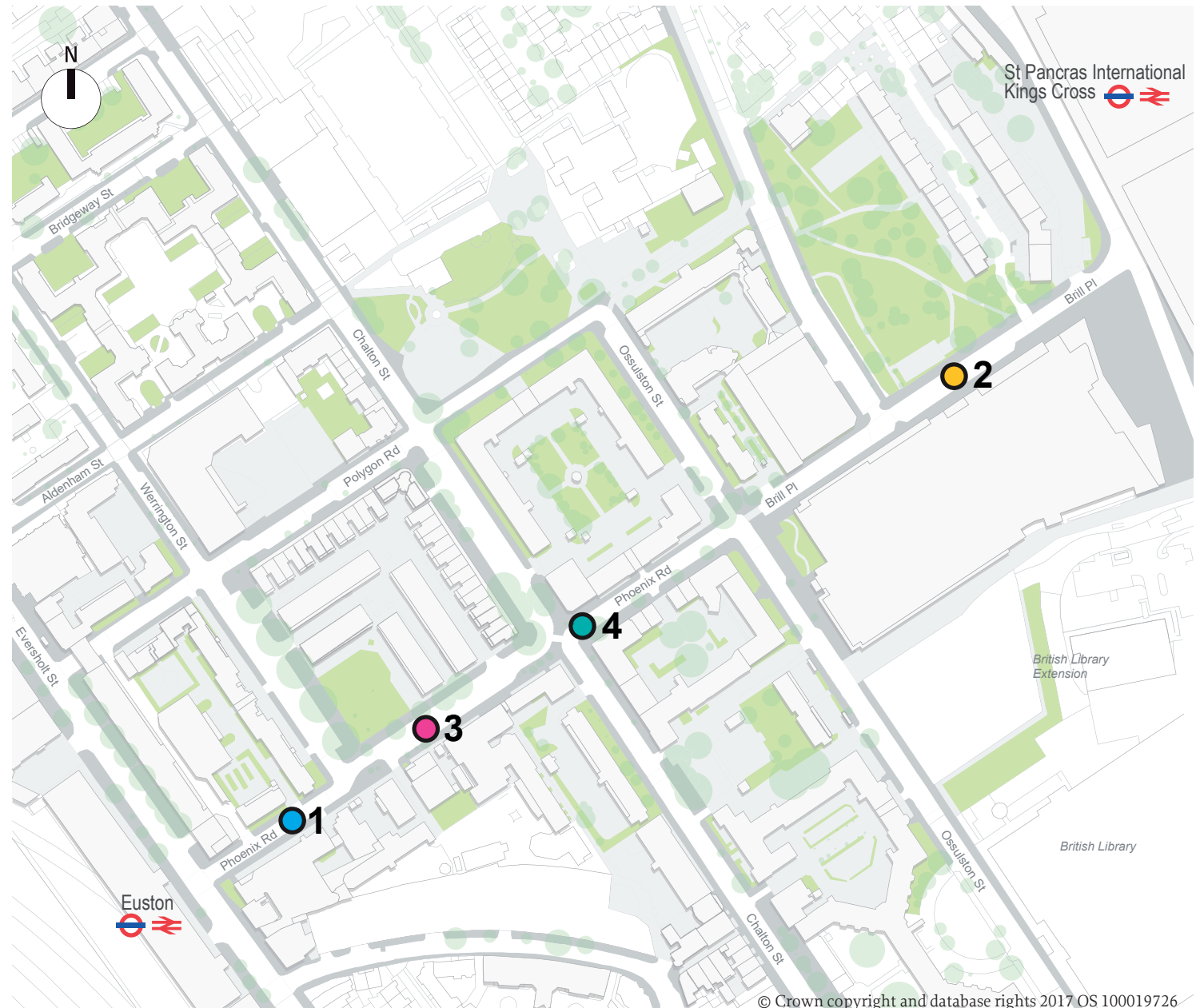
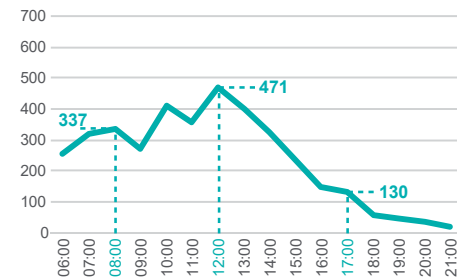


Figure 15: Pedestrian flows along the pavement (both sides) on Phoenix Road / Brill Place **Count taken Thursday 22nd June 2017, 06.00 - 22.00**

06.

Transport context

06.04

On-Street Parking

The Phoenix Road/Brill Place corridor has a diversity of parking options and restrictions, including Disabled, Pay and Display, Resident Bays and single and yellow lines. Figure 16 shows the average and maximum occupancies of these bays across seven days of surveys. Residents' parking bays tend to be particularly well used, whilst paid-for parking bays are less well used than residential bays. Occurrences of vehicles stopping for short periods on single and double yellow lines has also been observed, for drop off and/or on street deliveries. Refer to Figure 16 opposite.



View west along Brill Place showing generally well-used permit holder/disabled bays and occasional stopping on yellow lines



View west along Phoenix Road showing unused parking bays and Keep Clear zone for adjacent school



View of cycle parking and unused parking space on Phoenix Road, adjacent to Oakshott Court green space

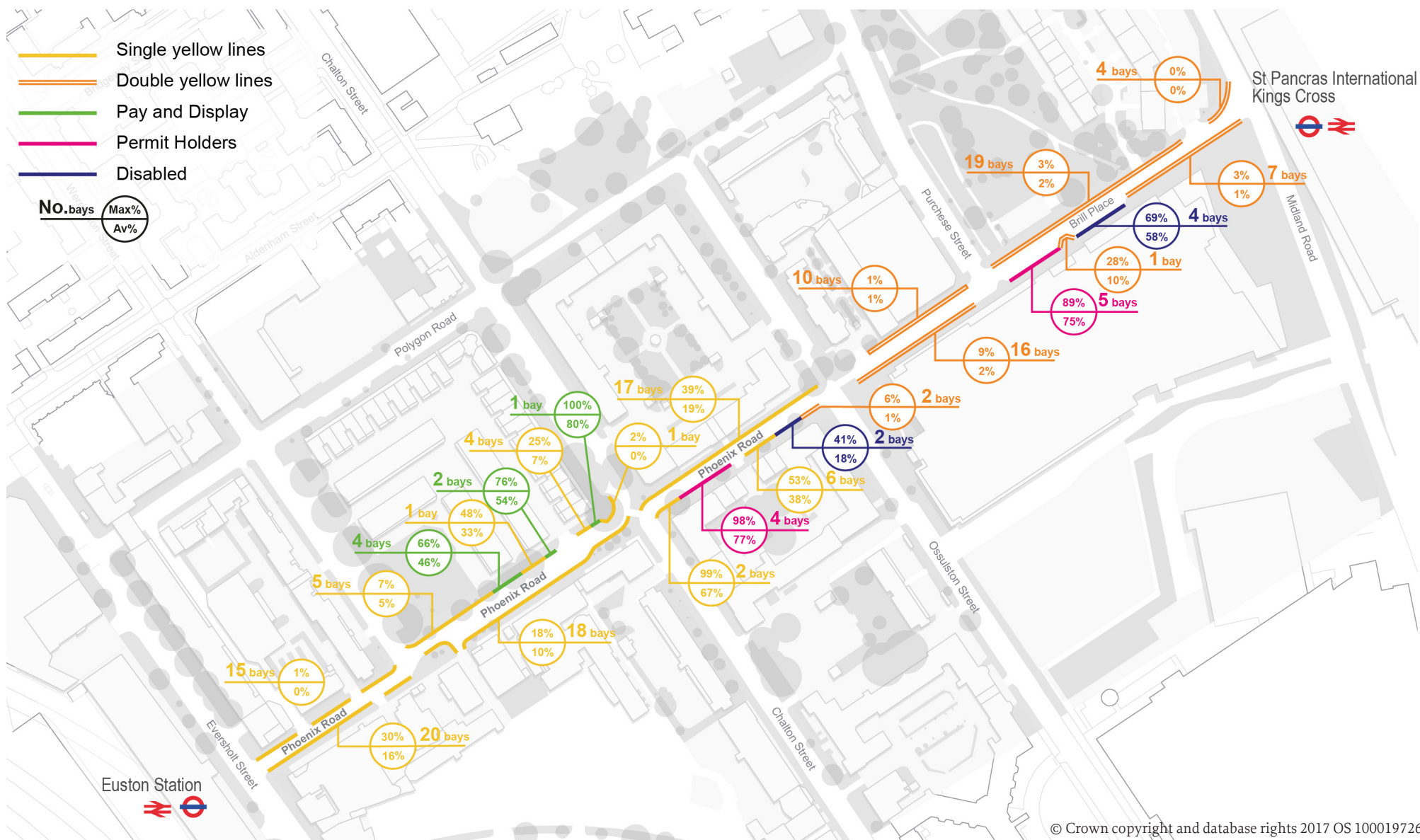


Figure 16 Average and maximum parking occupancy (21/06/2017-27/06/2017; 06:00-22:00)

07. Site Constraints

In order to assess what may be achievable along Phoenix Road/Brill Place in terms of maximising open space for greening, it is important to understand the Site constraints, both in terms of what is existing, as well as considering future planned or committed developments. The following constraints have implications on design options and feasibility of the potential Phoenix Road/Brill Place Green Corridor strategy.

07.01

General transport constraints

From a transport perspective, site constraints can be divided into three categories:

- Requirements for vehicular access;
- Delivery and servicing requirements; and
- Parking bays

Whilst transport constraints do not rule out creation of new open space, they may inhibit the type of spaces that can be designed. Suitable hard-wearing surfaces will be required, as well as consideration of turning requirements. These requirements could reduce the amount of potential soft landscape or fixed above-ground street furniture.

Vehicular access for buildings off Phoenix Road / Brill Place

The residential buildings along Phoenix Road/Brill Place are predominantly organised around inner courtyards with vehicular access off Phoenix Road. Other buildings requiring vehicular access include education and community uses.

The Maria Fidelis School has been granted permission for re-development on its existing grounds, and the current vehicular access from Phoenix Road will need to be maintained.

Delivery and servicing requirements

Beyond access to buildings, a number of existing, committed or planned developments require specific delivery and servicing access arrangements for large vehicles. These include the Francis Crick Institute (via Brill Place) and the British Library extension (via Ossulston Street), restricting options to these two streets

The strategic importance of Ossulston Street is reinforced by the existing restrictions on Chalton Street due to the market, with access being prevented from 10.30 to 15.00 from Wednesdays to Fridays.

Finally, the consented scheme of the Somers Town Central Masterplan includes a number of highway arrangements, including on-street servicing via Brill Place.

Other access

It has been assumed that existing cycle and emergency vehicles access arrangements via Phoenix Road and Brill Place cannot be compromised as a result of any preferred option and sufficient widths will need to be provided. Similarly, site access for local residents should not be compromised or convoluted.

Whilst there are no demarcated cycle routes along Phoenix Road/Brill Place, it is a generally well-used part of the local cycle network, particularly to the eastern part of the study area as highlighted in Section 05. Cycle flows should be accommodated within any designs and there is opportunity to enhance the cycling experience along the route. This has positive benefits for cycling but constrains the amount of new green space that can be provided. Equally, maintaining space for emergency vehicles can be viewed as a constraint.

Existing parking

Parking bays on the Phoenix Road/Brill Place corridor can be divided into three categories:

- Disabled bays (x2);
- Paid for parking bays (x7); and
- Residents' bays (x12).

An additional two or three bays are to be added on Brill Place as a result of the completion of the Francis Crick Institute, although their type has not been confirmed at this stage of the study.

It has been assumed that whilst blue badge bays cannot be removed, residents' bays can be relocated if necessary. Investigations into the relocation can be carried out due to potential amendments to existing junctions - refer to drawings in Appendices. Pay and Display bays can be removed or relocated depending on occupancy. Refer to section 07.12 in Site Opportunities for further information.

More detailed access and circulation constraints are covered on the following pages.

07. Site Constraints

07.02

Access and Circulation Constraints: Section of Phoenix Road between Eversholt Street and Werrington Street

This section of the study area has a mix of uses requiring different access requirements. The road currently has two-way vehicular access.

A car rental firm on Eversholt Street requires regular vehicular access off Phoenix Road (1), whilst vehicular access is also required to St.Joan's House from Phoenix Road (2). Additional pedestrian access is necessary from Phoenix Road (3), whilst the existing stepped access (4,5) and vehicular funeral/hearse access (6) to St.Aloysius Church, and pedestrian and vehicular access to the St.Aloysius Infant School (7, 8) constrain the south side of the street. Along Werrington Street, regular access to St.Augustine's House dwellings constrain opportunities to the western edge.

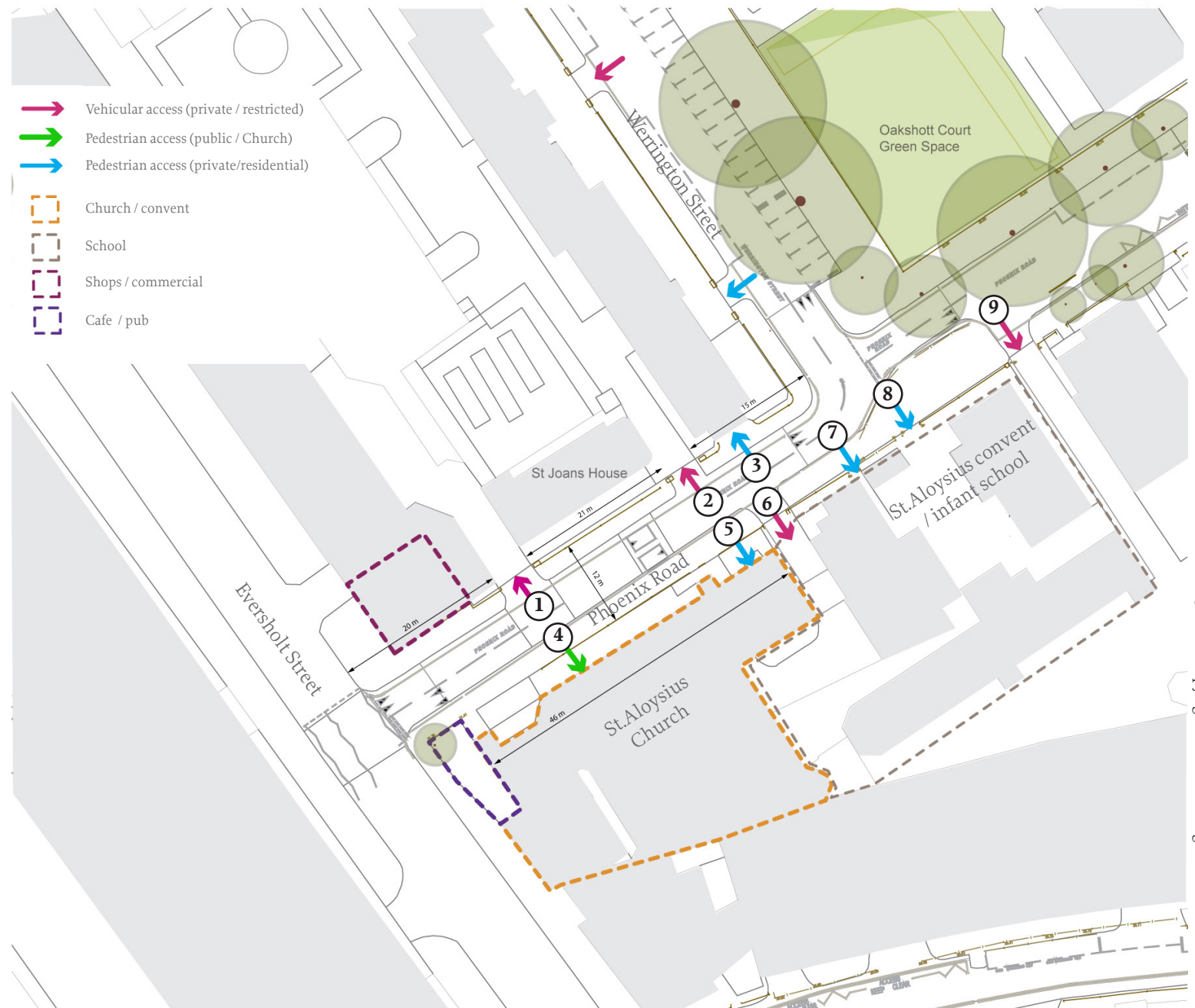


Figure 18: Access and circulation constraints on Phoenix Road, section between Eversholt Street and Werrington Street

Note:
Refer to plan opposite for access locations



Access 1



Access 2



Access 3



Access 4



Access 5



Access 6



Access 7



Access 8



Access 9

07. Site Constraints

07.03

Access and Circulation Constraints: Section of Phoenix Road between Werrington Street and Chalton Street

This section of the study area is dominated by the Oakshott Court housing and green space to its northern edge and the Maria Fidelis School / St.Aloysius Infant School to its southern edge. It is the widest part of Phoenix Road at roughly 17m wide from boundary line to boundary line.

