

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

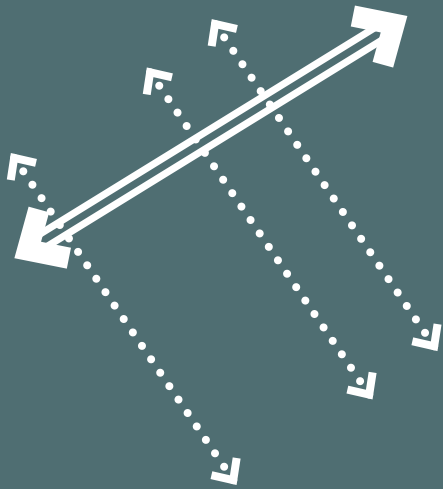
PHOENIX ROAD

GREENING AND PUBLIC REALM ENHANCEMENT OPTIONS

STAGE 2 REPORT

5966-LPR-D-LDA-DOC-P00-002

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00. Executive Summary

This report forms the second of two documents for the Phoenix Road Greening and Public Realm Options study and should be read in conjunction with the Stage 1 Report (5966-LPR-D-LDA-DOC-P00-001). It has been produced for the London Borough of Camden (LBC) by LDA Design with Momentum transport consultancy.

This Stage 2 report expands on work undertaken during Stage 1 to develop Stage 1 'Strategic Options' into 'Spatial Options'. 'Spatial Options' will outline potential layouts for how new public green space may be achieved within Somers Town along Phoenix Road.

01. Project Context

01.01 The Site

The study site for the Phoenix Road Green Corridor Strategy 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.

Predominantly residential in character to the north, the area south of Phoenix Road/Brill Place has a mix of land uses including local retail, education, eateries, pubs and offices. The Francis Crick Institute and the British Library are notable civic/institutional buildings. Buildings are varied in character with a mix of Georgian terraces, pre and post-war housing estates, notably the Grade II listed Ossulston Estate. Key green spaces are the Francis Crick public garden on Brill Place, Purchase Street Open Space and Polygon Road Open Space (outside of red line). The latter two green spaces are due to be enhanced as part of the Central Somers Town project. For more information on the Site and its context, refer to the Stage 1 report.

01.02 The purpose of the project

The Somers Town area is undergoing huge change, most notably associated with the proposed development of High Speed Rail 2 (HS2). As a result LBC has secured nearly 150 assurances from HS2, including funding to deliver projects which mitigate temporary

and permanent loss of open space as a result of the HS2 scheme. This is the primary driver for the Phoenix Road Greening and Public Realm Options report; to assess feasibility of new public space for greening along this potentially key route. Greening the route and surrounding streets could also bring wider benefits to the area including better air quality, improved walking and cycling connections, enhanced biodiversity and community benefits through amenity/recreational value. The project Vision and Design Principles are explained further in Sections 02 and 03.

01.03 The purpose of this report

This document forms the Stage 2 Report for the Phoenix Road Greening and Public Realm Options study. Whilst Stage 1 of the project assessed wider opportunities for increasing open space on Phoenix Road, this report develops these to explore potential spatial layout options for new public green space whilst considering factors including existing site constraints, future considerations and implementation of the project Vision and Design Principles.

It is intended that through the Stage 1 and Stage 2 reports, LBC will have a thorough overview of potential for new green space within the study area, as well as a number of options at varying scales of intervention ('Strategic' to 'Spatial') which will be used as a starting point for further discussion and consideration to inform more detailed designs.

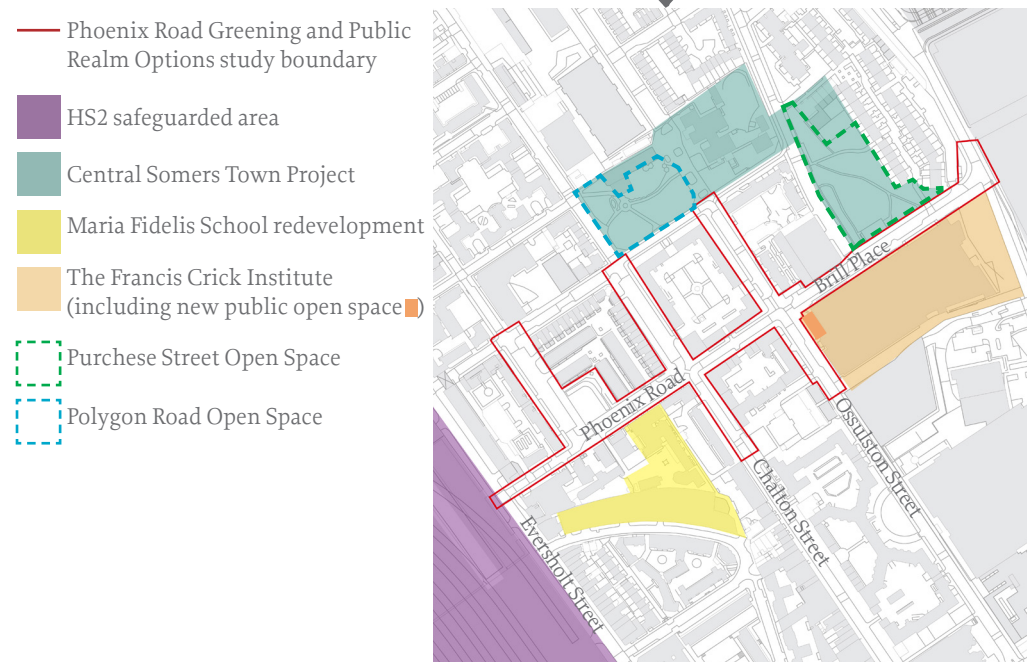
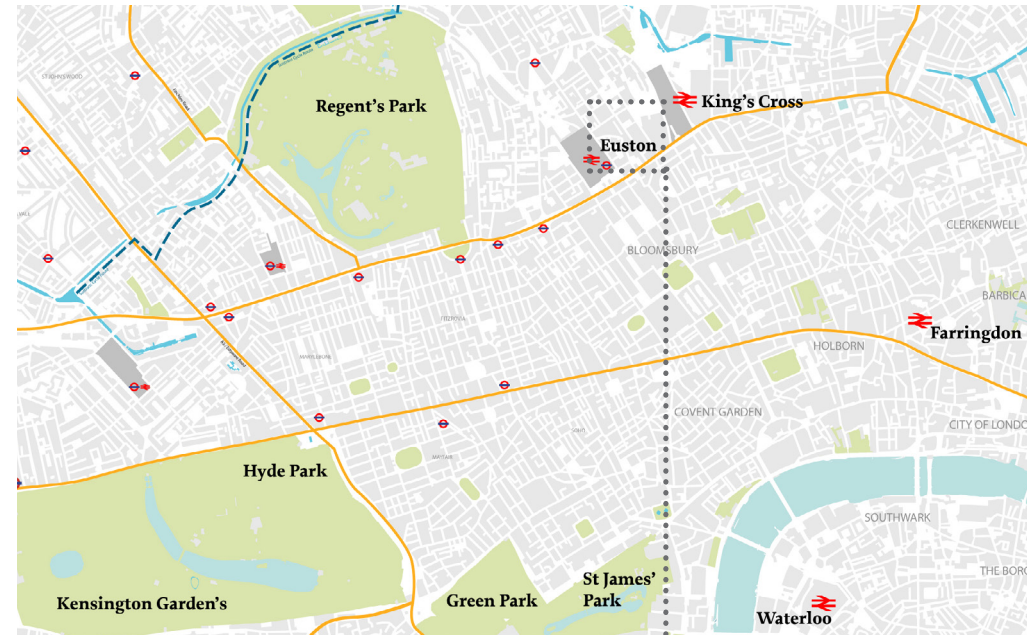


Figure 1: Site location for the Phoenix Road Greening and Public Realm Options study

Project overview: Options hierarchy

The project has been developed to explore a variety of options which differ in scale of intervention. Generally, the greater the scale of intervention, the greater potential benefit there is for new public green space. Figure 2 shows the project options and decision-making hierarchy.

‘Strategic Options’ (Stage 1 Report)

At the wider scale, these options suggest ways in which neighbourhood-wide traffic and vehicular movement could be adjusted to allow for gains in new public green space. Broadly, the six Strategic Options suggested three types of intervention:

- Reduced carriageway width for increased urban greening / public realm
- One-way carriageway for increased urban greening / public realm
- Closure to sections of road (pedestrians and cycles access only) for new public green space

Potential ‘Spatial Options’ (Stage 2 Report)

These options use the spatial parameters created in the ‘Strategic Options’ (using a baseline of one-way carriageway or sections of road closure) to develop potential design approaches to new public space.

Character and Function (Future Stage)

The character and function of any new green space should be developed further at later stages if deemed feasible by LBC, with input from the local community as part of a public engagement strategy on both Strategic and Spatial Options (by others).

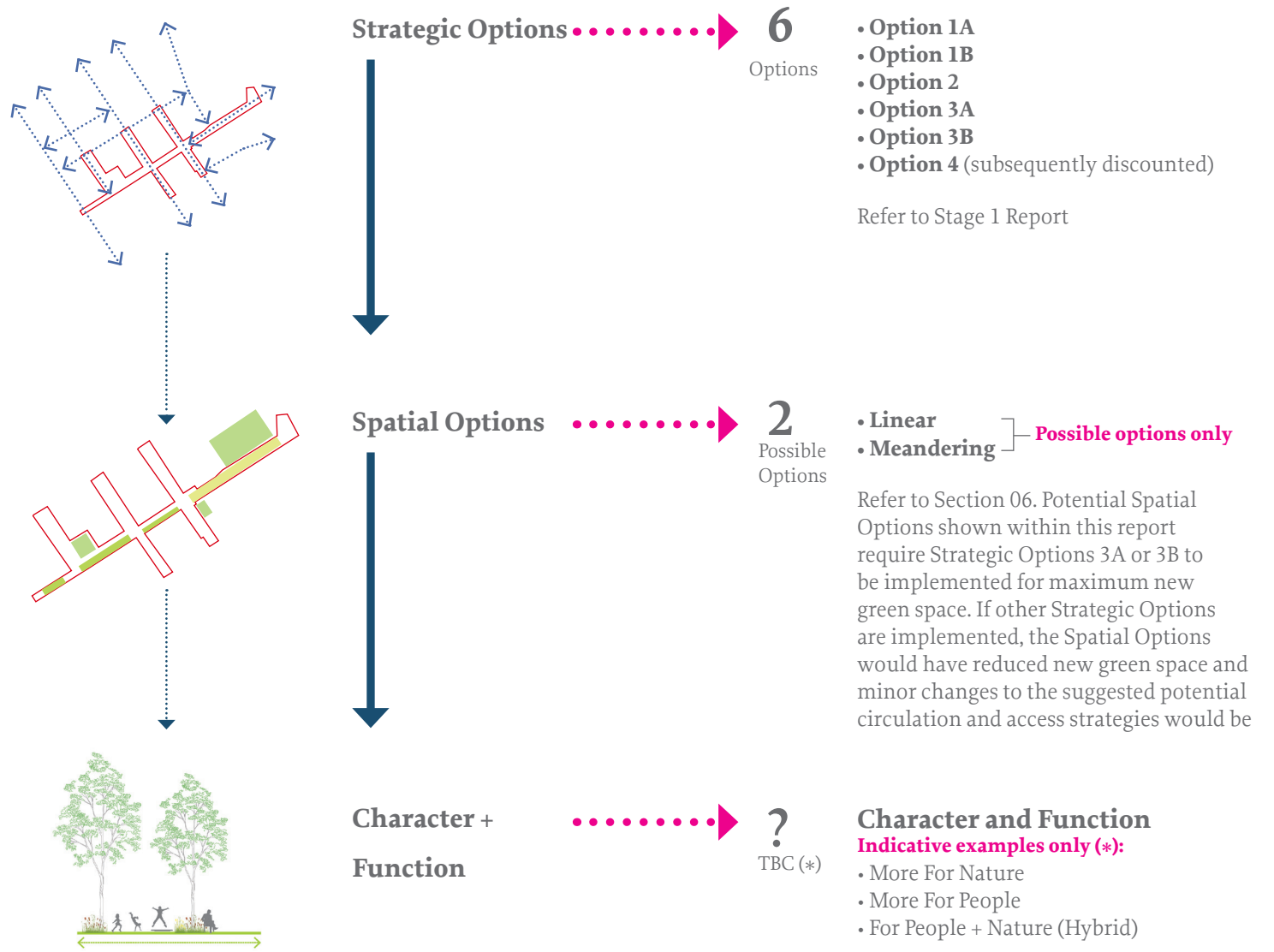


Figure 2: Options Hierarchy diagram

02. Stage 1 Overview

02.01 Site constraints

The site has numerous constraints which dictate potential options for proposing new public green space within the area. The Stage 1 Report summarised the site constraints as follows:

- Two-way 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;
- Disabled bays need to be maintained;
- 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

In determining the Strategic Options for the site, all constraints must be considered. Of particular importance to determining the Strategic Options developed in Stage 1 are the existing access and circulation requirements for all modes (pedestrians, cyclists, motor vehicles. These simultaneously dictate and inform any circulation options which, in turn, dictate the parameters for transforming highway land into new public space.