Vehicular access requirement is generally low along this section of the street, with Maria Fidelis School delivery access to the west (no.9 on previous plan) and access to Oakshott Court undercroft parking to the west (9 on this plan). There is existing pedestrian access to Oakshott Court from Phoenix Road (6,11), Werrington Street (1) and Chalton Street (5). A number of pedestrian access requirements line the southern edge of the street, including Maria Fidelis School building access (4), to the day nursery (10), Maria Fidelis Convent (2, 3), 42 Phoenix Road (8). Some existing pedestrian access locations here will be rearranged as part of the forthcoming Maria Fidelis School redevelopment (7).

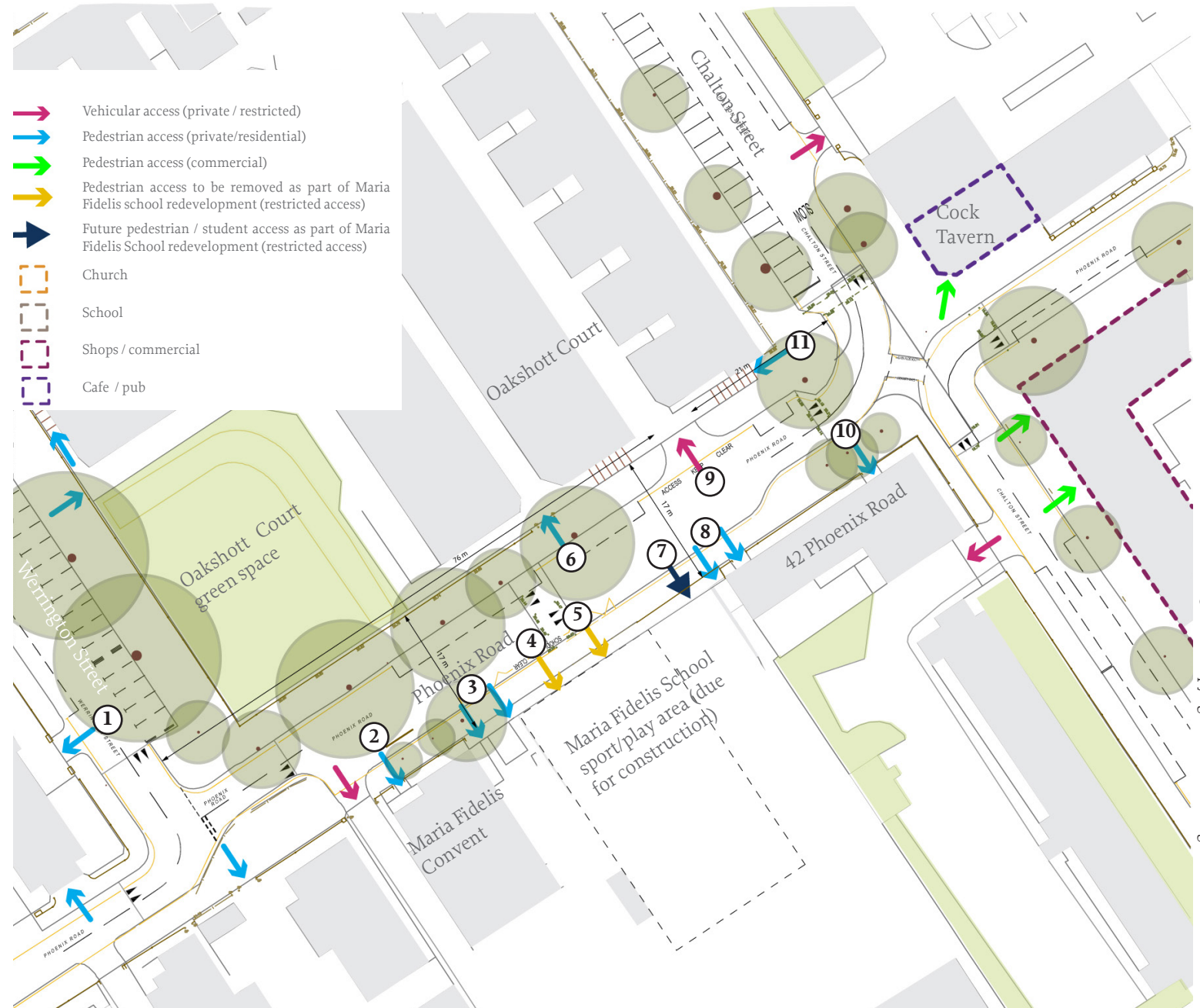


Figure 19: Access and circulation constraints on Phoenix Road, section between Werrington Street and Chalton Street

Note:
Refer to plan opposite for access locations



Access 1



Access 2



Access 3



Access 4



Access 5



Access 6



Access 7 (proposed Maria Fidelis School student entrance - image from Planning Application)



Access 8



Access 9



Access 10



Access 11

07. Site Constraints

07.04

Access and Circulation Constraints: Section of Phoenix Road between Chalton Street and Ossulston Street

This section of the study area is comprised mainly of small independent retail, food and beverage outlets along its southern edge, requiring pedestrian access (2-8). Servicing is from either Phoenix Road, Chalton Street or Ossulston Street. Pedestrian and emergency vehicle access to Chamberlain House (9), part of the Ossulston Estate, is also required from the southern edge of the street.

The northern edge of this section of Phoenix Road is dominated by Walker House, part of the Ossulston Estate. However there is only one access location (10), which provides pedestrian access for maintenance, thought to be used irregularly based on observation. To the north western edge, The Cock Tavern forms a notable corner building and is accessed at the junction of Phoenix Road/ Chalton Street (1), and is serviced from Chalton Street.

There are currently four resident parking bays and 2 blue badge parking bays to the south eastern edge of the street.

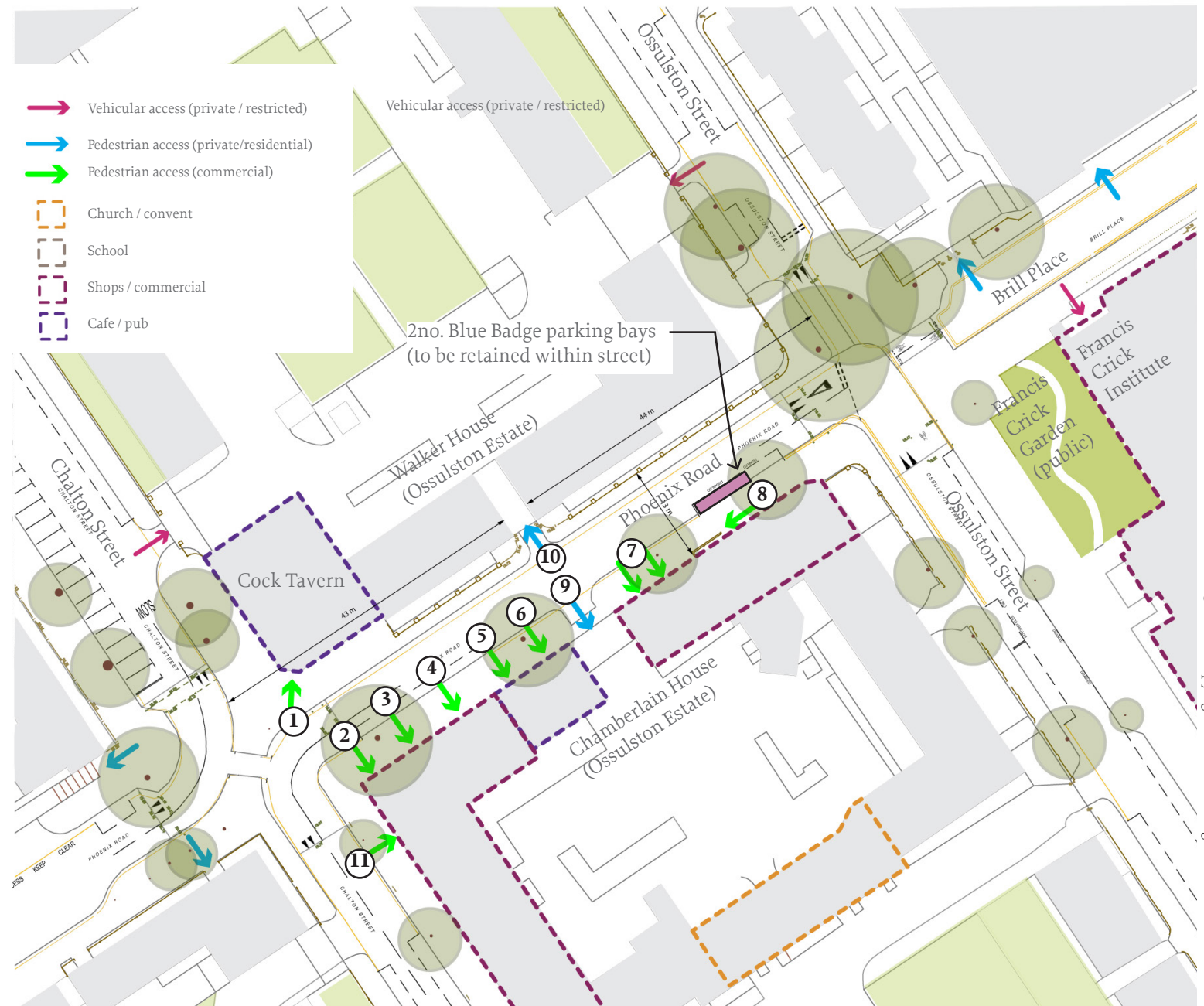


Figure 20: Access and circulation constraints on Phoenix Road, section between Chalton Street and Ossulston Street

Note:
Refer to plan opposite for access locations



Access 1



Access 2



Access 3



Access 4



Access 5



Access 6



Access 7



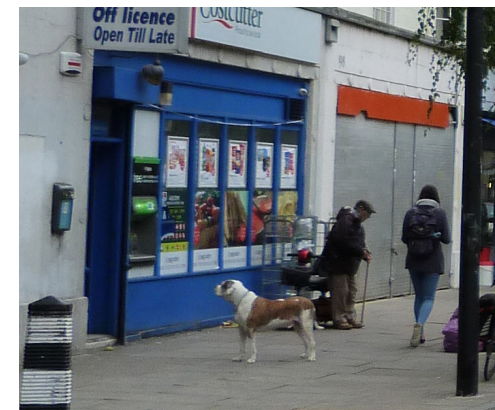
Access 8



Access 9



Access 10



Access 11

07. Site Constraints

07.05

Access and Circulation Constraints: Section of Brill Place between Ossulston Street and Midland Road

This section of the study area is comprised mainly of the rear elevation of the Francis Crick Research Institution along its southern edge requiring service vehicular access for servicing and deliveries (1) and emergency exits (5, 6 & 7).

The northern edge of this section of Phoenix Road is dominated by Phoenix Court and Purchase Street Open Space. Pedestrian access into Phoenix Court (2&3) and vehicular access to Purchase Street (4). Pedestrian access into Purchase Street Open Space is provided to the northern edge of Brill Place (8 & 9), with bollarded pedestrian access to Coopers Lane (10). Private gated access into Neville Close for vehicles (11) is for residents only, alongside a residents pedestrian access (12).

Both pedestrian and vehicular servicing access will be required as part of the approved Brill Place development, which adds further constraints to this section of the study area.




-  Vehicular access (private / restricted)
-  Pedestrian access (private/restricted)
-  The Francis Crick Institute



Figure 21: Access and circulation constraints on Brill Place, section between Chalton Street and Ossulston Street

Note:
Refer to plan opposite for access locations



Access 1 (shown right)



Access 2



Access 3



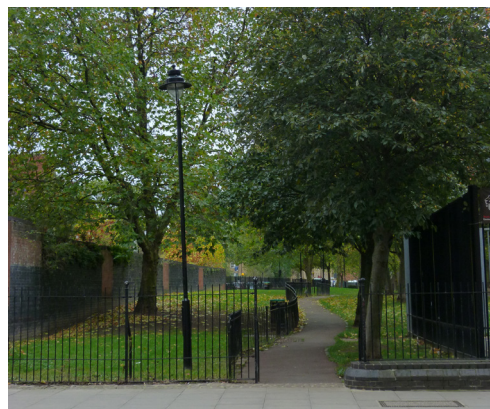
Access 4



Access 5



Access 6 & 7



Access 8



Access 9 (left) & 10 (right)



Access 11 (left) & 12 (right)

07. Site Constraints

07.06

Trees

There are a number of trees within the Site, most notably a number of mature trees along Phoenix Road adjacent to Oakshott Court, along Werrington Street and at the junction of Ossulston Street. Their presence adds to the character and biodiversity of this area and should be protected within any design. The roots of these trees are likely to be extensive and would require protection from any damage or harm.

However in protecting tree roots, this could potentially act as a constraint in terms of what could be implemented on the ground as digging-down is generally not advised around mature tree roots where possible. Any design will need to consider the following: ensuring sufficient water permeability/drainage to tree roots through consideration of surface material/drainage; retention of existing soil levels around trees (should be retained for tree and root health); minimising surface compaction by reducing heavy vehicle loads within tree Root Protection Zones. There is potential to build-up soil depths where required (potentially using raised planters) to avoid digging down. Any works should be in accordance with BS:5837.

07.07

Utilities

Typical of most urban streets, there are a number of utilities within the Site that must be considered. The presence of utilities can

act as a constraint in terms of options for planting, for proposing further utilities (such as for lighting), access requirements for maintenance, as well as particular easement agreements which may inhibit what can be proposed at street level within certain parameters.