02.02 Site opportunities

The opportunities for greening are numerous and could benefit people, biodiversity, air quality and the local economy. The Stage 1 Report identified the Site Opportunities, which can be summarised as follows:

- Additional Open Space / urban greening for community benefit
- Improved biodiversity
- Improved air quality / microclimate
- Better movement and connections for pedestrians and cyclists
- Enhanced character / identity
- Improved local economy
- Influence wider public realm design
- Reduce car dominance
- Reinforce pedestrian interchange away from Euston Road

All opportunities are aligned with the Design Vision and Principles.

02.03 Strategic Options

As discussed in the Options Hierarchy section, a number of Strategic Options were developed to assess potential for new green space along Phoenix Road / Brill Place. This assessment was based on site constraints and wider access/circulation considerations. This provided an array of options which would deliver varying quantum's of new green space based on the extent of intervention, as shown on the diagram to the right.

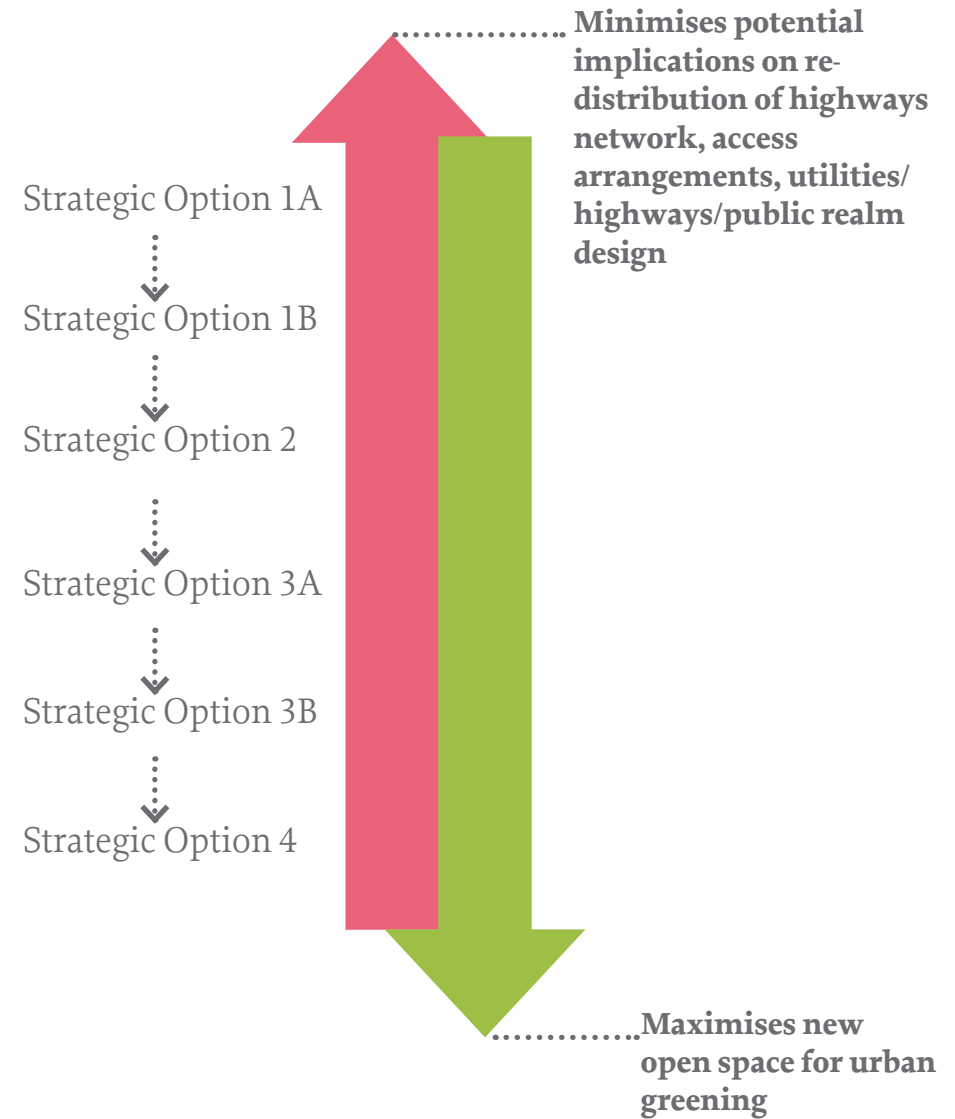


Figure 3: Diagram of approach to developing Strategic Options

03. Project Vision

There is an aspirational vision for 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 aim to have biodiverse planting, incorporate Sustainable Urban Drainage Systems (SuDS) where possible contribute to improved air quality.



New green open space, a linear park or green spaces



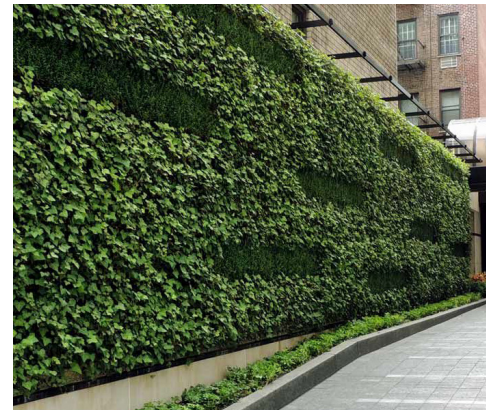
A new community asset



Improved biodiversity



Improved walking and cycle connections



Innovative urban greening



Improved legibility and way-finding



A high quality landscape



Enhanced local economy and market



Sustainable urban drainage where feasible

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 the ‘Spatial Options’ suggested within this report.

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**

Improving biodiversity and air quality within the local area should be implemented wherever possible. This should be applied to any new open space, as well as existing spaces, 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 prioritise the movement of pedestrians and cyclists over motor vehicles.



04.05 **Principle 5:** **Enhance local character**

The design should create a place which enhances the character of Somers Town, as well as account for the wider changes and development taking place in Somers Town through the Central Somers Town Development. The planting and hard materials palette should seek to reflect the area’s 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.

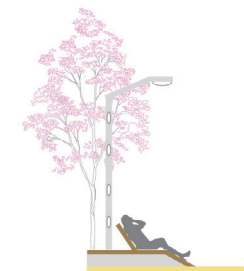




Figure 4: Conceptual illustration of combined Design Principles

05. Design Concept

05.01 A linear park of linked spaces

The 'Strategic Options' identified that it could be feasible to close up to three separate sections of Phoenix Road to vehicles (Options 3A/B) whilst retaining access and circulation to buildings. This could allow for three discrete spaces to be created which are open to pedestrians and cyclists only, providing the opportunity for new public green spaces.

- Potentially 3 new open spaces created based on maximum feasible open space 'Strategic Options' 3A and 3B



To create a unified character, the Design Concept aims to link these spaces using similar surface treatments, furniture, planting and other design elements to aesthetically link the new public spaces to form a linear park. Sections retained as highway for access could implement similar surface treatments and traffic calming to contribute to a more cohesive, safer and park-like character along Phoenix Road / Brill Place. A clear route must be retained for emergency vehicles along its full length.

Pocket Park Spaces



05.02 Park Spaces

Park Spaces would be closed to vehicles and open to people and two-way cycling only (not designated cycle lanes). This allows better opportunity for creating places for people and for more significant areas of planting. There is potential to include seating, areas for recreation and play. Cycling should be integrated as part of the overall design of the spaces and designed to reduce speeds, in line with Camden's standard approach to public realm/highways integration.

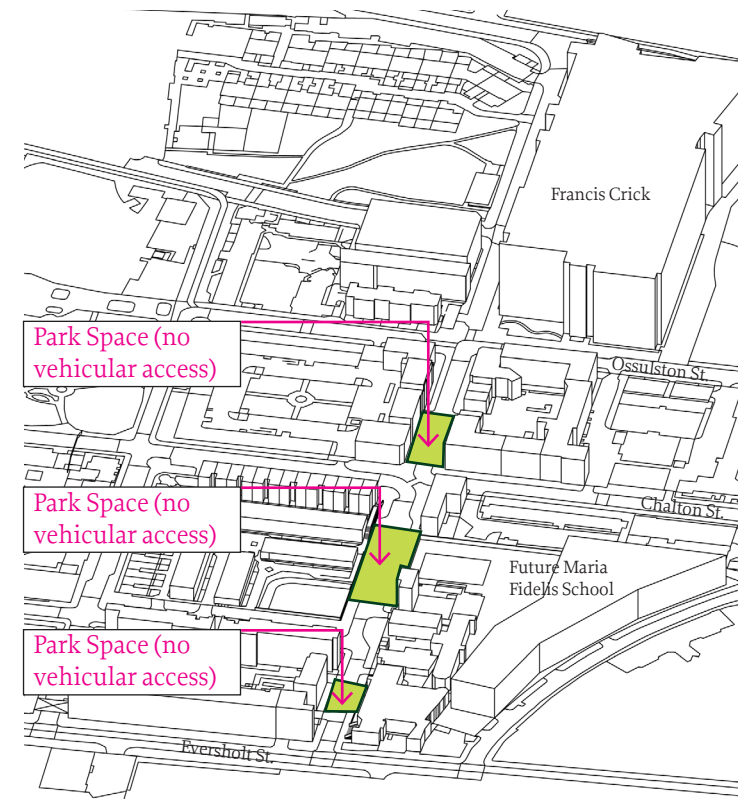


Figure 5: Design Concept diagram for a linear park of linked spaces

Linear Spaces and linking elements

Linear Spaces are those which link the Park Spaces and are primarily designed for movement whilst enhancing the pedestrian and cycling experience. They should implement a similar paving, planting and furniture palette so that they feel unified with the Park Spaces. Linking elements could also be continued along streets which intersect with Phoenix Road to further link and enhance surrounding streets where possible, such as along Werrington Street and north along Chalton Street.

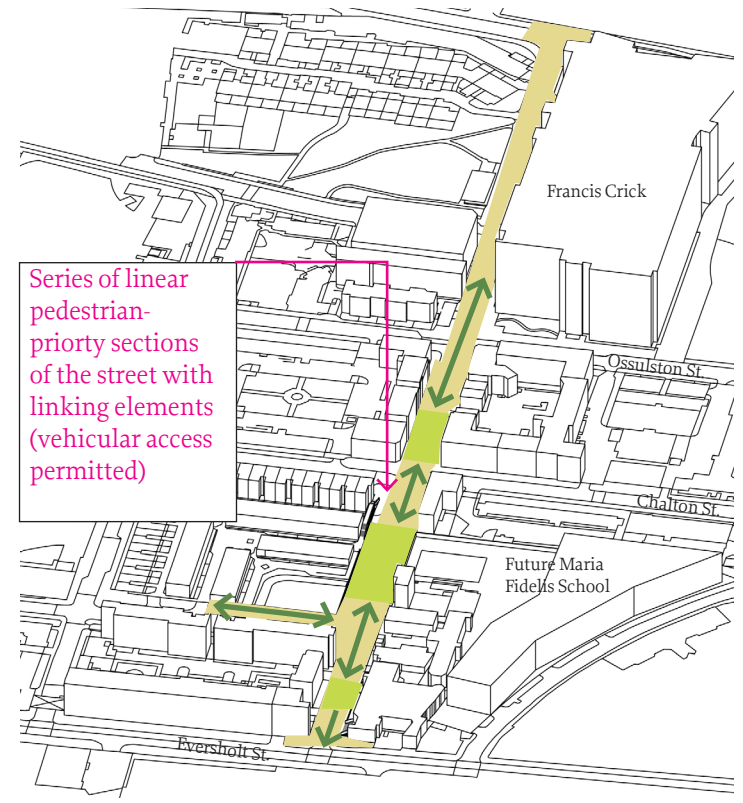
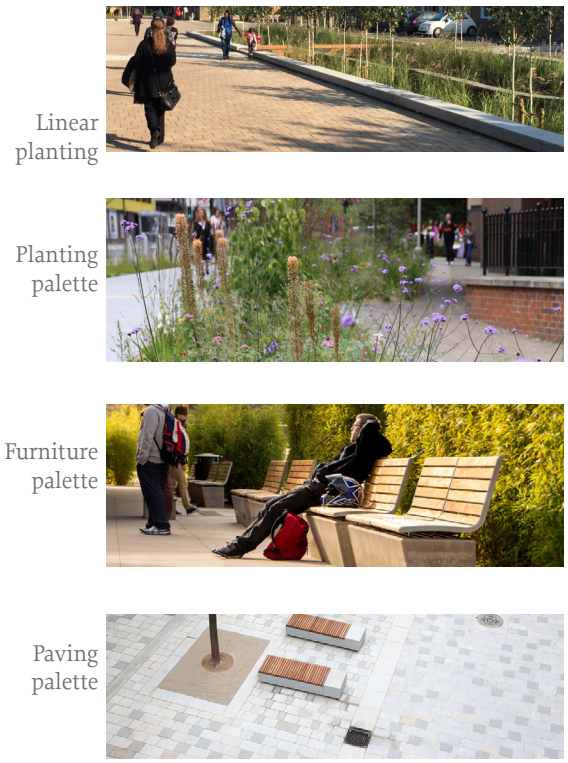
Linear Spaces would be open to vehicles, predominantly for access/deliveries, as well as passing movement through junctions with bisecting roads (Ossulston and Chalton Street). For Linear Spaces, carriageways could be pedestrian-priority with a shared surface approach, whilst circulation could be made one-way (dependent on preferred 'Strategic Option') in order to gain additional green space and public realm, further enhancing the park-like character of the route.

Whilst vehicular traffic levels are deemed to be generally low, consideration should be taken during any detailed design to ensure that surface treatments and safety measures are sufficiently designed to mitigate risk between pedestrians/cyclists and vehicles. The detailed design should also account for the needs of different users, such as those with disabilities.

- Linking elements to unify the route as one linear space: matching paving, planting, lighting and furniture palette



Linking elements



06. Spatial Options

06.01

Spatial Option 1: 'Meandering'

Summary:

- Up to 1,935 m² of new public green space
- Up to 1,490 m² of new public realm / shared surface
- All existing access retained
- Existing pedestrian and two-way cycle route retained and enhanced.
- Reconfigured junctions along Phoenix Rd. with Werrington St./Chalton St./Ossulston St.
- Existing 2no. blue badge parking bays retained and enhanced
- Existing 4no. resident parking bays relocated on Chalton/Ossulston Street
- Existing 7no. paid for parking bays removed or relocated elsewhere
- Minimum 3.25m clear width for emergency access retained
- Existing and assumed future vehicular tracking accommodated

Advantages

This option creates a 'meandering', non-linear route along Phoenix Road. This layout has the advantage of natural speed-calming for bicycles and is likely to create a route in which users wander and stroll through rather than rush from 'A to B', therefore potentially providing more amenity benefit to the community. This provides a fantastic opportunity to incorporate seating niches and rest spots amongst well-planted green spaces where users can get close-to and enjoy being amongst planting.

The Meandering layout also lends itself to greener views, as planted areas criss-cross one another when looking down the street, creating the affect of abundant planting and visually softening the required cycle and emergency access paved route.

The affect of the above is likely to be a layout which creates a more tranquil and park-like character with slower, less direct movements and more opportunity to enjoy the spaces.

This layout also has an additional pedestrian footway to the south side of the street where the majority of access requirements are located, providing an alternative route to the main shared surface access and an additional buffer to the Maria Fidelis School and properties to the south of the street.

Disadvantages

Due to the meandering nature of the central shared surface route, additional width is required in places to allow for sufficient tracking for emergency vehicles, meaning that potential new green space is taken up by hard paved public realm. However, when compared to 'Spatial Option 2: Linear', this option performs well in terms of the quantum of new green space. The irregular shapes of new green spaces could also be seen to provide less flexibility in terms of what functions the green space could be used for, as irregular shapes are generally less space-efficient for things like play equipment which may require safety offsets to every side.



Potential provision for Spatial Option 1

- 1,935 m² potential new green space
- 1,490 m² potential new hard public realm including shared surface street
- 1,640 m² potential new public realm / shared surface street if enhancing Brill Place (Note - enhancement to Brill Place unlikely in near future due to forthcoming Brill Place development and Francis Crick Institute access requirements)
- 2,040 m² potential enhancements to existing hard public realm / footway on Phoenix Road

* All figures approximate and based upon implementation of Strategic Option 3A or 3B as minimum

NOTE: Limited scope for changes to Brill Place due to existing access, servicing and parking requirements. Public realm recently completed to a good standard - for plan showing full extent of red line boundary refer to page 41

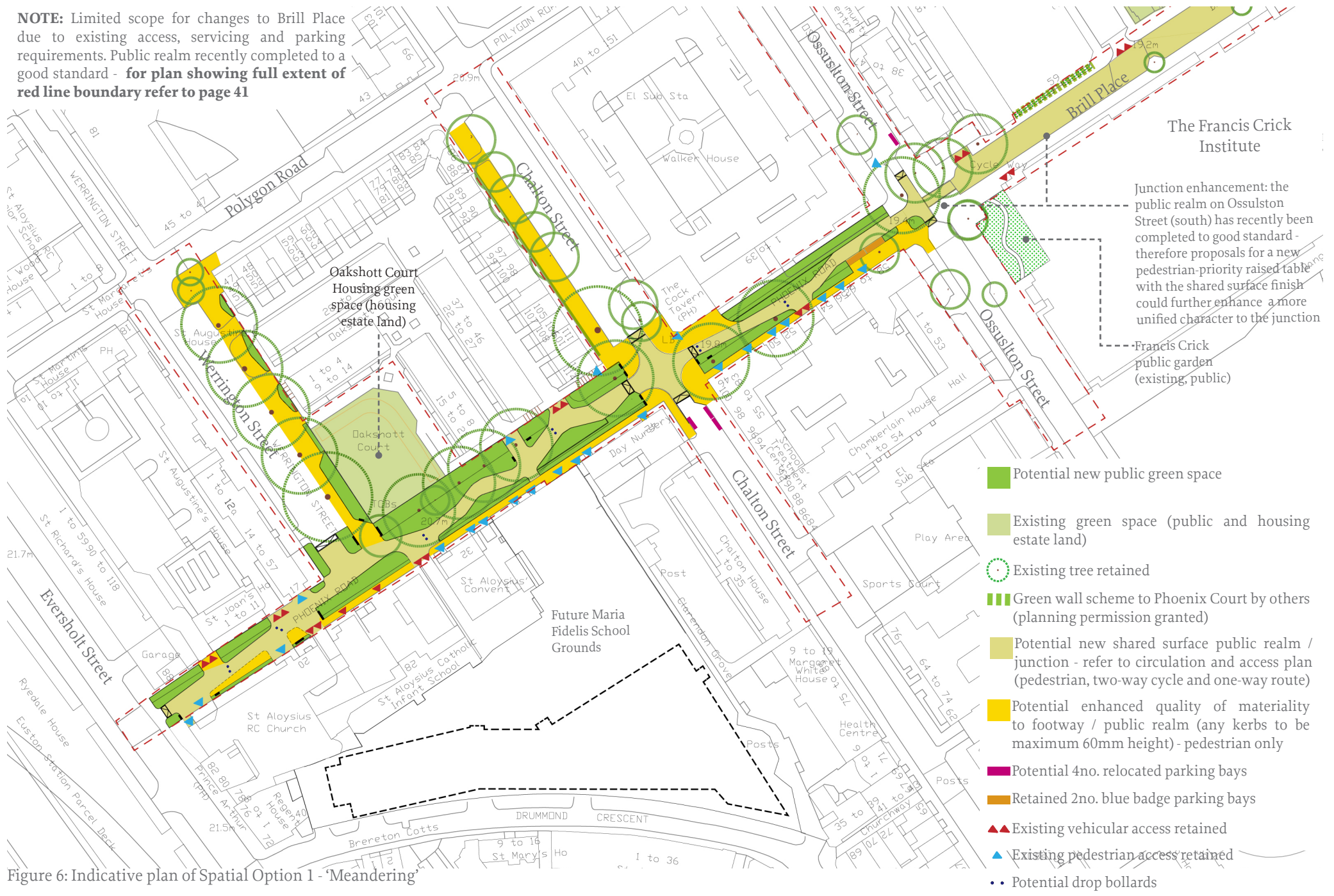


Figure 6: Indicative plan of Spatial Option 1 - 'Meandering'