More detail needs to be understood through GPR surveys and easement information currently in place to determine the specific locations, depths and allowances for options on the ground. However it is not uncommon to have planting above where utilities lie, and raised or movable planters could be implemented where soil depths are insufficient or easements are limiting.

07.08

Brill Place

Whilst mentioned already within this section, it is worth highlighting the significant constraints on Brill Place for new green space.

The full length of Brill Place is constrained by servicing requirements to the Francis Crick Institute. Vehicles generally enter Brill Place from Midland Road to access the building, which is located close to the junction of Brill Place/Ossulston Street. This requirement means that sufficient carriageway widths, associated turning movements and suitable surfacing for large vehicles are required along the full length of Brill Place, reducing opportunities for greening. The carriageway must also accommodate two-way cycle flow, which could potentially increase with

the introduction of cycle lanes on Midland Road. Additionally, on-street parking bays to Brill Place further constrain opportunities for new green space.

The forthcoming Brill Place residential development (part of the Central Somers Town project) with ground floor commercial use to the north of Brill Place within Purchase Street Open Space. The new building, associated public realm design and vehicular access/servicing requirements reduces opportunities for new open space in this location in addition to that which already exists as part of Purchase Street open Space.

07.09

Summary of constraints

- Two-way vehicular flow needs to be maintained on Ossulston Street;
- Restrictions on Chalton Road for the market cannot be altered;
- Existing and planned buildings' access arrangements need to be maintained, in particular on Brill Place;
- It is preferable for existing blue badge parking bays to be maintained close to their existing location. However these could be re-arranged to accommodate any future layouts;
- Any proposed changes to residents' bays to prioritise relocation rather than removal;
- Underground utilities could restrict/dictate planting or furniture location
- Existing mature or high quality trees should be protected and maintained within any of the design options



View along Phoenix Road - section between Chalton Street and Ossulston Street: The site has a number of constraints including existing access to homes and businesses, mature trees and on-street parking.

08. Site Opportunities

Opportunities for the Site are aligned with the Project Aims and Objectives and Design Principles. Site Opportunities have informed the 'Strategic Options' suggested in Section 09 of this document, as well as the options suggested within the Stage 2 Report.

08.01 **Additional open space and urban greening**

There is a fantastic opportunity to create more green, open space within Somers Town. Through a considered approach to movement and access within the area, there is an opportunity to create new public open space which is free from traffic, forming a linear park or series of linked park spaces.

08.02 **Improved biodiversity**

Increases in open space and urban greening offer opportunities for improved biodiversity within the area and to contribute to Camden's Biodiversity Action Plan (BAP). Greater opportunities for more (and more diverse) planting, SuDS and other urban greening could greatly contribute to biodiversity gains.

08.03 **Improved air quality and microclimate**

Poor air quality is a city-wide issue but is prevalent within the local area due to high vehicular use, particularly on Euston Road. There are great opportunities for more planting of trees and other absorbers of harmful air particles as part of this Project.

This could also help to reduce the urban heat island effect and create a more comfortable microclimate. The route could offer an alternative route with better air quality for those walking and cycling on Euston Road which has high levels of pollution.

08.04 **Better movement and connections**

Already an important movement link, there is great opportunity to enhance the experience along Phoenix Road/Brill Place for pedestrians and cyclists. An improved relationship and balance between vehicles/bicycles and pedestrians could help to enhance movement through the area and ensure that connections are legible and accessible to all, helping to create a more walkable and people-focussed (less car dominated) neighbourhood for residents through de-cluttering streets and more pedestrian-oriented design.

The route could offer a greener, more pedestrian and cycle-friendly alternative for those using Euston Road, which is notoriously congested, a barrier for many pedestrians and contains high levels of pollution.

08.05 **Enhanced character and identity**

Whilst there is good character to many of the buildings along Phoenix Road/Brill place, the street itself is lacking in quality. There is opportunity to enhance the street through the introduction of high quality materials

and planting to draw on the character of the area and create a high quality street with public green spaces.

08.06 **Improved local economy**

There are now many case studies to support the role that high quality landscape and public realm play in improving local economies. This ranges from an improved overall perception of an area, increased footfall and spending, to increased investment. There is opportunity for improved landscape and open space along Phoenix Road on the section between Chalton Street and Ossulston Street in particular to benefit local businesses.

08.07 **Introduce local amenities / community infrastructure**

The pedestrian surveys shown in section 05 highlight some interpeak activity:

- During lunchtime and localised around the section of Phoenix Road between Chalton and Ossulston streets. This could be accounted for by the presence of commercial land uses such as cafés, pubs and retail units.
- During the afternoon and localised around the Maria Fidelis School. This could be accounted for by the school finishing time.

Both interpeak activities indicate some level of local or community use that any improvements on the Phoenix Road/Brill Place corridor could further emphasise, for instance with the provision of children's

facilities near the school, or seating opportunities near the cafés.

08.08 **A safer, more sociable place**

Crime and the fear of crime has been a problem within some areas of Somers Town. High quality landscapes with good natural surveillance generally have higher numbers of people. There is therefore great opportunity to introduce a high quality environment that encourages people to linger, spend time and walk through. This, in turn, could help to reduce crime and the fear of crime along Phoenix Road/Brill Place, particularly after dark.

08.09 **Influence wider public realm design**

There is an opportunity for the Site to influence the public realm and urban design of future proposals. In particular, design for Euston station is ongoing and Phoenix Road falls within the Euston 'public realm zone of wider influence'. There is opportunity for the Phoenix Road Greening and Public Realm Options Study and any subsequent designs to influence the location of entrances and gateways for the Euston Station scheme, such as the junction of Phoenix Road/Eversholt Street, whilst setting a high benchmark in terms of landscape and public realm design.

Further opportunities from a transport perspective are proposed on the following pages.



There are opportunities for design interventions along Phoenix Road / Brill Place to deliver multiple benefits to the area in terms of enhancing the local economy, providing public amenity and greening the area.

08.

Site Opportunities

As well as landscape and place-making opportunities, the Phoenix Road Green Corridor project provides many opportunities for the area from a transport perspective.

08.10

Reinforce pedestrian interchange between stations and away from Euston Road

Pedestrian surveys undertaken in June 2017 indicate some level of pedestrian interchange between the two ends of the Phoenix Road/Brill Place corridor during peak commuting hours.

With HS2 and Crossrail 2 planned to stop at Euston station in the future, and a potential entry/exit point located on Eversholt Street, the Euston side of Phoenix Road constitutes an appropriate location for a 'gateway treatment'. This could draw pedestrians interchanging with King's Cross St Pancras station away from the poor pedestrian environment provided on Euston Road and build on the existing wayfinding initiative 'Well-being Walk' promoted by Urban Partners which is helping to improve way-finding for alternative walking routes in the area.

08.11

Enhance local junctions to promote safety and permeability

Any options could seek to enhance local junction layouts in order to facilitate pedestrian and cyclist connectivity. This could be achieved by reducing the need

to cross areas where motorised traffic has the priority. Similarly, where interaction between cyclists and cars occurs, cyclists could be prioritised to promote safety and encourage active travel.

08.12

Reduce car dominance

On Phoenix Road, car dominance could be lessened by freeing up the space currently allocated to parking. Parking surveys undertaken in June 2017 show that the average occupancy on Pay and Display bays varies from 46% to 80%, indicating that the number of bays could potentially be reduced to maximise occupancy.

Further analysis on peak occupancies indicated that 100% occupancy per type of bay is reached at least once per day.

Camden's new local plan, adopted in June 2017,

Policy T2 of Camden's Local Plan, 2017 refers to limiting the availability of parking and redevelopment of existing car parking on private developments. This policy does not apply to Pay and Display bays on the Public Highway. However Camden's Transport Strategy and Road User Hierarchy prioritise pedestrians and cyclists over other modes and encourages investment in more sustainable modes of travel in order to reduce the dominance of cars.

The average level of use of Pay and Display bays, in addition to LB Camden's general aspiration to reduce on-street parking, provides an opportunity to re-purpose car-oriented uses of Phoenix Road, provided that demand levels don't increase as a result of HS2 and other local development, and that the political challenges surrounding the removal of spaces can be overcome.

On the wider network, soft traffic calming measures such as narrowing the width of the road in places and raised tables could be introduced to deter non-local traffic from using the area as a short-cut. These measures could include making northbound and southbound journeys less direct, whilst maintaining access to all properties in the area. This could be achieved via closures or one-way loops on the wider Somers Town area.

Site Opportunities are incorporated within the 'Strategic Options' in the next section.



A coordinated approach will be required to achieve a harmonious balance between creating new green spaces, place-making and traffic management

09. Strategic Options

A number of Strategic Options have been developed to test, explore and propose various options for the creation of new open space and urban greening along Phoenix Road / Brill Place. All options have taken into account the existing Site constraints in order to be feasible and achievable. However the level of intervention required for each option varies and, subsequently, some options achieve the project vision, aims and objectives more closely than others.

This section discusses each of the proposed Strategic Options, with comment on what the option could achieve in terms of new open space as well as potential implications. Strategic Options will be taken forward for consideration to form the spatial parameters for Stage 2 options development.

These options have been discussed with the LBC Phoenix Road Greening and Public Realm Options team, as well as with LBC officers from various teams at a workshop held on 06.09.17.

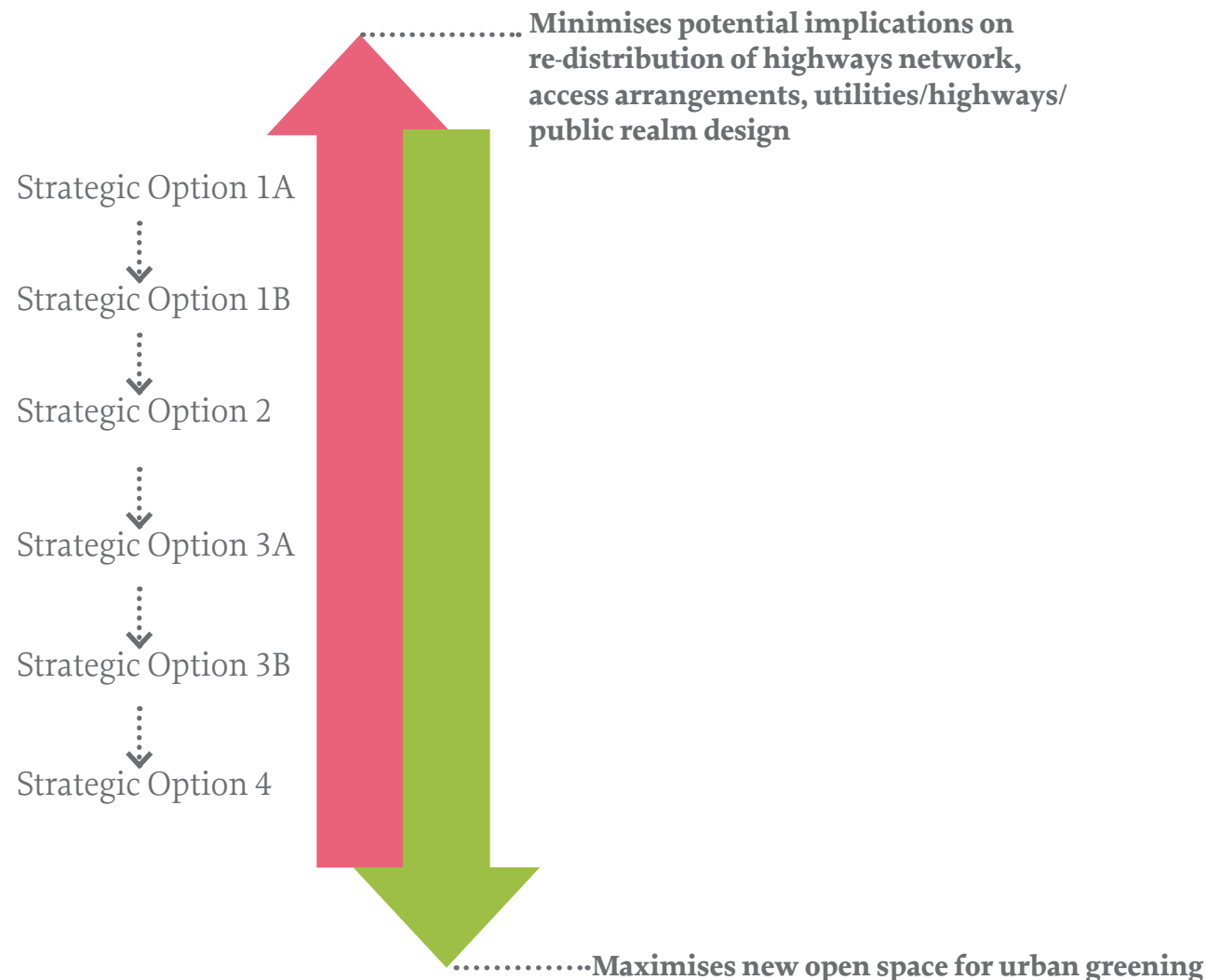


Figure 22: Diagram of approach to developing Strategic Options



The Strategic Options will help to define spatial parameters for creating new open space for greening along Phoenix Road/Brill Place

09. Strategic Options

09.01

Strategic Option 1A: 'Do Minimum'

Summary

- Two-way carriageway retained - reduced to 4.8m width
- Two-way cycle and pedestrian route retained along full length of street
- Open Space /Public Realm gain for greening: 675m² (approx)
- Impact on Phoenix Road/Brill Place transport conditions: none
- Impact on the wider network transport conditions: none

Description

In this option, the kerb line is moved on either or both sides of the carriageway to achieve a 4.8m width for a two-way carriageway, as recommended in the Manual for Street (MfS). This results in wider footways, as can be seen on the drawing next page.

Whilst this strategic option has considered narrowing the carriageway by moving kerb lines, a narrowing of carriageway width could also be achieved through providing chicanes and non-linear arrangements to match the requirements of the greening options.

Implications

This approach has one main benefit: it does not require any changes in traffic directions, buildings access arrangements and parking capacities.

Furthermore, no traffic is expected to redistribute onto the surrounding highway network, leading to minimal disruption of local transport conditions.

However, this option would only achieve a marginal public realm gain (675m²) and limited greening opportunities despite the investment that would be required to re-align kerb lines, for instance in re-arranging drainage. It does not achieve the brief aim of providing 'new open space' and would act more as a street improvement scheme with opportunities for urban greening.

Additional comments

It is understood that it is LB Camden's aspiration to maintain at least 3m per lane for two-way carriageways to accommodate two large vehicles passing next to each other. Whilst the survey data shows no more than three large vehicles passing within 15 minute intervals on these sections of Phoenix Road, and the existing width of Phoenix Road is narrower than 6m in some instances, this option has been discounted to align with LB Camden's aspirations for this street.