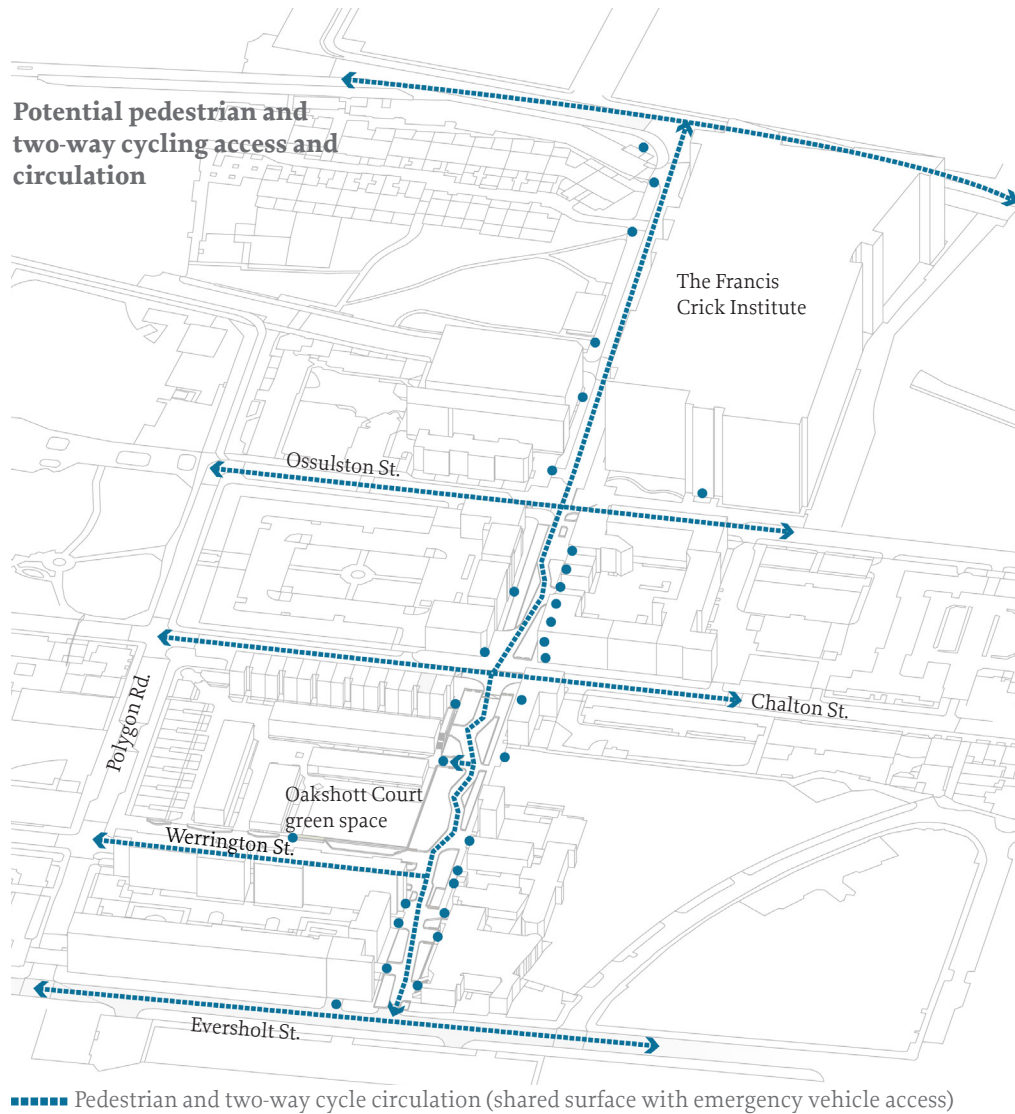
06. Spatial Options

06.02

Spatial Option 1: Axonometric



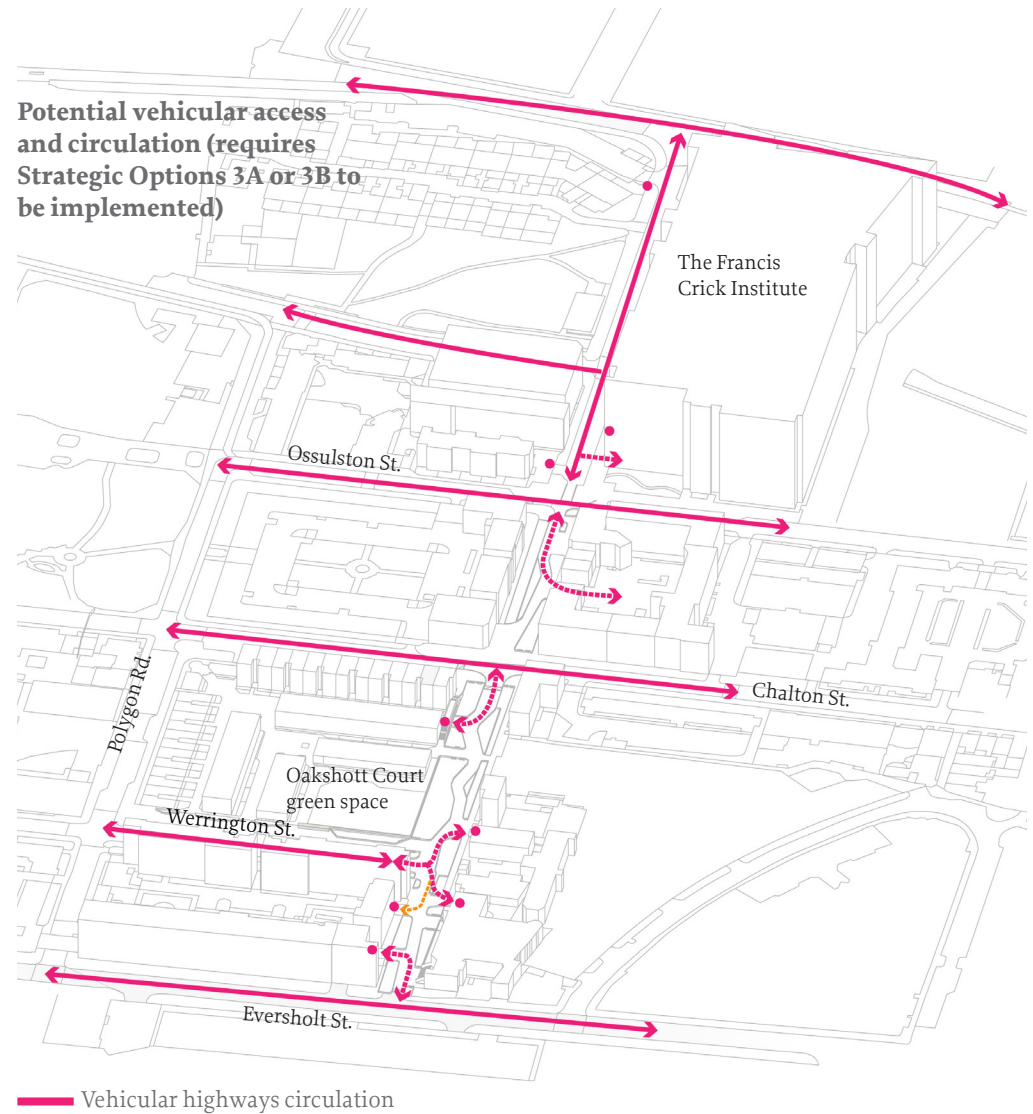
Figure 7: Indicative illustrative axonometric plan of Spatial Option 1 - 'Meandering'



■ Pedestrian and two-way cycle circulation (shared surface with emergency vehicle access)

- Building access (refer to Stage 1 Report for further information)

Figure 8: Pedestrian, cycle and emergency vehicle circulation and access for Spatial Option 1



— Vehicular highways circulation

- - - Vehicular resident and delivery access only - infrequent vehicular flows (refer to Stage 1 for further information)

- - - Maintenance vehicle access only

- Building access (refer to Stage 1 Report for further information)

Figure 9: Vehicular circulation and access for Spatial Option 1

06. Spatial Options

06.03

Spatial Option 1: Sections

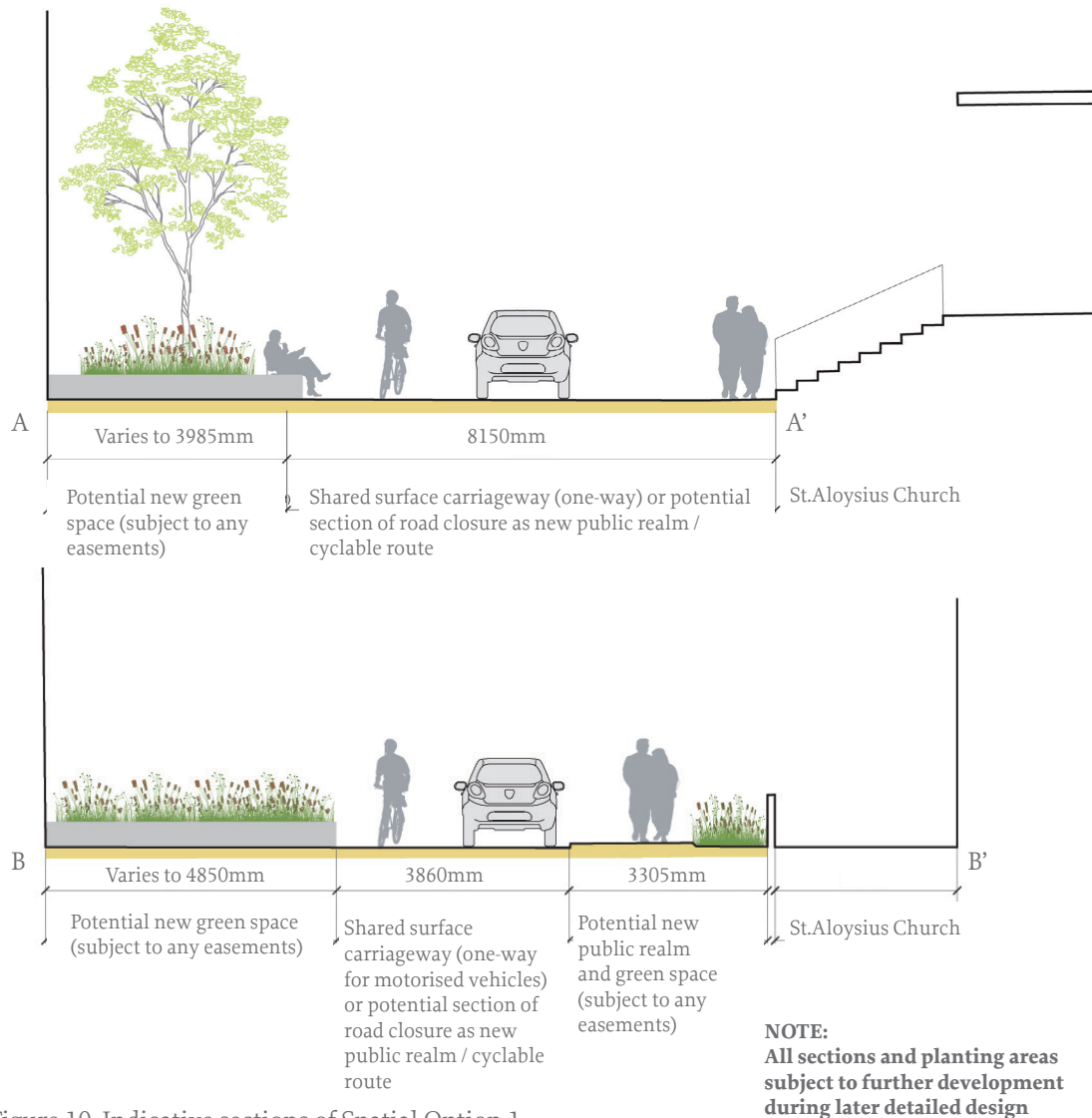
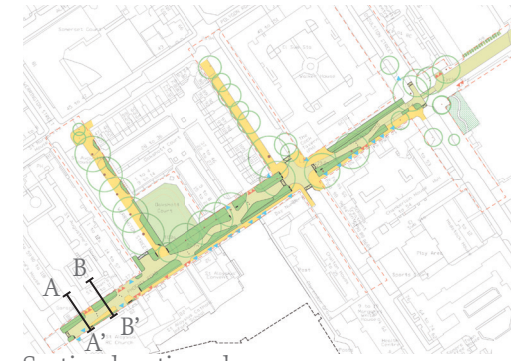


Figure 10: Indicative sections of Spatial Option 1



Section location plans

Elements on opposite illustration:

1. Traffic calming and potential for pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape and urban greening to create welcoming entrance from Eversholt Street with seating niches and areas for greening
3. Potential for street seating in break-out social spaces, providing additional width for vehicle passing where required (dependent on Stage 1 Strategic Option implemented)
4. Enhanced greening and public realm to the entrance of St. Aloysius Church
5. Existing mature trees retained to maintain green character of street

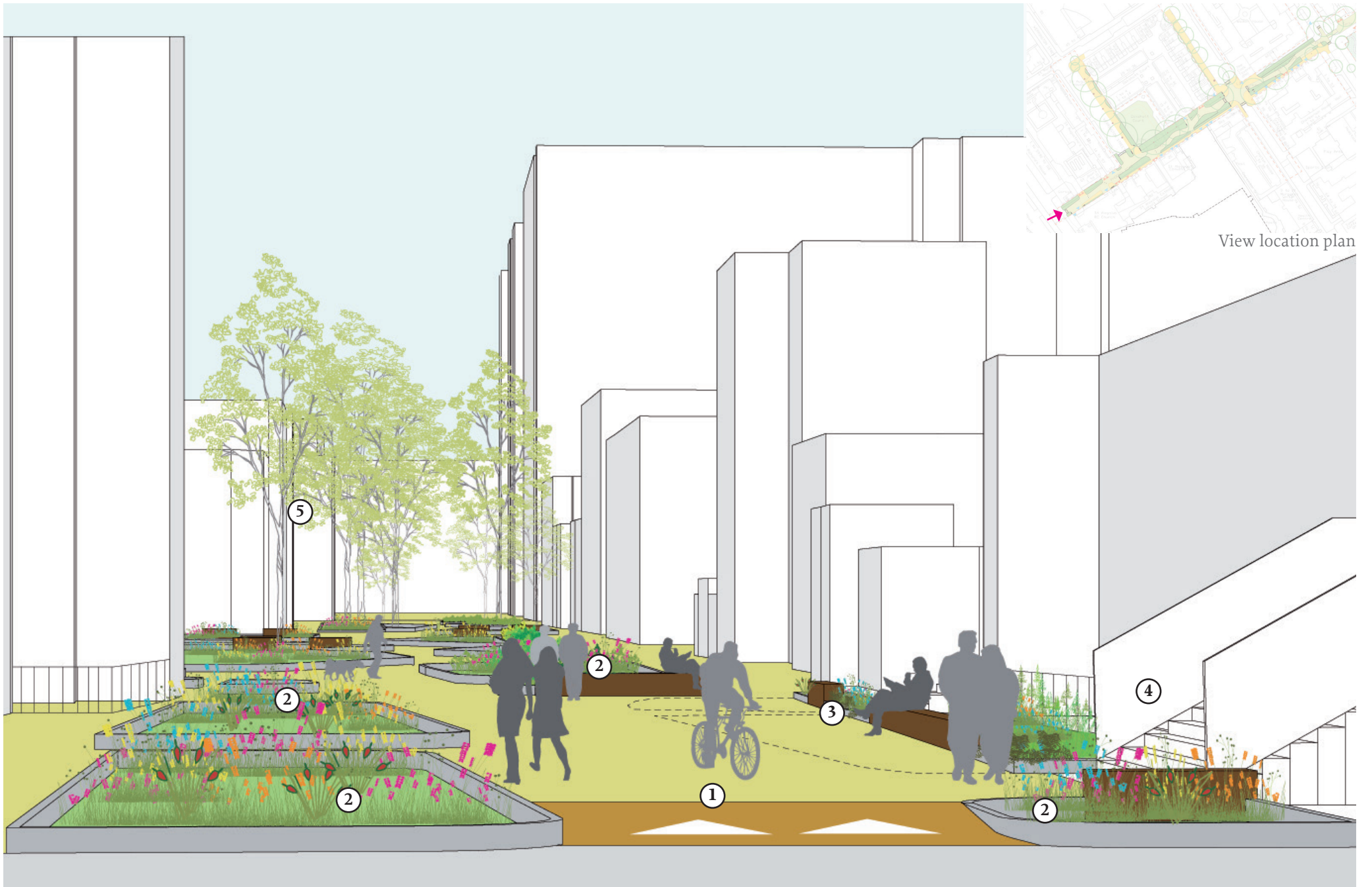
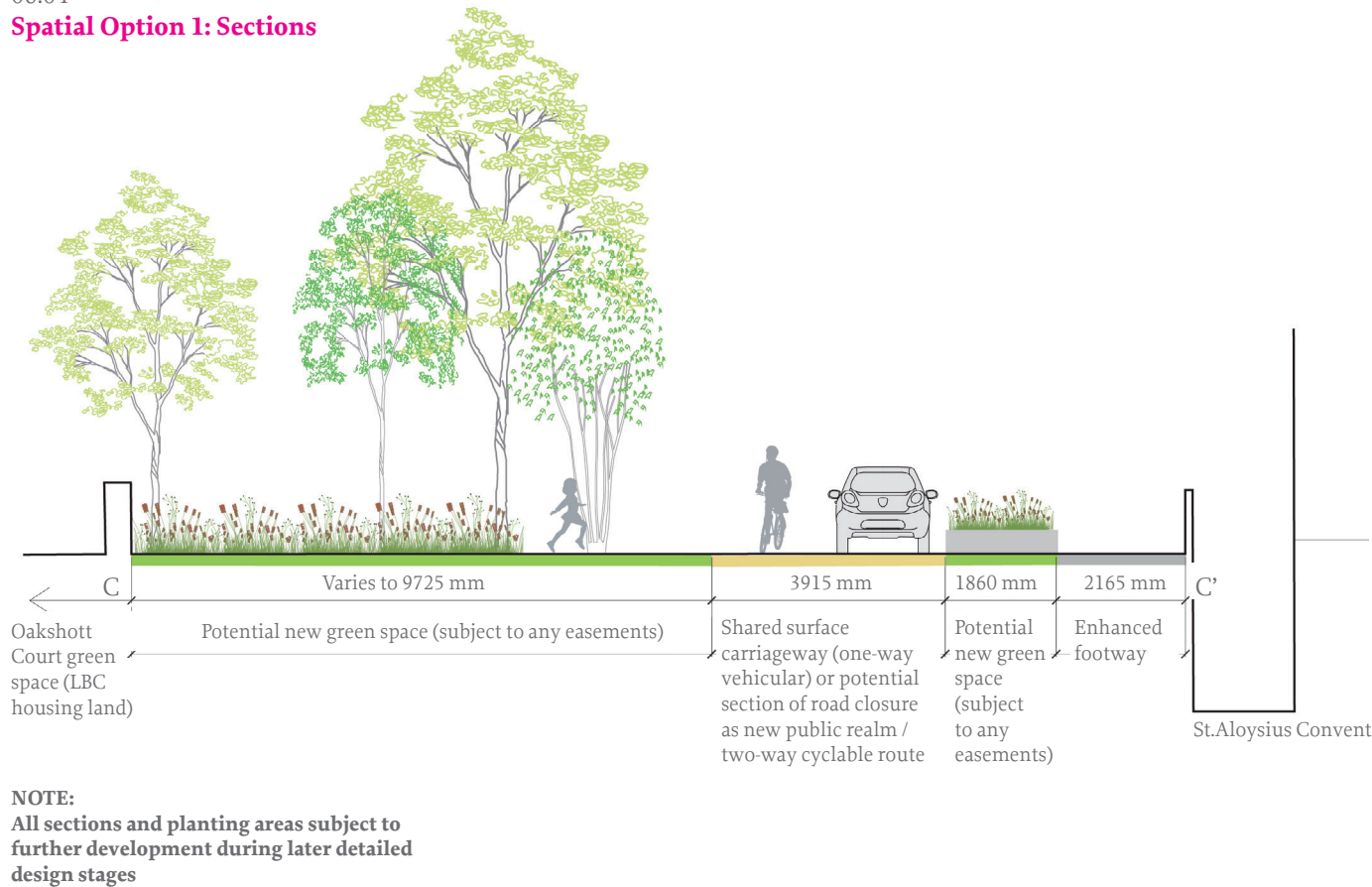


Figure 11: Indicative illustration of Spatial Option 1

06. Spatial Options

06.04

Spatial Option 1: Sections



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape with potential for social seating niches at street junctions
3. Potential for improved views / planting scheme to the Oakshott Court green space to visually enhance Phoenix Road
4. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
5. Existing mature trees retained to maintain green character. Detailed design to explore options for additional trees after detailed review of easements and constraints (later stages)

Figure 12: Indicative section of Spatial Option 1

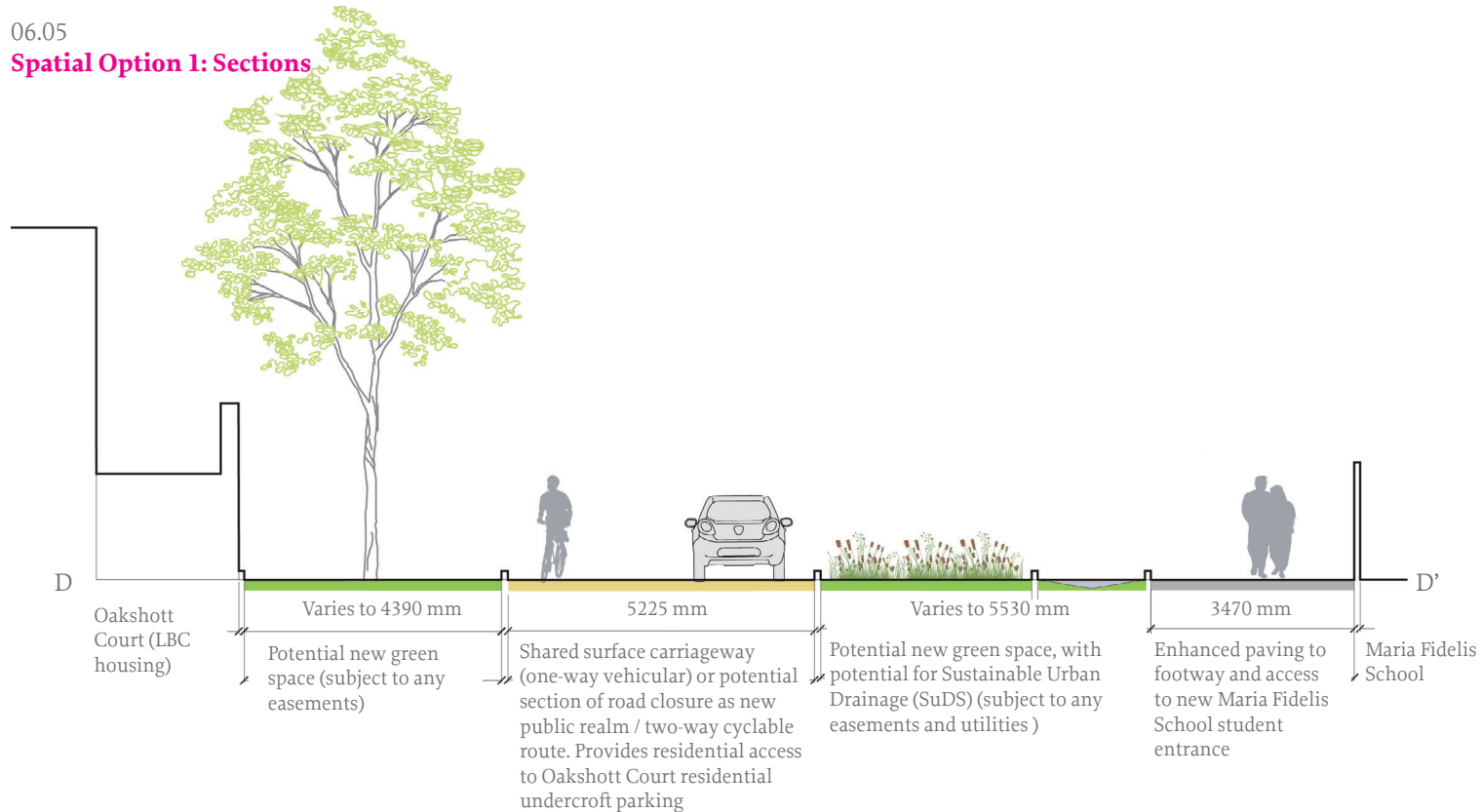


Figure 13: Indicative illustration of Spatial Option 1

06. Spatial Options

06.05

Spatial Option 1: Sections



NOTE:
All sections and planting areas subject to further development during later detailed design stages



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Resident vehicular access retained to Oakshott Court undercroft parking (refer to circulation and access plan)
3. Potential for creative urban greening including green walls / climbing plants on blank structures/façades, such as Oakshott Court stairs / parking
4. Enhanced and more pedestrian-friendly entrance to the new Maria Fidelis School student entrance (planning approval granted / under construction)
5. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
6. Existing mature trees retained to maintain green character

Figure 14: Indicative section of Spatial Option 1

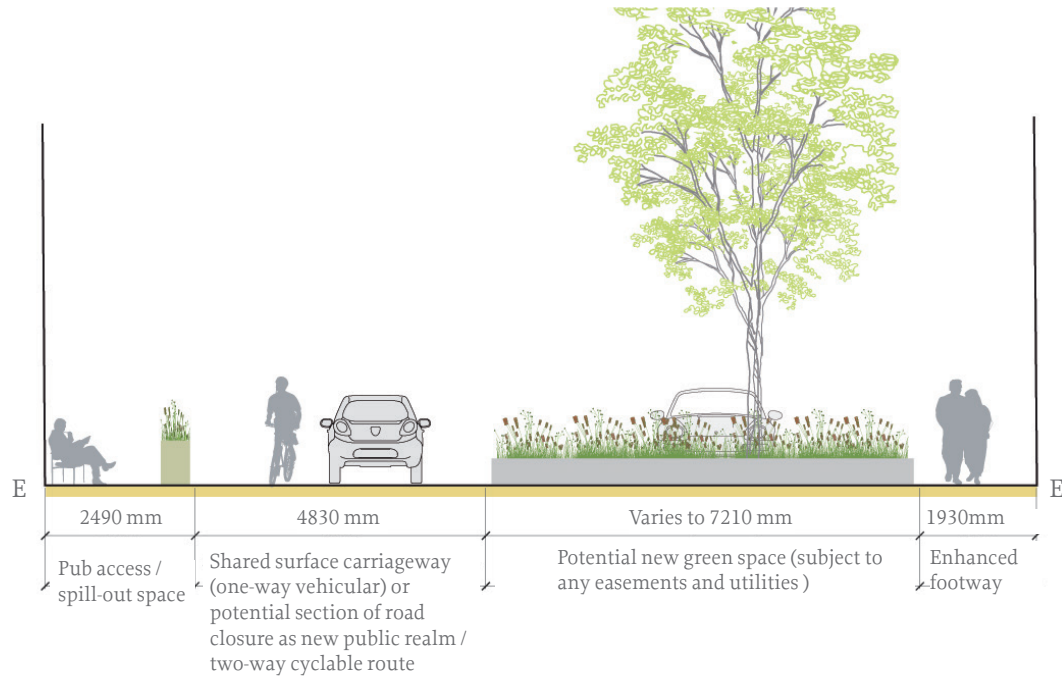


Figure 15 Indicative illustration of Spatial Option 1

06. Spatial Options

06.06

Spatial Option 1: Sections



NOTE:
All sections and planting areas subject to further development during later detailed design stages



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape outside existing retail, food and beverage outlets through potential provision of planting and occasional seating opportunities
3. Potential for an outdoor seating areas associated with local businesses to be part of shared surface or pedestrian and cycle only section of the street. Detail design to consider any interface requirements e.g. movable raised planters
4. Planting and streetscape improvements to Walker House and Ossulston Estate residential buildings
5. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
6. Existing mature trees retained to maintain green character

Figure 16: Indicative section of Spatial Option 1



Figure 17: Indicative illustration of Spatial Option 1

06. Spatial Options

06.07

Spatial Option 2: 'Linear'

Summary:

- Up to 1,875 m² of new public green space
- Up to 1,750 m² of new public realm / shared surface
- All existing access retained and improved
- Existing pedestrian and two-way cycle route retained and improved
- Reconfigured junctions along Phoenix Rd. with Werrington St./Chalton St./Ossulston St.
- Existing 2no. blue badge parking bays retained
- Existing 4no. resident parking bays relocated on Chalton/Ossulston Street
- Existing 7no. paid for parking bays removed or relocated elsewhere
- Minimum 3.25m clear width for emergency access retained
- Existing and assumed future vehicular tracking accommodated

Advantages

This option utilises a linear layout in order to create efficient use of space. This creates new green spaces which are more uniformly shaped and may provide greater flexibility for how the space could be used e.g. for play, recreational amenity or larger social spaces.

Efficiency should be balanced with good place-making and design as outlined in the study Design Principles.