Consideration of disability access should be explored during more detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Note - refer to drawings in Appendices in addition to opposite plans

Legend

- Roads
- Pedestrian /cycle only
- Fire access only
- Main directional flow (all movement modes)
- Restricted access
- Proposed changes to public realm
- No right turn
- Straight ahead only

Legend for landscape and public realm strategy plan

- Phoenix Road Greening and Public Realm Options Study boundary
- Shared surface public realm with two-way vehicular access (reduced carriageway width and pedestrian priority) with two-way cycle access and street greening
- Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place
- Existing public green space
- Existing LBC housing estate land with potential for enhancement



Figure 23: Option 1A Strategic highways and open space creation plan

- ① Use additional footway to the west created by reduced carriageway to create a 'gateway' from Euston to Phoenix Rd.
- ② Widened / improved public realm on Phoenix Rd (full extent) due to reduced carriageway width
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ Extend improved public realm north on Chalton Street to Polygon Rd. Open Space and southwards to Chalton Street Market
- ⑥ Extend improved public realm north on Ossulston street to link with Polygon Road Open Space
- ⑦ Pedestrian-priority at junctions, with enhanced wayfinding / signage, raised to reduce traffic speeds and improve safety
- ⑧ Public realm / surface enhancements to Dangoor Walk

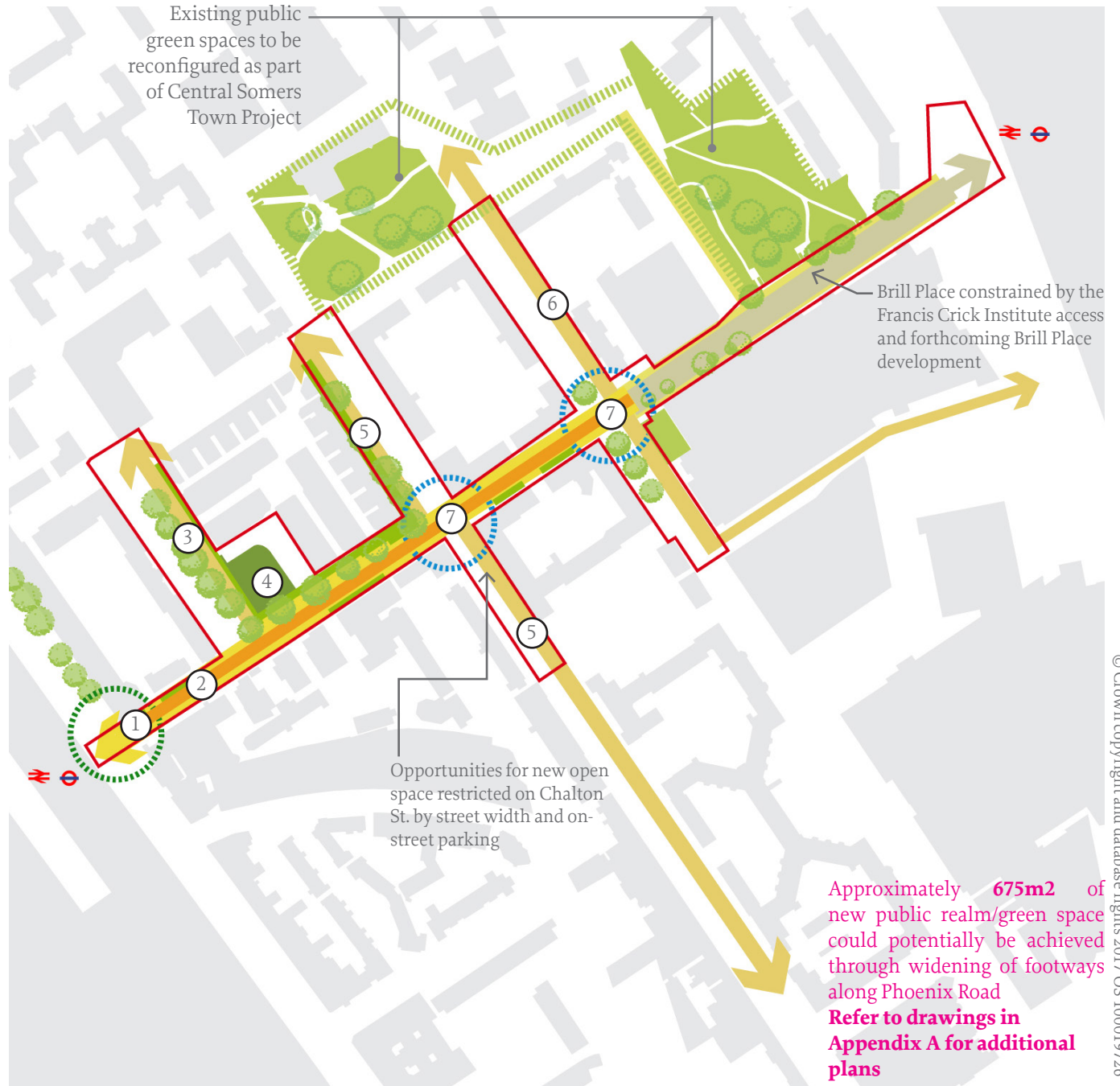


Figure 24: Option 1A Strategic landscape and public realm strategy plan

Approximately **675m²** of new public realm/green space could potentially be achieved through widening of footways along Phoenix Road
Refer to drawings in Appendix A for additional plans

09. Strategic Options

09.02

Strategic Option 1B: 'Do Minimum'

Summary

- Introduction of a one-way vehicular system to Phoenix Road, reduced to 3.25m carriageway
- Two-way cycle and pedestrian route retained along full length of street
- Open Space /Public Realm gain for greening: 980m² (approx)
- Impact on Phoenix Road/Brill Place transport conditions: low
- Impact on the wider network transport conditions: low

Description

In order to narrow the carriageway, the alternative for this 'do-minimum' option is to implement a one-way system on Phoenix Road.

A one-way system on Phoenix Road has the potential to unlock a greater open space area, whilst maintaining a through route for vehicles and cyclists; and buildings and parking bays access.

For this option, the one-way system on Phoenix Road has been developed to increase journey times for non-local journeys, where vehicles use the area as a cut-through, preventing them from travelling in one direction along Phoenix Road and adjoining streets.

LBC guidance for this project has suggested a 3.25m wide carriageway would be acceptable for one-way vehicular flow. Therefore, this option would allow a larger gain in public realm with more potential for urban greening, whilst preserving all current access and parking arrangements.

Implications

As with Strategic Option 1A, this option could be seen to not be achieving 'new open space' and would continue to act as a typical street, albeit with potential for more greening and seating opportunities.

It is expected that the introduction of a one-way system on Phoenix Road would marginally decrease the 'rat-running' through Somers Town, with a minimal traffic shift to the surrounding network, in particular on Polygon Road and the northern sections of Ossulston and Chalton Streets.

It is estimated, based on the vehicle volumes analysis stated in Section 05, that the number of vehicles redistributing onto the surrounding highway network would be no more than 100 vehicles/hour.

Additional comment

Due to vehicular circulation for this option, new green space is limited and does not meet the full aspirations of the brief. However, additional footway widths could allow for further greening within the public realm. This option does not propose circulation changes to Brill Place, however whilst much of the public realm here is of good quality, there could potentially be opportunities for more greening within the streetscape here, subject to any future on-street parking negotiations and the forthcoming Brill Place development.

Consideration of disability access should be explored during more detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Note - refer to drawings in Appendices in addition to opposite plans

Legend for highways plan

- Roads
- Pedestrian / cycle only
- Fire access only
- Main directional flow (all movement modes)
- Proposed one-way vehicular flow
- Proposed changes to public realm
- No right turn
- Straight ahead only

Legend for landscape and public realm strategy plan

- Phoenix Road Greening and Public Realm Options Study boundary
- Shared surface public realm with one-way vehicular/two-way cycle access (pedestrian priority) and street greening
- Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place
- Existing public green space
- Existing LBC housing estate land with potential for enhancement



Figure 25: Option 1B Strategic highways and open space creation plan

- ① Use additional footway to the west created by reduced carriageway to create a 'gateway' from Euston to Phoenix Rd.
- ② Widened / improved public realm to Phoenix Rd (full extent) due to reduced carriageway width
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ Extend improved public realm north on Chalton Street to Polygon Rd. Open Space and southwards to Chalton St. Market
- ⑥ Extend improved public realm north on Ossulston street to link with Polygon Road Open Space
- ⑦ Pedestrian-priority at junctions, with enhanced wayfinding / signage, raised to reduce traffic speeds and improve safety
- ⑧ Visually link Brill Place with Dangoor Walk through paving palette / materiality

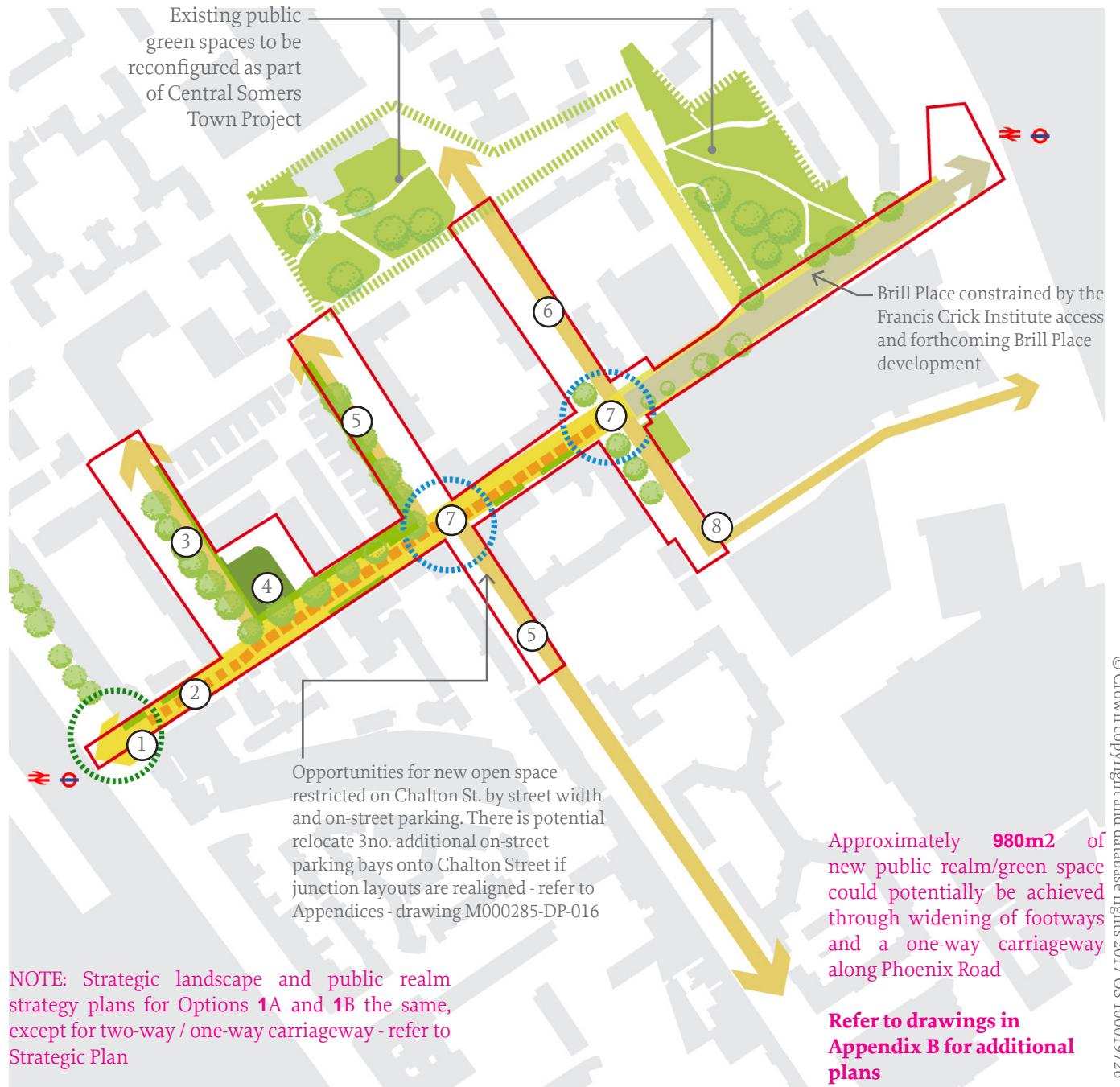


Figure 26: Option 1B Strategic landscape and public realm strategy plan

09. Strategic Options

09.03

Strategic Option 2: 'Do Something'

Summary

- Introduction of two vehicular road closures on Phoenix Road
- Two-way cycle and pedestrian route retained along full length of street
- Open Space /Public Realm gain for greening: 1,385m² (approx)
- Impact on Phoenix Road/Brill Place transport conditions: medium
- Impact on the wider network transport conditions: medium

Description

This option considers the introduction of two road closures on Phoenix Road and a one-way loop around Eversholt Street/Polygon Road/Werrington Street and Phoenix Road.

The two road closures have been located where the 2017 pedestrian survey analysis indicated inter-peak pedestrian activity (near the caf  s/pub/retail and near the school). It is also designed to avoid blocking residential access. The introduction of these two road closures would thus unlock space where community activity is noticeable, and where benefits would be the greatest.

Similarly, access from Eversholt Street has been maintained in this option to allow for circulation near Euston station whilst reducing the number of vehicles and maximising open space. The narrowing of the carriageway could also unlock some additional footway space, where a 'gateway' design treatment could draw pedestrians from Euston station towards King's Cross St Pancras station.

Implications

The feasibility of this option relies on the removal/relocation of parking bays, in particular six paid for parking bays adjacent to Oakshott Court and four residents bays adjacent on Phoenix Road between Chalton Street and Ossulston Street. As discussed in Section 05, maximum occupancy of these bays is reached a limited number of times across the day and it would be expected that the removal/relocation of these bays will only marginally disrupt local residents and businesses.

Furthermore, with the introduction of road closures, the layout of the junctions with Ossulston and Chalton streets could be optimised to reflect a decrease in turning movements to and from Phoenix Road. This would create additional opportunities on Ossulston St and Chalton St to relocate four parking bays that would be otherwise removed from the local highway network. Should this option be preferred, it is proposed to prioritise the relocation of the four residents parking bays. Refer to Appendices drawings M000285-DP-015 to 017.

Finally, it is estimated that this option will lead to traffic re-distribution on the local highway network, only marginally decreasing the 'rat-running' through Somers Town. It is expected that most of the traffic will redistribute to Polygon Road to complete the desire lines identified in Section 05.

It is estimated, based on the vehicle volumes analysis, that the number of vehicles redistributing onto the surrounding highway network would be no more than 100 vehicles/hour.