Disadvantages

In creating efficient and uniform green spaces, a long and linear shared surface route is also created. This could encourage higher cycle speeds and, where applicable, vehicular speeds. This option could therefore require additional speed-reducing measures during detailed design, such as humps / rumble strips, benches or planters. The linearity of the layout could also encourage pedestrians to pass through the space from 'A to B' rather than begin to occupy the spaces which could

be closed to traffic which is an intention of the Design Vision. The above is likely to maintain the current 'passing through' nature of the street rather than creating a slower, more park-like space which is a key aspiration of the project Vision.

Whilst both options achieve a similar amount of new green space, this layout achieves slightly less than Spatial Option 1. This is due to variations in the layout of green spaces in relation to required access to buildings and vehicular circulation. An additional footway has been suggested adjacent to the Oakshott Court green space as an alternative walking route to the primary shared surface route, as some users feel less comfortable on shared surfaces. This reduces efficiency of new green space slightly when also considering the need for access to buildings to the south side of the street (in Option 1 the pedestrian access to buildings also provides the alternative walking route).

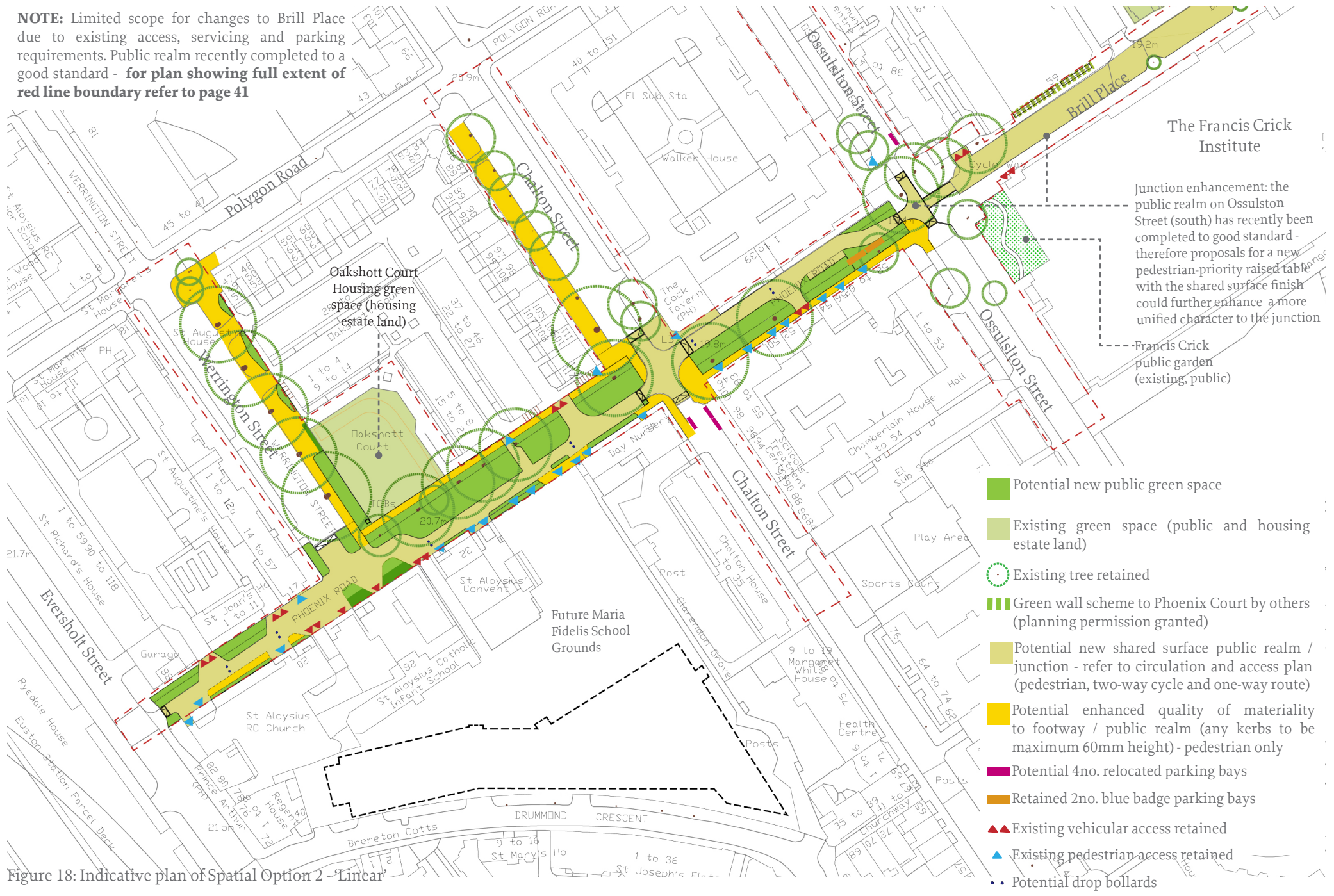


Potential provision for Spatial Option 2

- 1,875 m² potential new green space
- 1,750 m² potential new public realm including shared surface street
- 1,640 m² potential new public realm / shared surface street if enhancing Brill Place (Note - enhancement to Brill Place unlikely in near future due to forthcoming Brill Place development and Francis Crick Institute access requirements)
- 1,840 m² potential enhancements to existing public realm / footway on Phoenix Road

* All figures approximate and based upon implementation of Strategic Option 3A or 3B as minimum

NOTE: Limited scope for changes to Brill Place due to existing access, servicing and parking requirements. Public realm recently completed to a good standard - for plan showing full extent of red line boundary refer to page 41



The Francis Crick Institute

Junction enhancement: the public realm on Ossulston Street (south) has recently been completed to good standard - therefore proposals for a new pedestrian-priority raised table with the shared surface finish could further enhance a more unified character to the junction

Francis Crick public garden (existing, public)

- Potential new public green space
- Existing green space (public and housing estate land)
- Existing tree retained
- Green wall scheme to Phoenix Court by others (planning permission granted)
- Potential new shared surface public realm / junction - refer to circulation and access plan (pedestrian, two-way cycle and one-way route)
- Potential enhanced quality of materiality to footway / public realm (any kerbs to be maximum 60mm height) - pedestrian only
- Potential 4no. relocated parking bays
- Retained 2no. blue badge parking bays
- Existing vehicular access retained
- Existing pedestrian access retained
- Potential drop bollards

Figure 18: Indicative plan of Spatial Option 2 - 'Linear'

06. Spatial Options

06.08

Spatial Option 2: 'Axonometric'



Figure 19: Indicative illustrative axonometric plan of Spatial Option 2 - 'Linear'

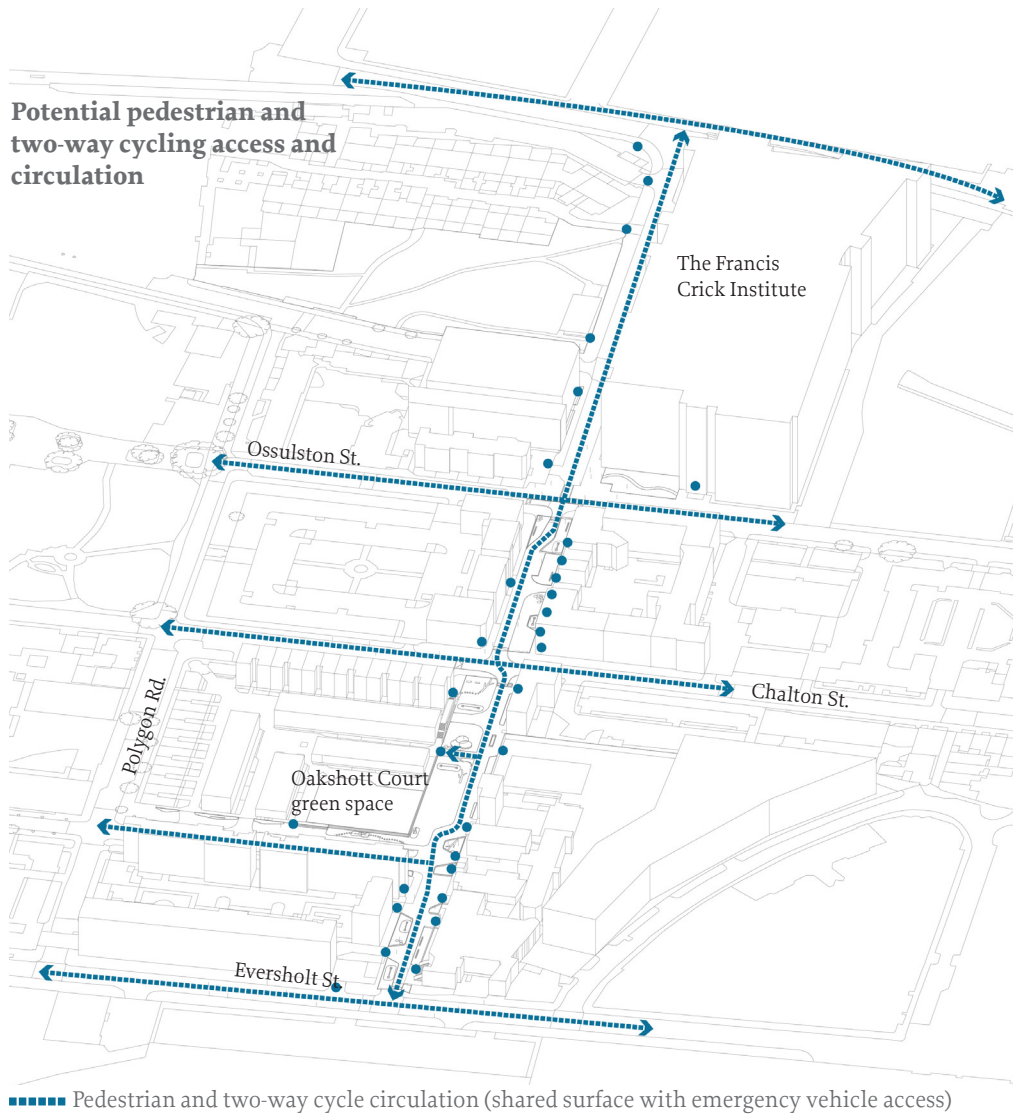


Figure 20: Pedestrian, cycle and emergency vehicle circulation and access for Spatial Option 2

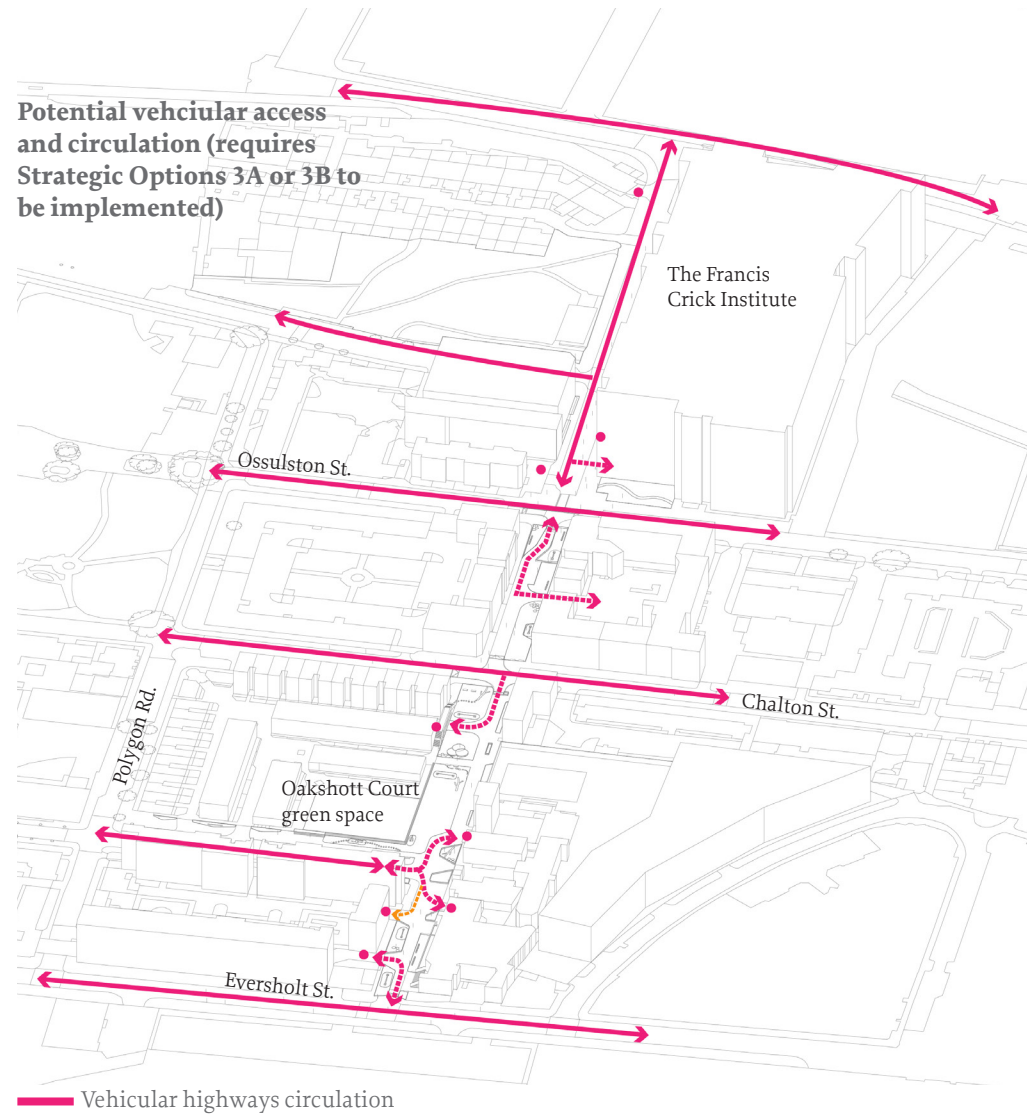
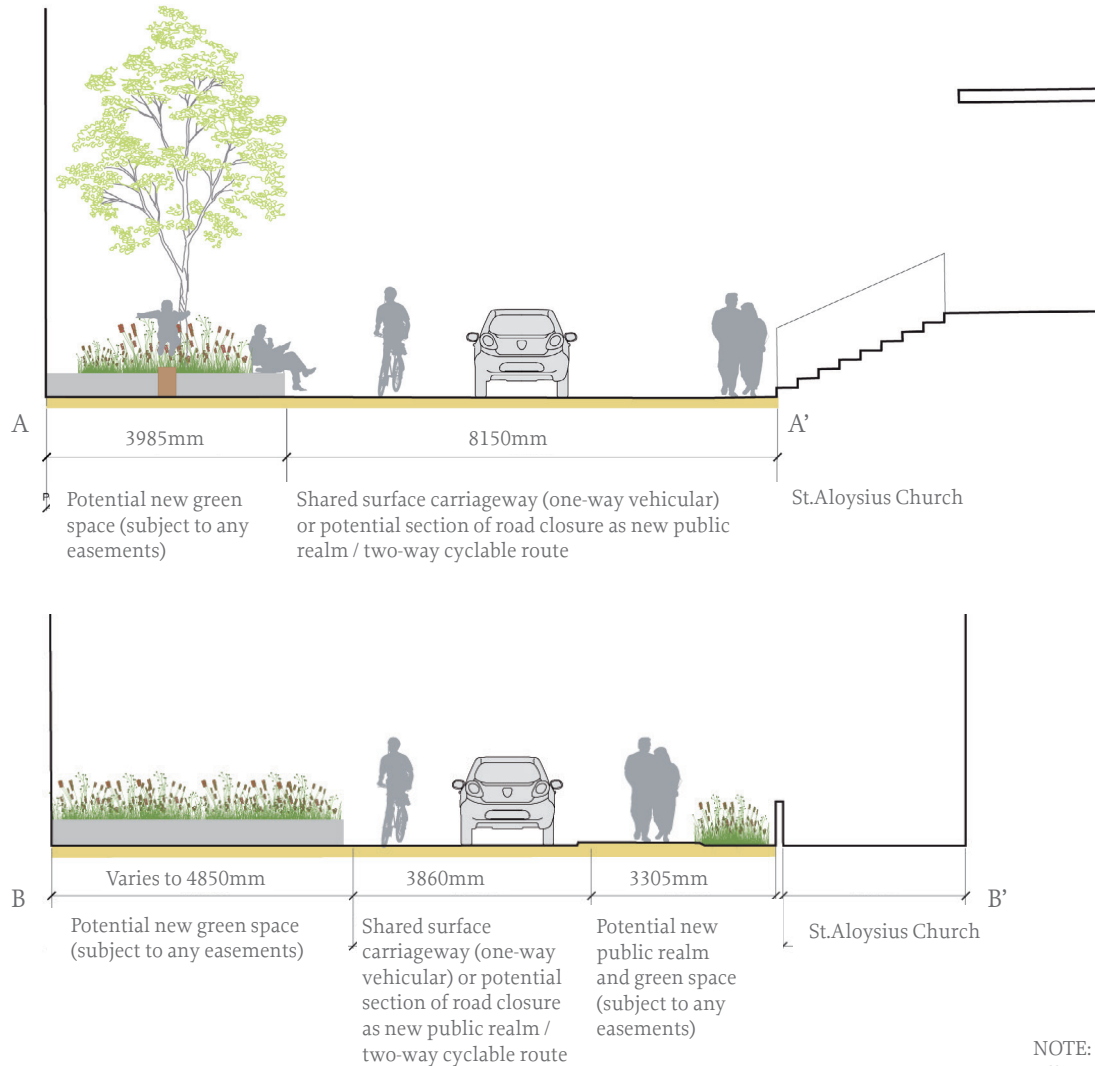


Figure 21: Vehicular circulation and access for Spatial Option 2

06. Spatial Options

06.09

Spatial Option 2: Sections



Section location plans

Elements on opposite illustration:

1. Traffic calming and potential for pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape and urban greening to create welcoming entrance from Eversholt Street with seating niches and areas for greening
3. Street seating in break-out social spaces, providing additional width for vehicle passing where required (dependent on Stage 1 Strategic Option implemented)
4. Enhanced greening and public realm to the entrance of St. Aloysius Church
5. Existing mature trees retained to maintain green character of street
6. Additional paved public realm width in addition to shared surface vehicular/cycle/pedestrian route. Recommended to provide additional passing width at vehicular turn-in to properties and greater leg room for seating

NOTE:
All sections and planting areas subject to further development during later detailed design stages

Figure 22: Indicative sections of Spatial Option 2

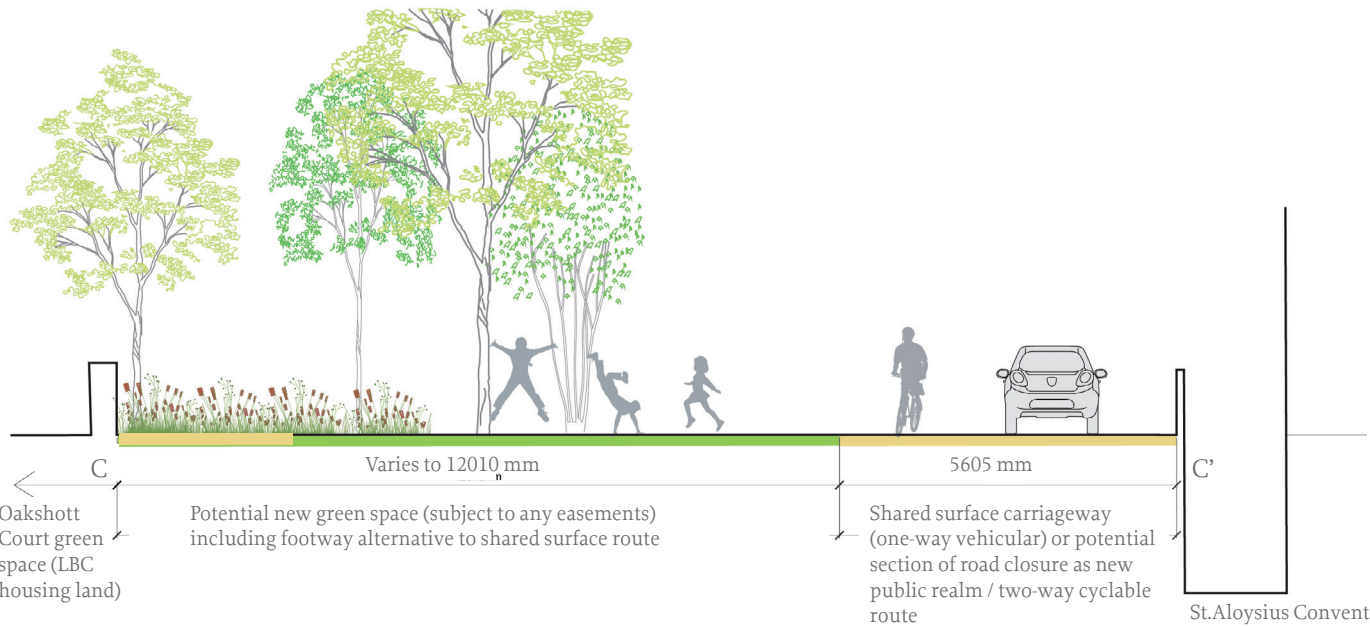


Figure 23: Indicative illustration of Spatial Option 2

06. Spatial Options

06.10

Spatial Option 2: Sections



NOTE:
All sections and planting areas subject to further development during later detailed design stages



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape with potential social seating niches, or incidental play
3. Potential for improved views / planting scheme to the Oakshott Court green space to visually enhance Phoenix Road
4. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
5. Existing mature trees retained to maintain green character

Figure 24: Indicative section of Spatial Option 2

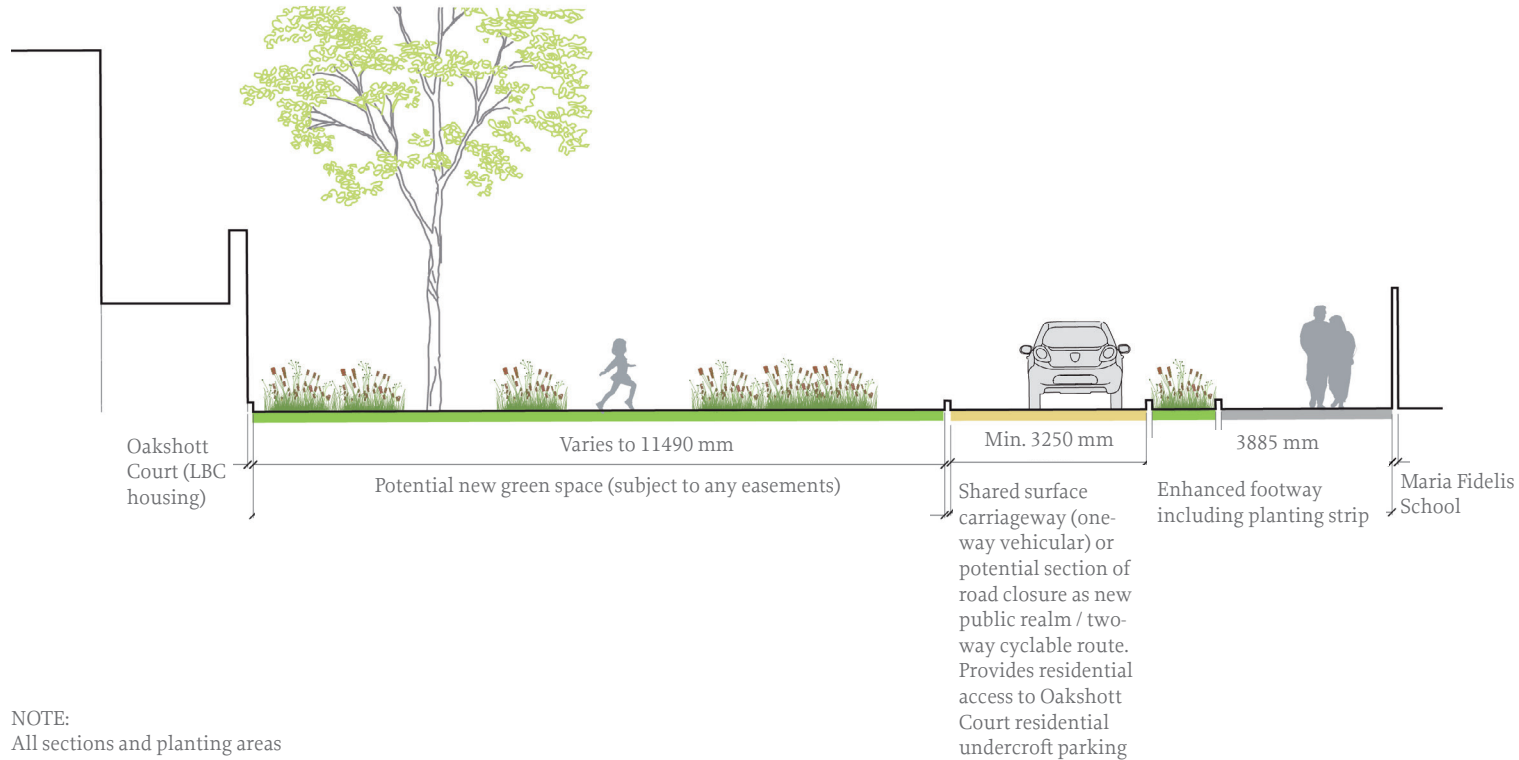


Figure 25: Indicative illustration of Spatial Option 2

06. Spatial Options

06.11

Spatial Option 2: Sections



NOTE:
All sections and planting areas subject to further development during later detailed design stages