Additional comments

The closures proposed still allow access into Oakshott Court and Chamberlain and Walker House. These access routes could still take on a shared surface design to visually unify the space. However, the closures could be extended if residential access could be re-arranged away from Phoenix Road. Consideration of disability access should be explored during detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Legend for highways plan

- Roads
- Pedestrian / cycle only
- Fire access only
- Main directional flow (all movement modes)
- Restricted access
- Proposed changes to public realm
- No right turn
- Straight ahead only
- Proposed road closure
- Proposed vehicular one-way
- No vehicular access apart from emergency access route and bicycles

Legend for landscape and public realm strategy plan

- Phoenix Road Greening and Public Realm Options Study boundary
- Potential new public green space with closure to general traffic - pedestrian, cycle and emergency vehicle access only
- Shared surface public realm with two-way vehicular/cycle access - pedestrian priority
- Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place
- Existing public green space
- Existing LBC housing estate land with potential for enhancement

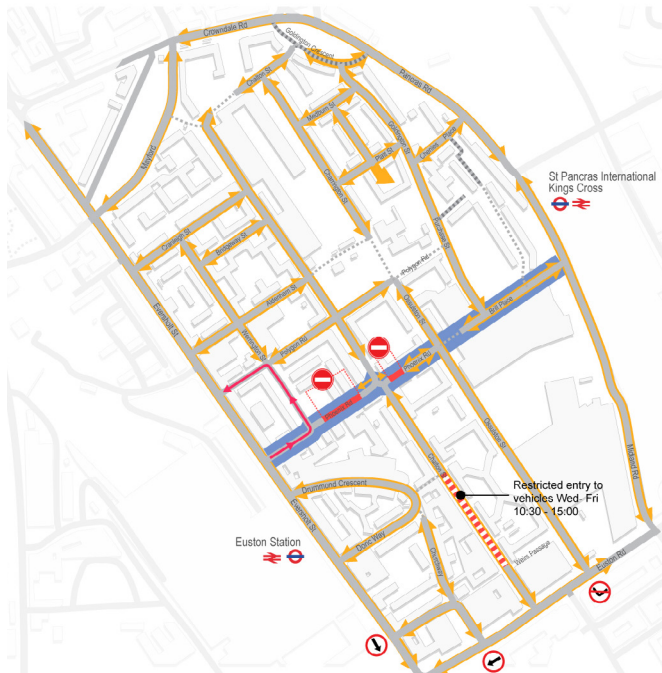


Figure 27: Option 2 Strategic highways and open space creation plan

- ① Use additional footway/greening to the west at Eversholt Street to create a 'gateway' from Euston through Phoenix Rd.
- ② Widened / improved public realm to Phoenix Rd on one-way street between Werrington St./Eversholt St.
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ New open space with pedestrian/cycle access only. Potential for high quality public open space adjacent to Maria Fidelis School and Oakshott Court
- ⑥ Extend improved public realm north on Chalton Street to Polygon Road Open Space and southwards to Chalton Street Market
- ⑦ Pedestrian-priority at junctions, with enhanced wayfinding / signage, raised to reduce traffic speeds and improve safety
- ⑧ Visually link Brill Place with Dangoor Walk through paving palette / materiality

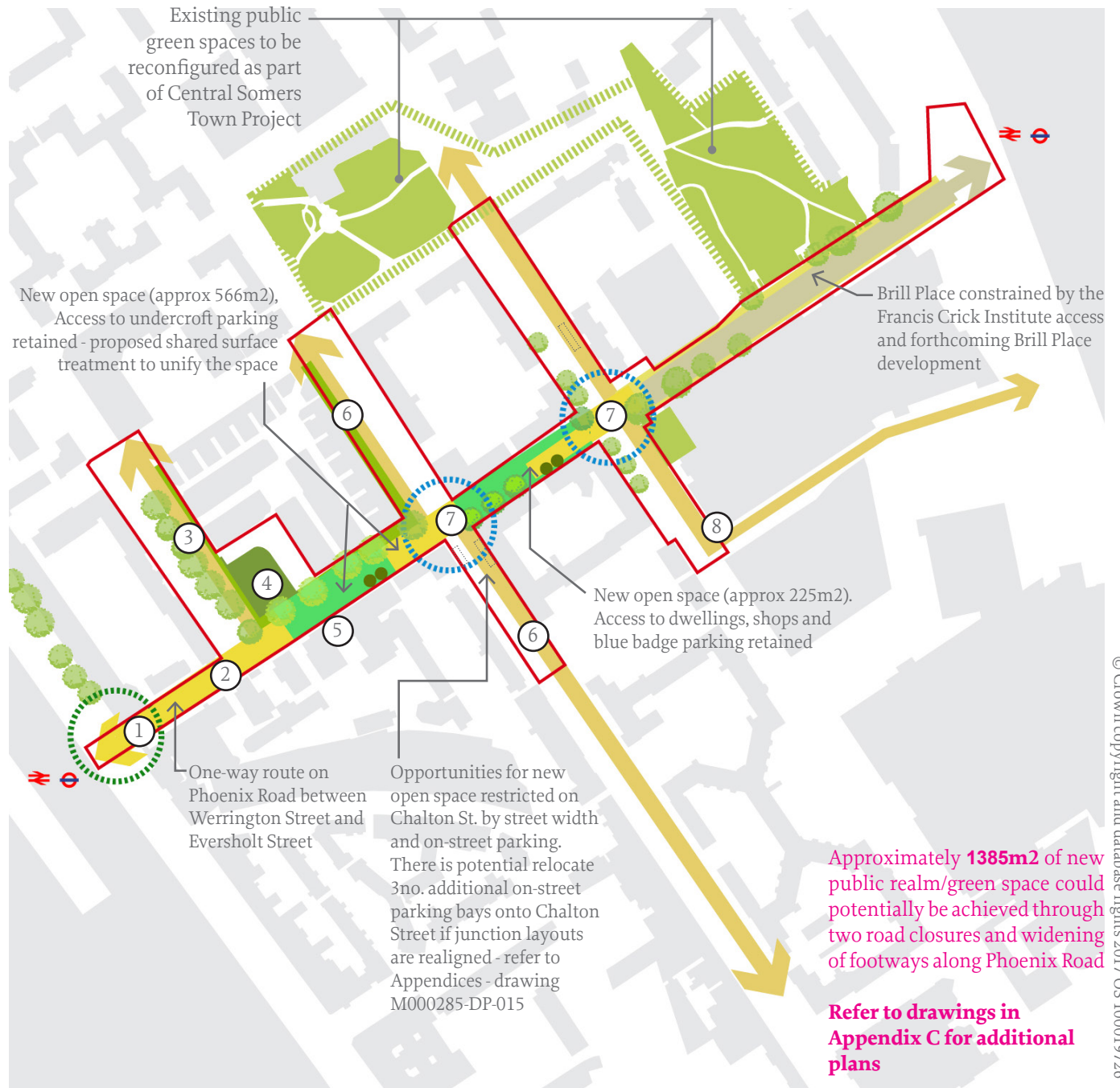


Figure 28: Option 2 Strategic landscape and public realm strategy plan

Approximately **1385m2** of new public realm/green space could potentially be achieved through two road closures and widening of footways along Phoenix Road

Refer to drawings in Appendix C for additional plans

09. Strategic Options

09.03

Strategic Option 3A: 'Do Something (Plus)'

Summary

- Introduction of three vehicular road closures on Phoenix Road
- Two-way cycle and pedestrian route retained along full length of street
- Open Space /Public Realm gain for greening: 1,345m² (approx)
- Impact on Phoenix Road/Brill Place transport conditions: high
- Impact on the wider network transport conditions: high

Description

This 'Do Something (Plus)' option builds on Option 2, and replaces the one-way system on the western section of Phoenix Road by a third road closure, allowing for additional open space creation.

In addition to the benefits detailed in Option 2, this third closure would allow the highest realistic open space gain on this section of Phoenix Road, and offer greater opportunities for a 'gateway' design treatment, drawing pedestrians from Euston station towards King's Cross St Pancras station, whilst capitalising on providing open space to key areas such as adjacent to the pub, cafés and the St. Aloysius Church and Maria Fidelis school.

Whilst the quantum of open space gained is similar to Option 2, the location and quality of open spaces is envisaged to be better due to extra additional open space with no vehicular traffic. This provides more flexibility and potential for new green space and place-making. Additionally a decrease in car dominance would contribute to a higher quality environment for other users.

Implications

The implications for this option are similar to those detailed in Option 2 with regards to removal of paid for parking bays and the relocation of the four residents bays by changing junction layouts.

Whilst having good open space gains, it is expected that this option will lead to higher traffic re-distribution on the local highway network, only marginally decreasing the 'rat-running' through Somers Town. It is anticipated that most of the traffic will redistribute to Polygon Road to complete the desire lines identified in Section 05.

It is estimated, based on the vehicle volume, analysis, that the number of vehicles redistributing onto the surrounding highway network would be no more than 200 vehicles/hour.

Additional comments

The closures proposed still allow access into Oakshott Court and Chamberlain and Walker House. These access routes could still take on a shared surface design to visually unify the space. However, the closures could be extended if residential access could be re-arranged away from Phoenix Road.

Consideration of disability access should be explored during more detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Note - refer to drawings in Appendices in addition to opposite plans

Legend for highways plan

- Roads
- Pedestrian / cycle only
- Fire access only
- Main directional flow (all movement modes)
- Restricted access
- Proposed changes to public realm
- No right turn
- Straight ahead only
- Proposed road closure
- No vehicular access apart from emergency access route and bicycles

Legend for landscape and public realm strategy plan

- Phoenix Road Greening and Public Realm Options Study boundary
- Potential new public green space with closure to general traffic - pedestrian, cycle and emergency vehicle access only
- Shared surface public realm with two-way vehicular/cycle access - pedestrian priority
- Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place
- Existing public green space
- Existing LBC housing estate land with potential for enhancement

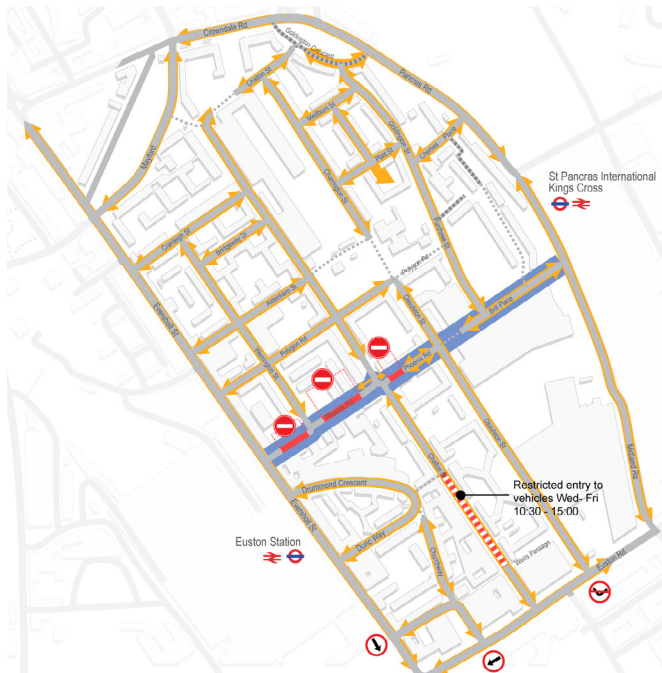


Figure 29: Option 3A Strategic highways and open space creation plan

- ① Use additional footway/greening to the west at Eversholt Street to create a 'gateway' from Euston through Phoenix Rd.
- ② New open space with pedestrian/cycle access only. Potential for high quality public open space adjacent to St.Aloysius Church
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ New open space with pedestrian/cycle access only. Potential for high quality public open space adjacent to Maria Fidelis School and Oakshott Court
- ⑥ Extend improved public realm north on Chalton Street to Polygon Road Open Space and southwards to Chalton Street Market
- ⑦ Pedestrian-priority at junctions, with enhanced wayfinding / signage, raised to reduce traffic speeds and improve safety
- ⑧ Visually link Brill Place with Dangoor Walk through paving palette / materiality

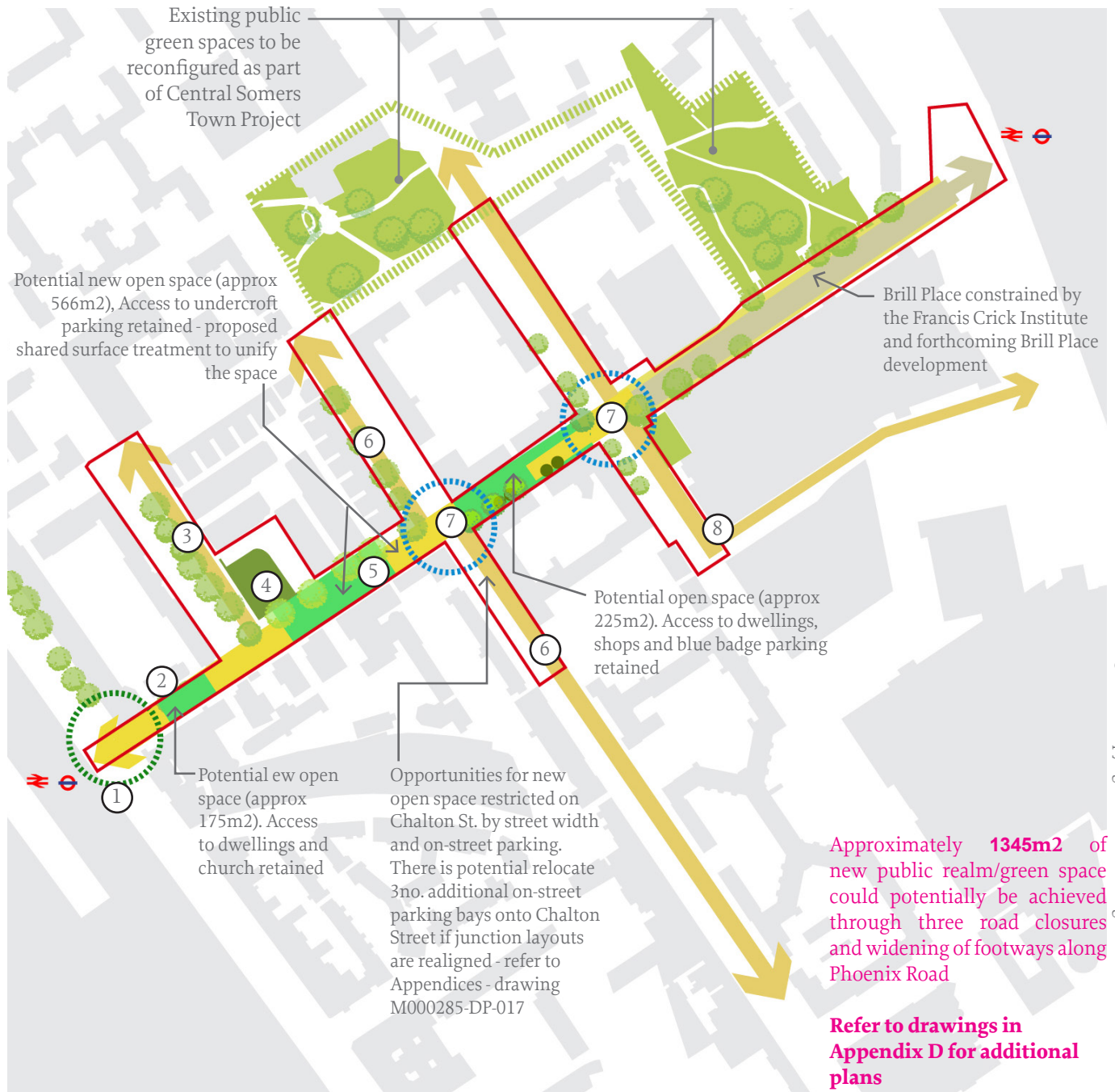


Figure 30: Option 3A Strategic landscape and public realm strategy plan

09. Strategic Options

09.04

Strategic Option 3B: 'Do Something (Plus - Wider Network Interventions)

Summary

- Introduction of three vehicular road closures on Phoenix Road
- Two-way cycle and pedestrian route retained along full length of street
- Proposed one-way vehicular routes to wider Somers Town network
- Open Space /Public Realm gain for greening: 1,345m² (approx)
- Impact on Phoenix Road/Brill Place transport conditions: high
- Impact on the wider network transport conditions: high

Description

This 'Do Something' option builds on the three proposed closures presented in Option 3A, but also introduces a one-way system on the wider highway network.

The additional benefit brought by the introduction of the one-way loops on the wider network is an increase in journey times through the wider area whilst maintaining full access for residents and businesses.

This would diminish the benefits of 'rat-running' through the area for non-local traffic, and therefore deter vehicles from using the area as a short-cut from the Euston Road/Eversholt Street route.

Implications

It is expected that on Phoenix Road the implications would be identical to those stated in Option 3A.

However, the introduction of the one-way loops to deter non-local journeys through the area would mean that traffic would likely shift to Euston Road/Eversholt Street rather than on Polygon Road. The introduction of one-way loops on the wider network is likely to be unpopular with residents.

Consideration of disability access should be explored during more detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Additional comments

Similarly to Option 3, the closures proposed still allow access into Oakshott Court and Chamberlain and Walker House. These access routes could still take on a shared surface design to visually unify the space. However, the closures could be extended if residential access could be rearranged away from Phoenix Road.

Legend for highways plan

Roads	
Pedestrian / cycle only	
Fire access only	
Main directional flow (all movement modes)	
Restricted access	
Proposed changes to public realm	
No right turn	
Straight ahead only	
Proposed road closure	
Proposed one-way vehicular flow	
No vehicular access apart from emergency access route and bicycles	

Legend for landscape and public realm strategy plan

Phoenix Road Greening and Public Realm Options Study boundary	
Potential new public green space with closure to general traffic - pedestrian, cycle and emergency vehicle access only	
Shared surface public realm with two-way vehicular/cycle access - pedestrian priority	
Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place	
Existing public green space	
Existing LBC housing estate land with potential for enhancement	

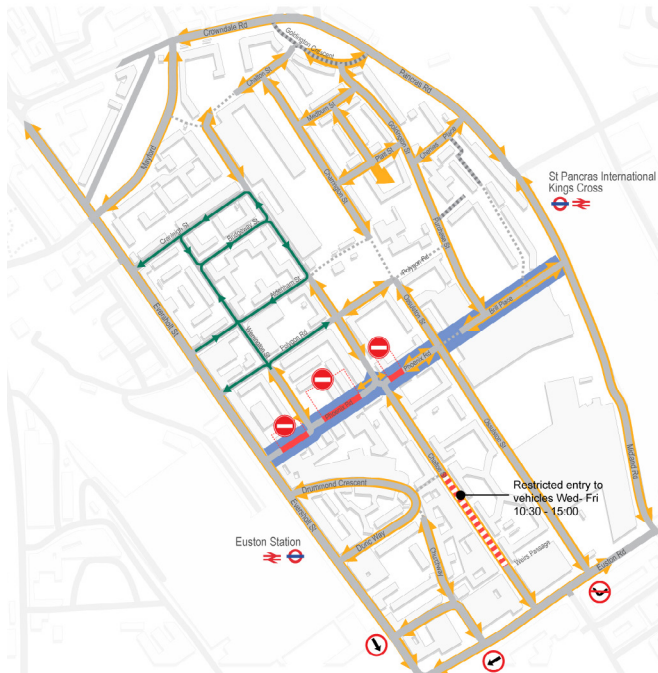


Figure 31: Option 3B Strategic highways and open space creation plan

- ① Use additional footway/greening to the west at Eversholt Street to create a 'gateway' from Euston through Phoenix Rd.
- ② New open space with pedestrian/cycle access only. Potential for high quality public open space adjacent to St.Aloysius Church
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ New open space with pedestrian/cycle access only. Potential for high quality public open space adjacent to Maria Fidelis School and Oakshott Court
- ⑥ Extend improved public realm north on Chalton Street to Polygon Rd. Open Space and southwards to Chalton Street Market
- ⑦ Improved junctions as pedestrian-priority with enhanced wayfinding / signage, raised to reduce traffic speeds
- ⑧ Visually link Brill Place with Dangoor Walk through paving palette / materiality.

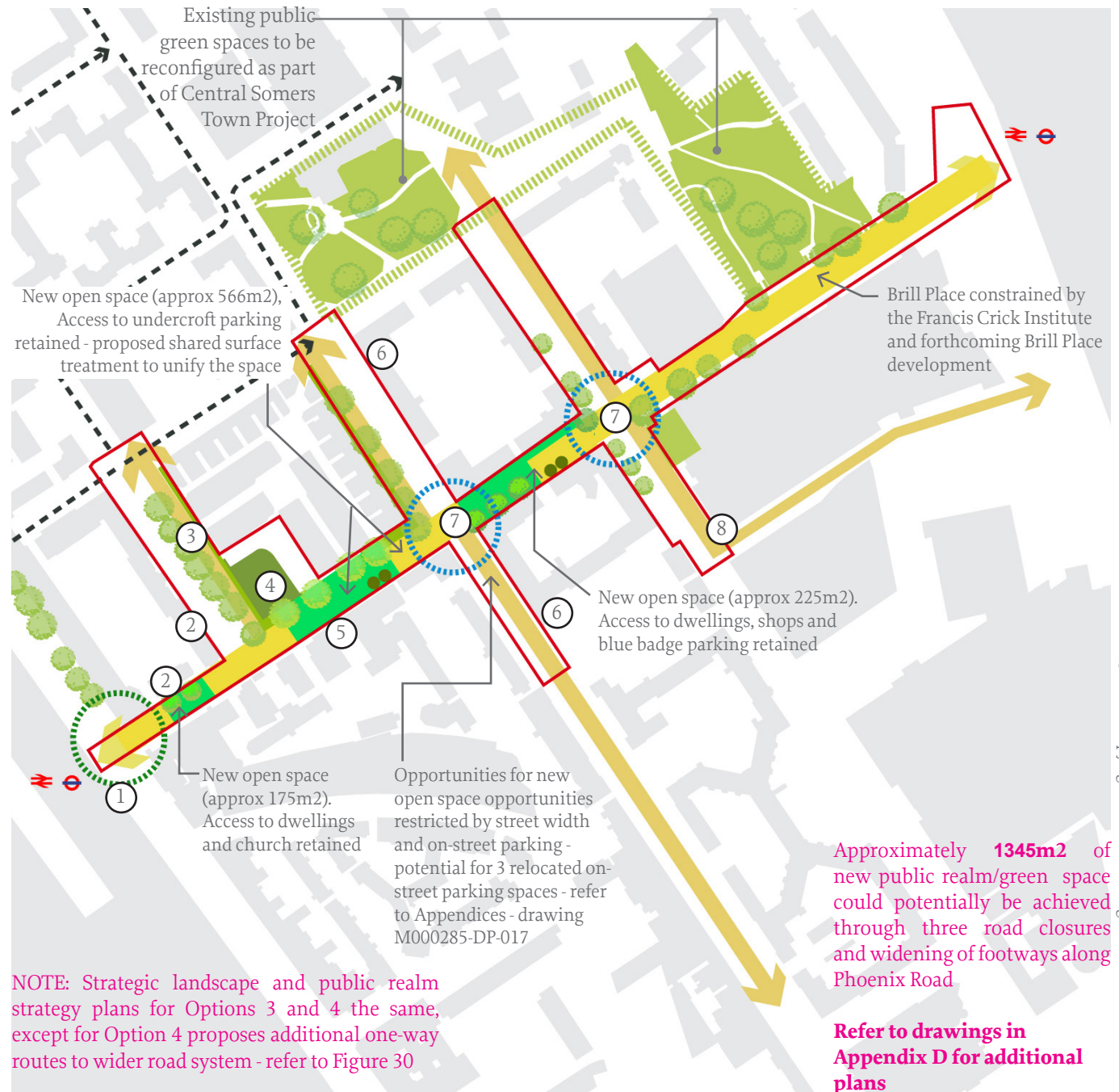


Figure 32: Option 3B Strategic landscape and public realm strategy

09. Strategic Options

09.05

Strategic Option 4: 'Do Maximum'

Summary

- Closure to all vehicular traffic along Phoenix Road Brill Place
- Two-way cycle and pedestrian route retained along full length of street
- Open Space /Public Realm gain for greening: 4,670 m2 approx
- Impact on Phoenix Road/Brill Place transport conditions: high
- Impact on the wider network transport conditions: high

Description

This option considers closing the whole length of Phoenix Road and Brill Place to traffic in order to allow maximum open space gain and fully achieve the creation of a linear park as mentioned in the brief. A variation on this option could be to allow northbound and southbound traffic to cross Phoenix Road along Chalton Street and Ossulston Street.

This option would provide the absolute maximum in terms of opportunities for new open space, urban greening and provision of community amenity. There could be potential for better integration between Purchase Street Open Space and Brill Place, whilst softening and enhancing the approved Brill Place development providing a greener park setting for the Francis Crick Institute.

Implications

Whilst creating the maximum potential for new green space, the various existing and future constraints mentioned in Section 07 and through discussions with LBC, this Option is

deemed highly infeasible and would require a complete reconsideration of access to all dwellings and businesses along the route, as well as consideration of compliant wheelchair access.

Opportunities for greening on Brill Place are constrained by vehicular servicing and access requirements to the Francis Crick Institute, whilst access to existing homes, shops and the Maria Fidelis school on Phoenix Road constrain potential for new open space along this section of the study area due to the necessity for sufficient access widths and surfaces. Retention of existing vehicular flow along Ossulston Street and Chalton Street reduce opportunities for new green space along these streets.

Blue Badge parking on Phoenix Road between Ossulston Street and Chalton Street are required to be retained and would require vehicular access in this location. This further reduces feasibility of greening the full length of the street. Consideration of disability access should be explored during more detailed design stages - a balance should be struck between access and the potential for additional urban greening.

Legend for highways plan

- Roads
- Pedestrian / cycle only
- Fire access only
- Main directional flow all movement modes)
- No right turn
- Straight ahead only
- Proposed road closure
- No vehicular access apart from emergency access route and bicycles

Legend for landscape and public realm strategy plan

- Phoenix Road Greening and Public Realm Options Study boundary
- Potential new public green space with closure to general traffic - pedestrian, cycle and emergency vehicle access only
- Opportunity for public realm enhancements and shared materiality with Phoenix Rd / Brill Place
- Existing public green space
- Existing LBC housing estate land with potential for enhancement

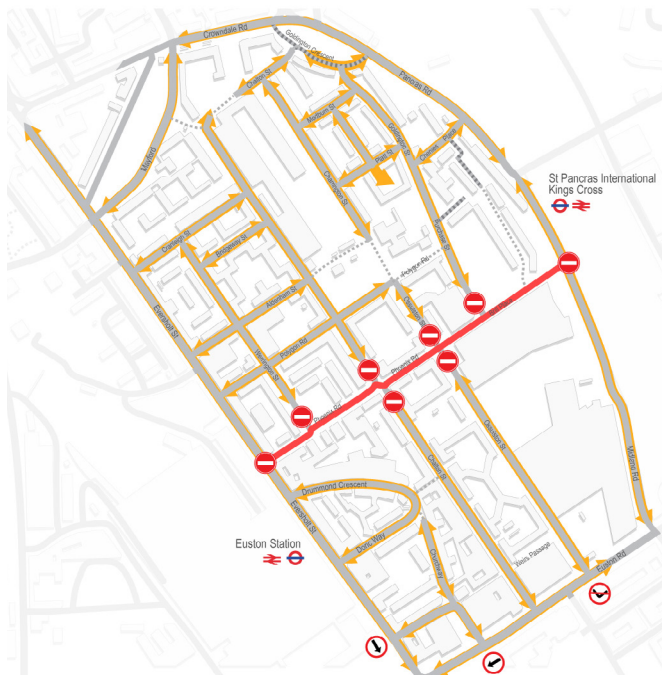


Figure 33: Option 4 Strategic highways and open space creation plan

- ① Use additional footway/greening to the west at Eversholt Street to create a 'gateway' from Euston through Phoenix Rd.
- ② New linear park along Phoenix Road / Brill place with pedestrian and cycle access only
- ③ Extend improved public realm northwards along Werrington Street using matching paving (on-street parking retained)
- ④ Potential opportunity for improvements to Oakshott Court green space (resident-only access retained)
- ⑤ Extend improved public realm and where possible new planting north on Chalton Street to Polygon Rd. Potential public realm enhancements southwards to Chalton Street Market
- ⑥ Extend improved public realm north on Ossulston Street to Polygon Rd. Open Space
- ⑦ Visually link Brill Place with Dangoor Walk through paving palette / materiality

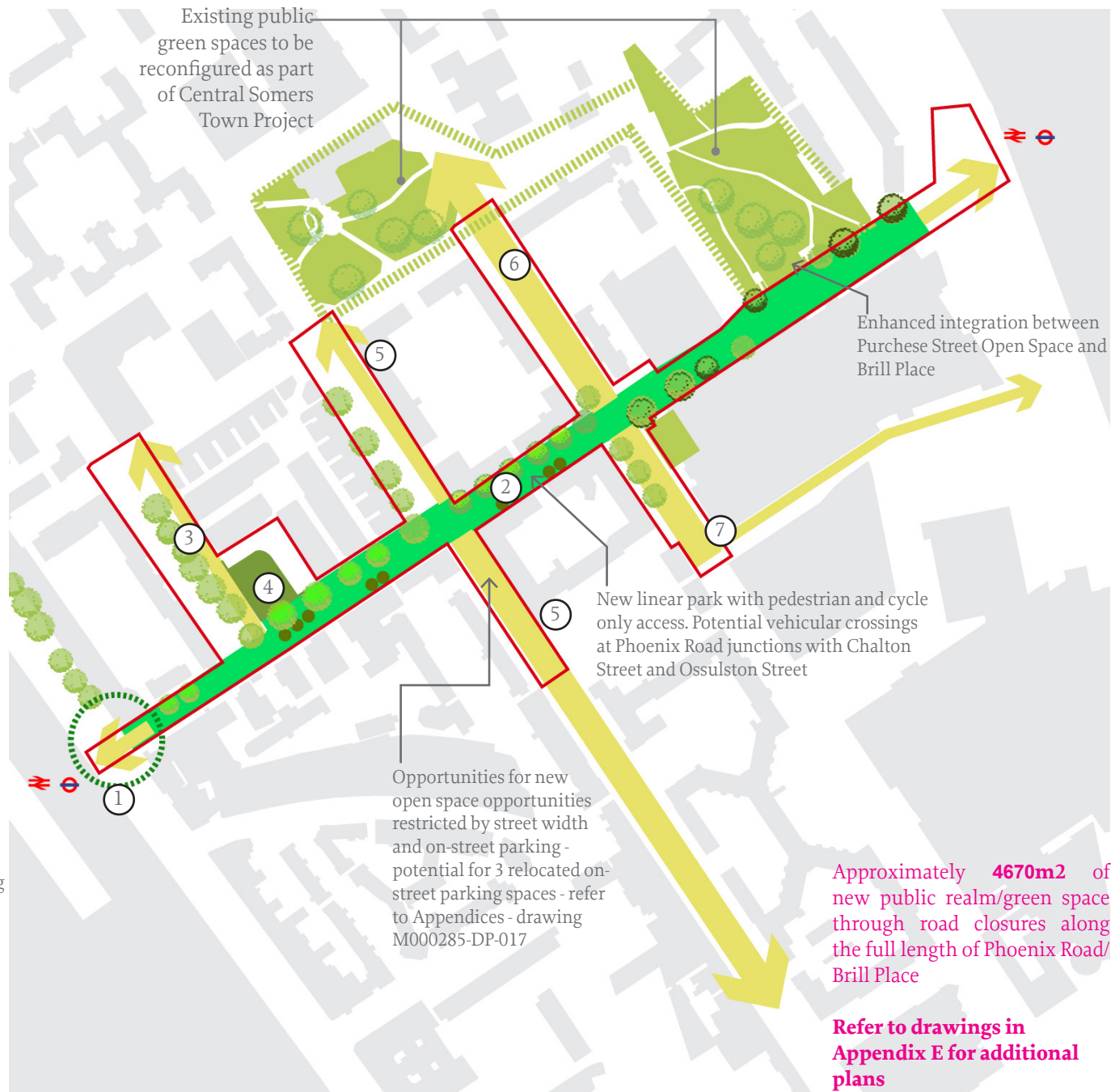


Figure 34: Option 4 Strategic landscape and public realm strategy

10. Next Steps

10.01

This report, and the Strategic Options proposed within, will form the basis of discussions and development for Stage 2 of the Phoenix Road Greening and Public Realm Options study. Strategic Options and associated circulation strategy/access strategy will form the spatial parameters for the creation of new green space for the Somers Town area to be developed during Stage 2.



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APPENDICES

Appendix A(1) and A(2):
Strategic Option 1A

Appendix B(1) and B(2)
Strategic Option 1B









Appendix C(1) and C(2):
Strategic Option 2

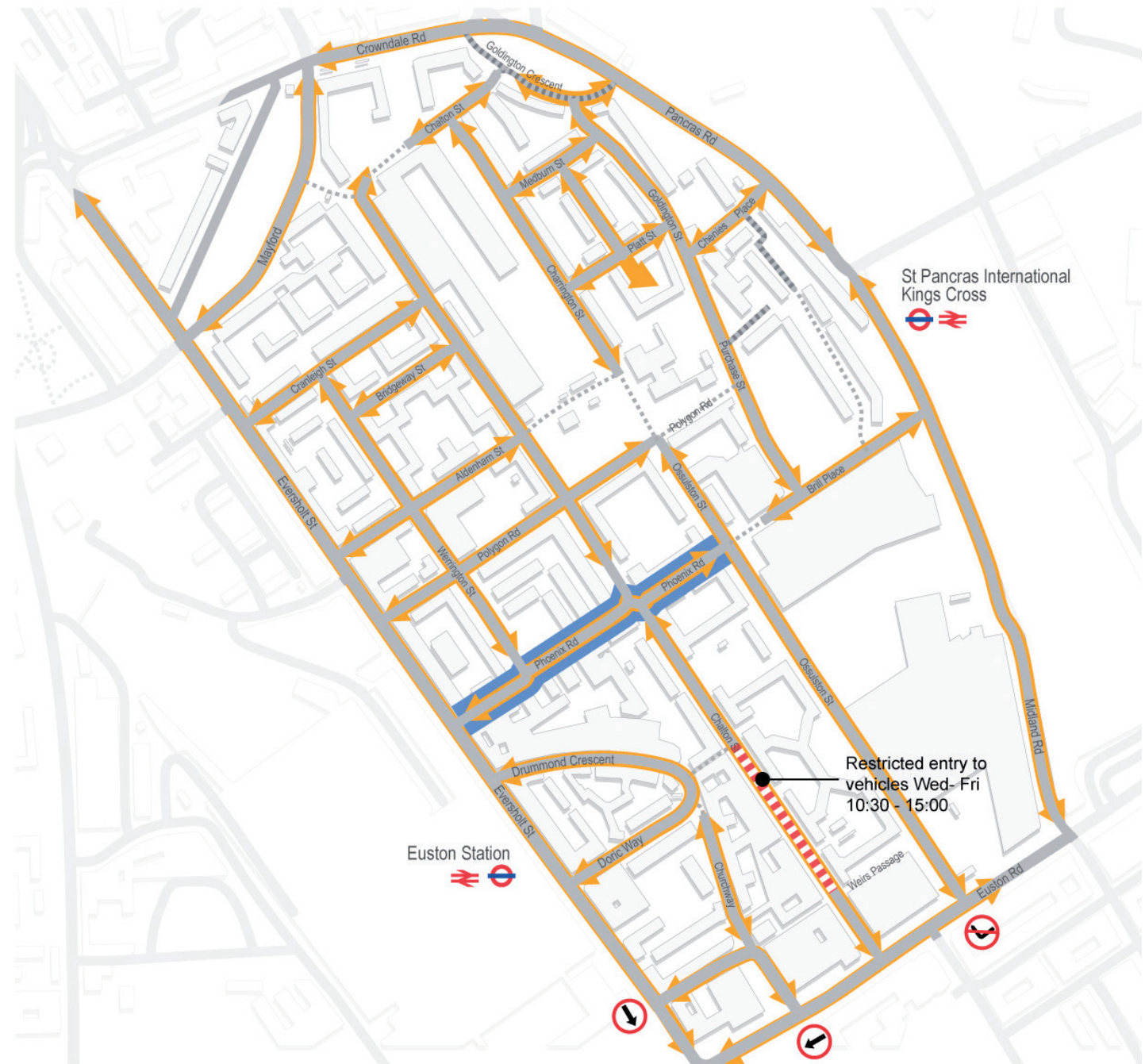
Appendix D(1) and B(2):
Strategic Option 3A and 3B

Appendix E(1) and E(2):
Strategic Option 4

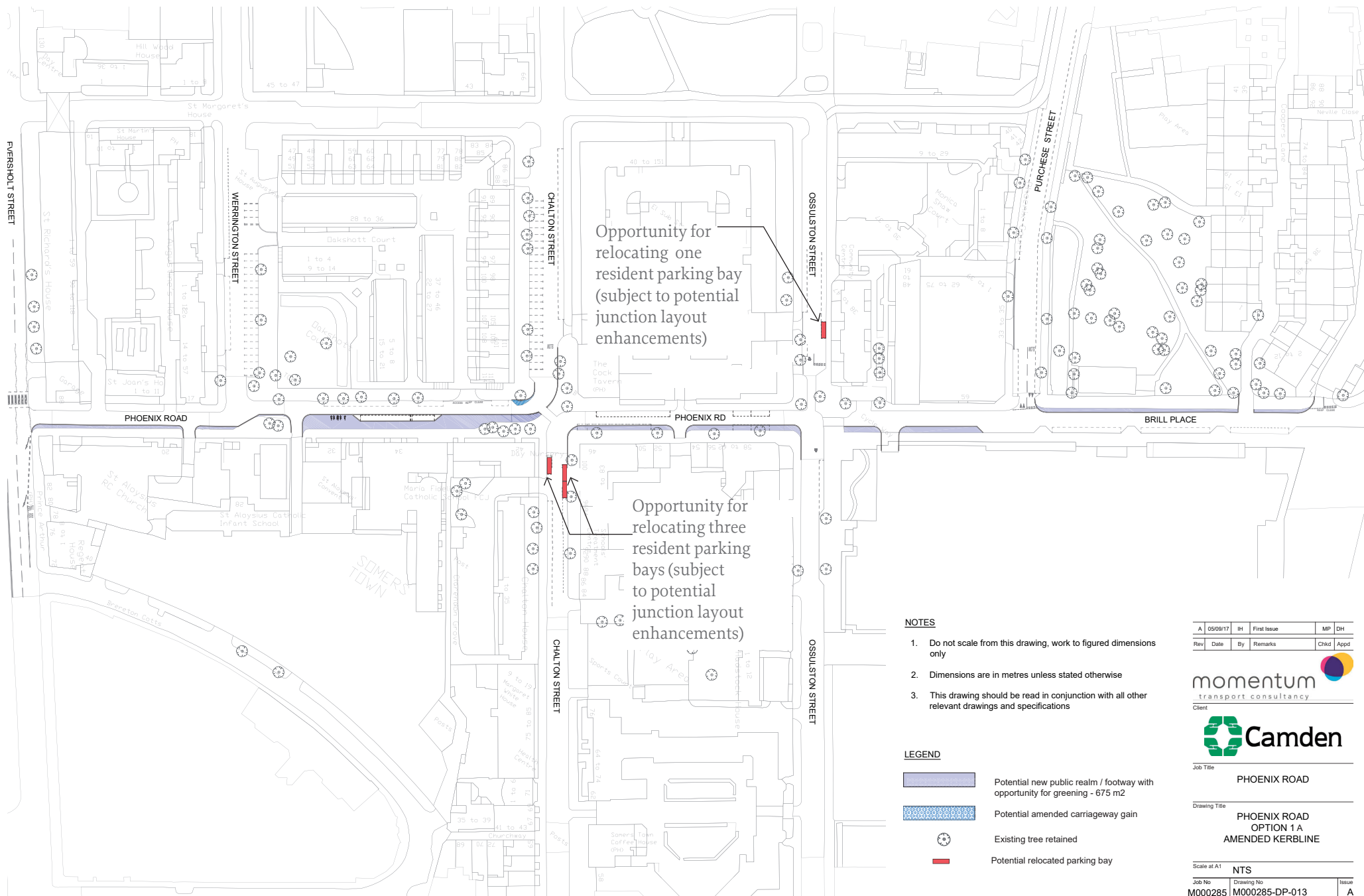
Appendix A: Strategic Option 1A

Legend

-  Roads
-  Pedestrian / cycle only
-  Fire access only
-  Main directional flow (all movement modes)
-  Restricted access
-  Proposed changes to public realm
-  No right turn
-  Straight ahead only











Appendix A(1) - Diagram for Strategic Option 1A



Appendix A(2) - Plan for Strategic Option 1A

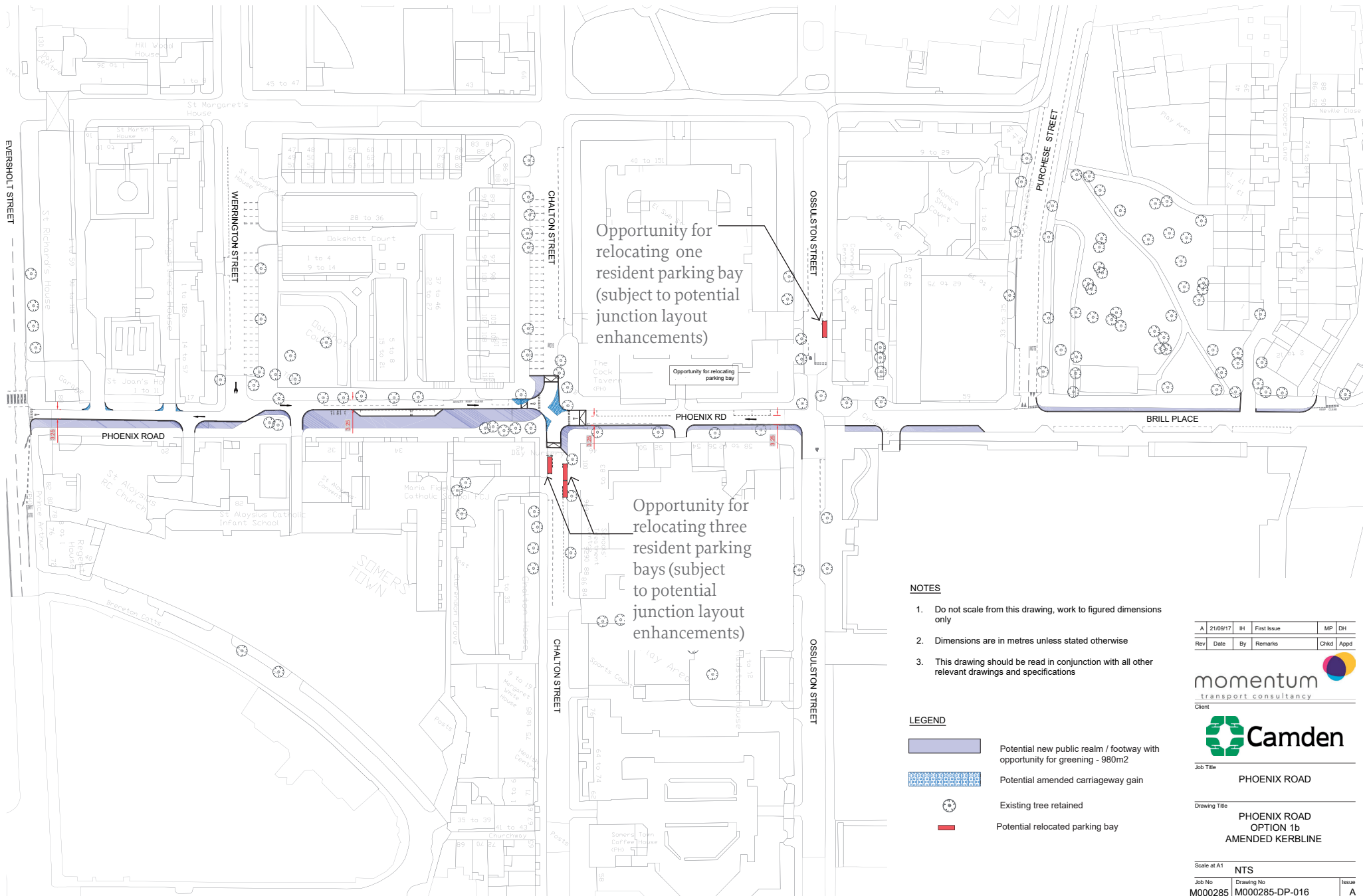
Appendix B: Strategic Option 1B

Legend

-  Roads
-  Pedestrian / cycle only
-  Fire access only
-  Main directional flow (all movement modes)
-  Proposed one-way vehicular flow
-  Proposed changes to public realm
-  No right turn
-  Straight ahead only














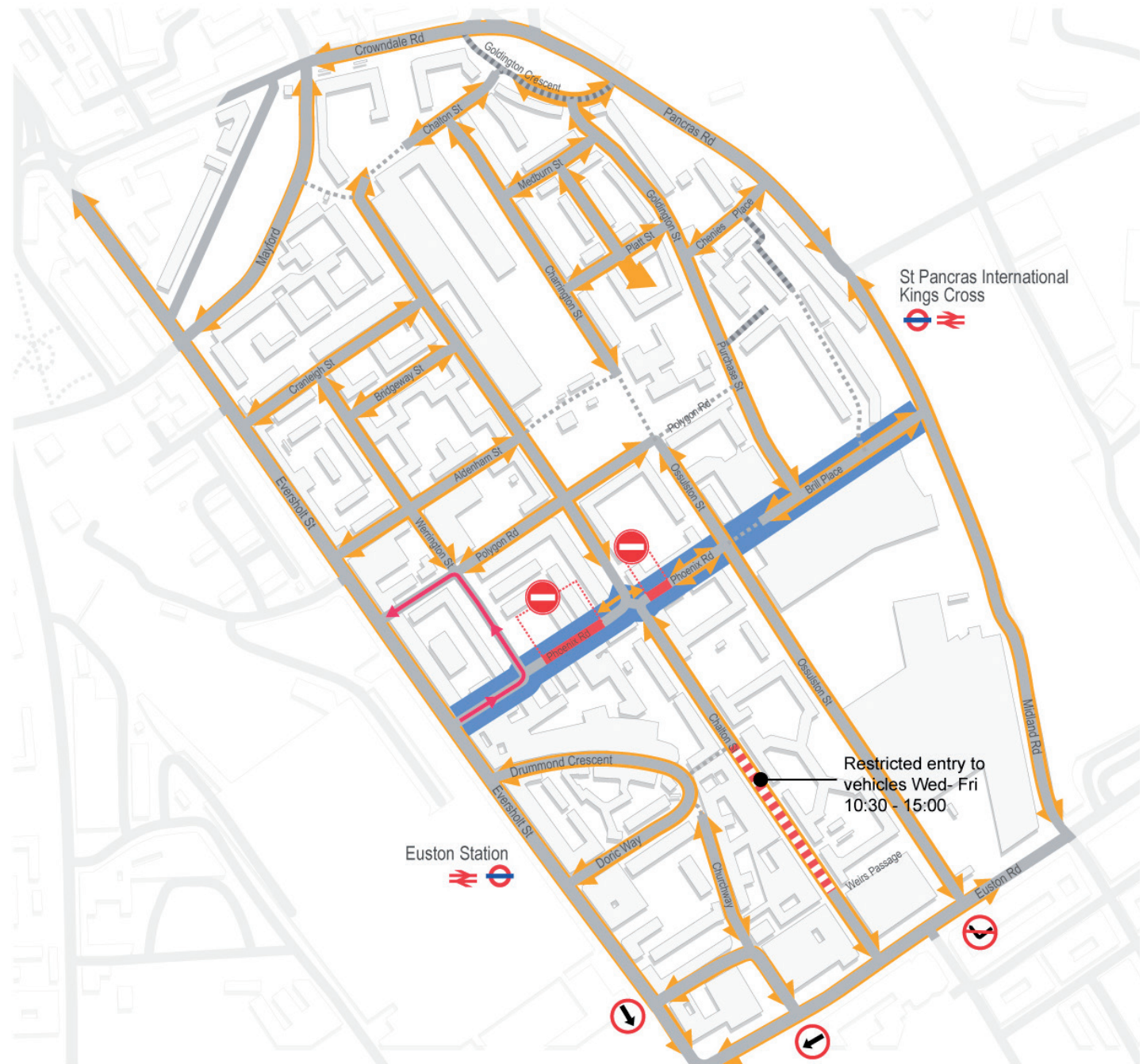
Appendix B(1) - Diagram for Strategic Option 1B



Appendix C: Strategic Option 2

Legend

-  Roads
-  Pedestrian / cycle only
-  Fire access only
-  Main directional flow (all movement modes)
-  Restricted access
-  Proposed changes to public realm
-  No right turn
-  Straight ahead only
-  Proposed road closure
-  Proposed vehicular one-way
-  No vehicular access apart from emergency access route and bicycles

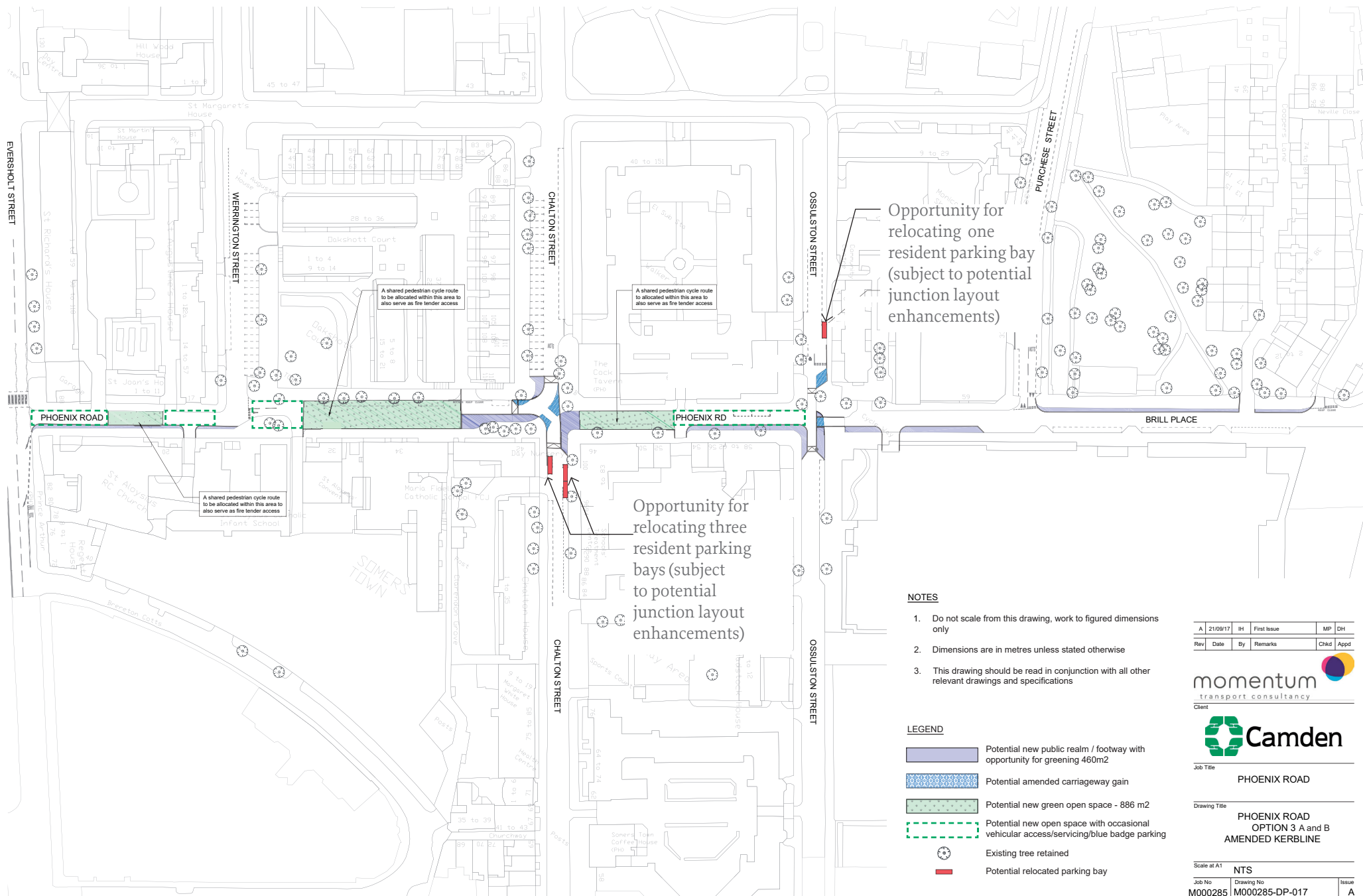


Appendix C(1) - Diagram for Strategic Option 2

Legend

- Note: Options 3A and 3B are the same within the study area boundary, however Strategic Option 3B proposes changes to the wider highways network





NOTES

1. Do not scale from this drawing, work to figured dimensions only
2. Dimensions are in metres unless stated otherwise
3. This drawing should be read in conjunction with all other relevant drawings and specifications

LEGEND

- Potential new public realm / footway with opportunity for greening 460m2
- Potential amended carriageway gain
- Potential new green open space - 886 m2
- Potential new open space with occasional vehicular access/servicing/blue badge parking
- Existing tree retained
- Potential relocated parking bay

Rev	Date	By	Remarks	Chkd	Appd
A	21/09/17	BH	First Issue	MP	DH

momentum
transport consultancy











Job Title
PHOENIX ROAD

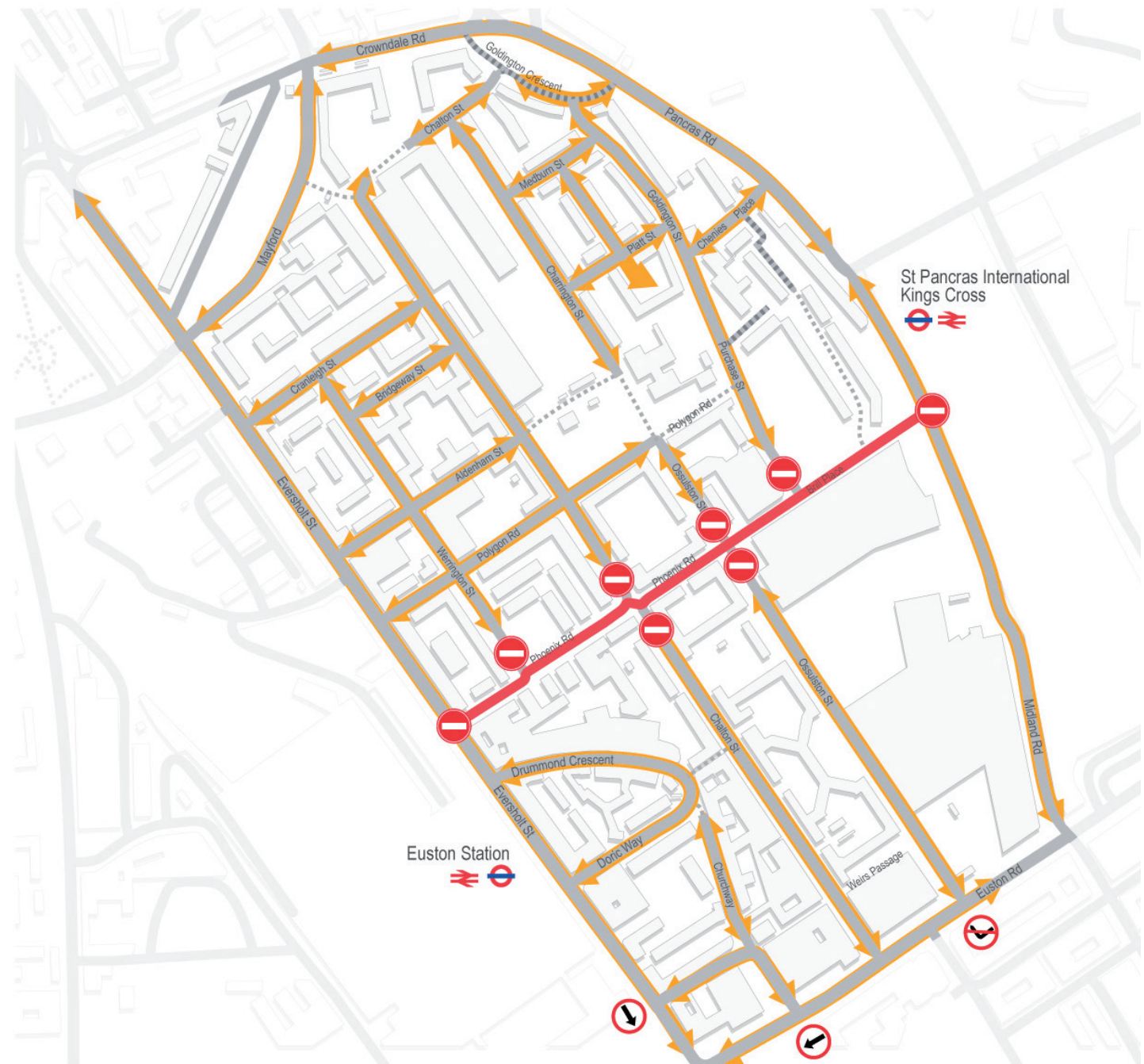
Drawing Title
**PHOENIX ROAD
OPTION 3 A and B
AMENDED KERBLINE**

Scale at A1	NTS	Issue	A
Job No	Drawing No	Issue	
M000285	M000285-DP-017		

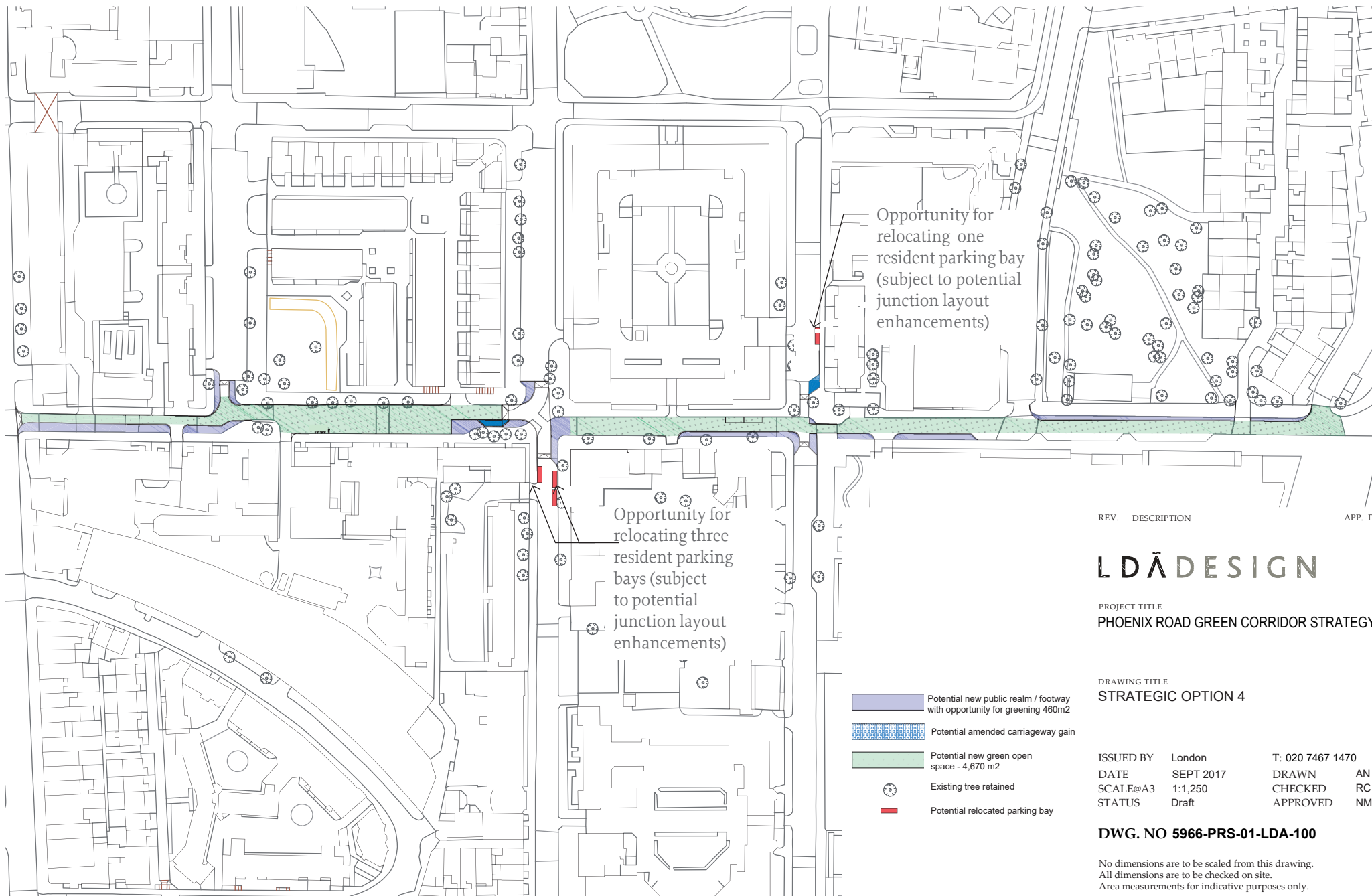
Appendix E: Strategic Option 4

Legend

-  Roads
-  Pedestrian / cycle only
-  Fire access only
-  Main directional flow all movement modes)
-  No right turn
-  Straight ahead only
-  Proposed road closure
-  No vehicular access apart from emergency access route and bicycles



Appendix E(1) - Diagram for Strategic Option 4



Appendix E(2) - Plan for Strategic Option 4