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Resident vehicular access retained to Oakshott Court undercroft parking (refer to circulation and access plan)
3. Potential for creative urban greening including green walls / climbing plants to blank structures/façades, such as Oakshott Court stairs / parking
4. Enhanced and more pedestrian-friendly entrance to the new Maria Fidelis School student entrance (scheme approved in planning / under construction)
5. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
6. Existing mature trees retained to maintain green character

Figure 26: Indicative sections of Spatial Option 2

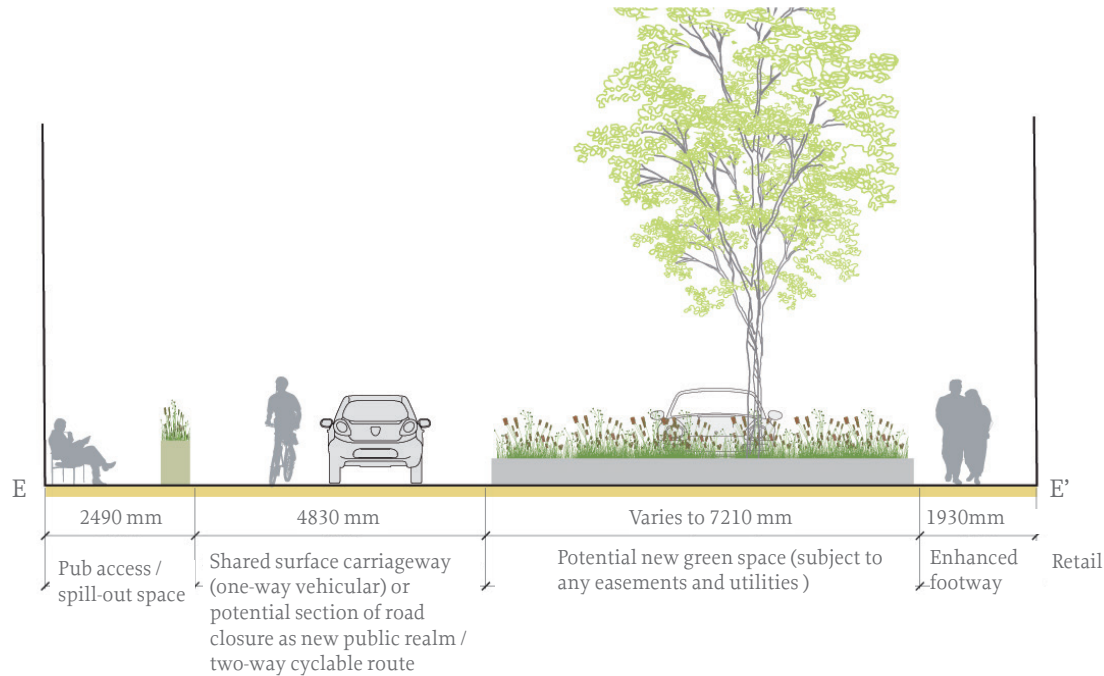


Figure 27: Indicative illustration of Spatial Option 2

06. Spatial Options

06.12

Spatial Option 2: Sections



NOTE:
All sections and planting areas
subject to further development
during later detailed design stages



Section location plan

Elements on opposite illustration:

1. Pedestrian and cycle priority street with sections potentially closed to vehicles (refer to circulation and access plan)
2. Improved streetscape to existing retail, food and beverage outlets through potential provision of planting and occasional seating opportunities
3. Potential for new green space to have biodiverse planting, SuDS or play / amenity where space and utilities allow
4. Potential for new seating at a key junction and retail area.
5. Existing mature trees retained to maintain green character

Figure 28: Indicative sections of Spatial Option 2



Figure 29: Indicative illustration of Spatial Option 2

07.

On-Street Parking: Re-Location and Re-Provision Options

07.01

Existing situation

It will be necessary to remove or relocate a number of existing on-street parking bays along Phoenix Road to achieve the Design Vision. This is to allow for more flexibility for potential wider circulation options as suggested in the Stage 1 'Strategic Options', as well as providing opportunity for increases in new public green space.

The rationale and method for parking survey analysis and support of proposals is discussed in more detail in the Transport section of the Stage 1 Report.

06.02

Spatial Options Requirements

The 'Spatial Options' proposed within this report suggest the following:

- Removal of 7no. paid-for on-street parking bays on Phoenix Road
- Relocation of 4 no. on-street parking bays to Chalton Street and Ossulston Street, which could re-provide resident bays.
- Retention of 2no. Blue Badge parking bays - however these are suggested to be re-configured within the same location, or relocated to Chalton Street to better align with street greening proposals

06.03

Junction Enhancements

Both the 'Strategic Options' and 'Spatial Options' suggest enhancing the junctions along Phoenix Road. This to could allow opportunities for:

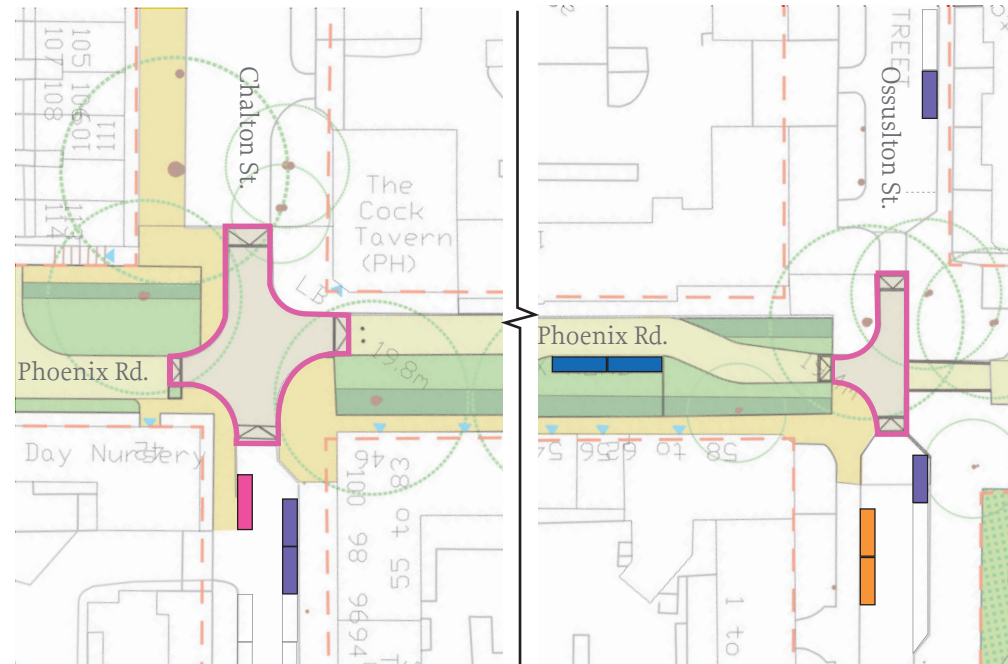
- Provide space for relocated parking bays. Reconfiguration of the street and junction layout allows for additional on-street parking bays
- Provide raised tables and traffic calming
- Provide enhancement to surface treatment and materiality of junctions to signify a more pedestrian-priority environment

Refer to figure 30 opposite which outlines options for re-location / re-provision of on-street parking bays on Phoenix Road.

Note: On-Street parking relocation and re-provision options shown relate to both Spatial Options 1 and 2.

Potential junction reconfiguration and parking re-provision at the junction of Phoenix Road / Chalton Street

Potential junction reconfiguration and parking re-provision at the junction of Phoenix Road / Ossulston Street



- Potential to relocate one resident bay or one additional new delivery bay
- Potential to relocate two resident bays
- Potential reconfigured junction
- Potential to relocate two blue badge bays from Phoenix Road (shown in blue above), or two resident bays, or one delivery bay (white vans)
- Potential to reconfigure existing blue badge bays within new streetscape scheme (Spatial Options 1 and 2)
- Potential reconfigured junction

Figure 30: Potential on-street parking re-provision and re-location options

08. Character and Function

08.01

Character: A Sense of Place

Any future designs for Phoenix Road / Brill Place should aim to achieve a sense of place which is in keeping with the Somers Town area. It has a rich history and a number of reference points which could inform more detail designs should the greening of Phoenix Road be deemed a feasible option for LBC.

The historic fabric of the area, notably its historic buildings, estate 'gateways', cobble entrances and black railings could inform some of the materiality for aspects of the scheme.

A sense of place may also be created through a striking planting design which brings a cohesiveness to the street. A street that noticeably changes with the seasons and provides colour throughout the year could be a wonderful addition to the area and create a memorable street which has a unique sense of place. The planting design for any future scheme could therefore become a key component in creating a green street with a strong character as much as the hard elements of the scheme.

08.02

Function

The primary function of any future project should be to create an attractive green route which maximises green space and biodiversity. It should aim to balance social and environmental functions to enhance the physical and mental well-being of residents. Creating safe, sociable spaces, improving air quality, helping to deal with flooding and enhancing biodiversity should be integrated within the design. Beyond this, further consultation and engagement with the local residents and businesses should be developed to understand their needs and requirements as part of further design development.

There are opportunities to add to the amenity value of Phoenix Road. This could include introducing elements of play or exercise within the landscape, particularly in locations where parts of the road could be closed to vehicular traffic and where conflict with residential properties can be avoided.

There is also opportunity for providing educational and learning opportunities for children within the landscape such as 'woodland trails', information boards about flora and fauna or opportunities for school children to help plant bulbs or herbaceous plants. This could form part of the wider planting strategy.

There is potential for the introduction of community growing gardens in which local residents can grow their own food. This may offer additional benefits such as providing opportunities for encouraging community interaction for different ages, providing low-exertion physical activity, or tackling social exclusion and offering benefits for mental health. Where road sections could be closed to traffic would be the most preferable locations for this type of activity, as air quality is likely to be better and where people would be more likely to linger and socialise. Spaces with restricted vehicular use could also allow for the potential to have community events or activities and the opportunity for integration between organisations such as the British Library or the Francis Crick Institute.

The design should promote good legibility and way-finding to facilitate users passing through the area, particularly between Euston and Kings Cross-St.Pancras stations. Good signage, as well as paving and lighting design should encourage this whilst contributing to the overall quality of the landscape and public realm. Public artworks or temporary installations forming an 'art trail' could be developed to provide landmarks to guide users through the route as well as providing visual interest. A balance will need to be struck between the creation of dwelling or activity spaces for the community and facilitating key east-west movement desire lines.

A public realm design that aids legibility could build on the 'Wellbeing Walk' project conducted by Urban Partners to promote healthier walking routes through the area, provide an alternative route to Euston Road, as well as providing opportunity for local residents to become involved in community art projects to form part of the strategy.

Any future design must consider the night-time use of the route and spaces. It should provide 24-7 access whilst feeling safe and comfortable for users. Clear sight lines, lighting and the promotion of natural surveillance and footfall should be encouraged to create a route that feels safe and welcoming at all times.

Images to the right are examples of the type of character and function that could be implemented as part of new green spaces and improved public realm along Phoenix Road. This study provides options for wider-scale intervention and sets spatial parameters which could allow for new green space to be created, however more detailed designs should be developed alongside a community engagement strategy to define the specific character and function of any future scheme.



A playful landscape



A beautiful new streetscape



Innovative water management wherever possible (SuDS and permeable paving)



Accessible, open and friendly



Multifunctional space for varying ages



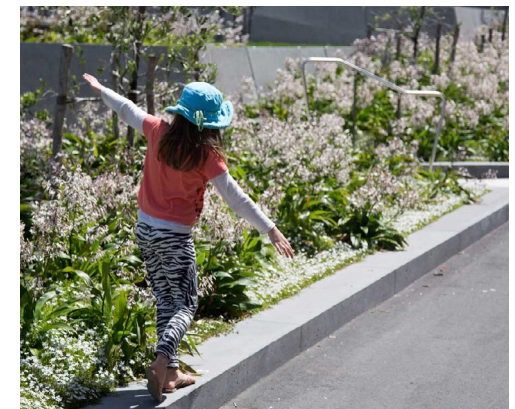
Sociable community spaces



An interactive landscape



Providing spaces to stop



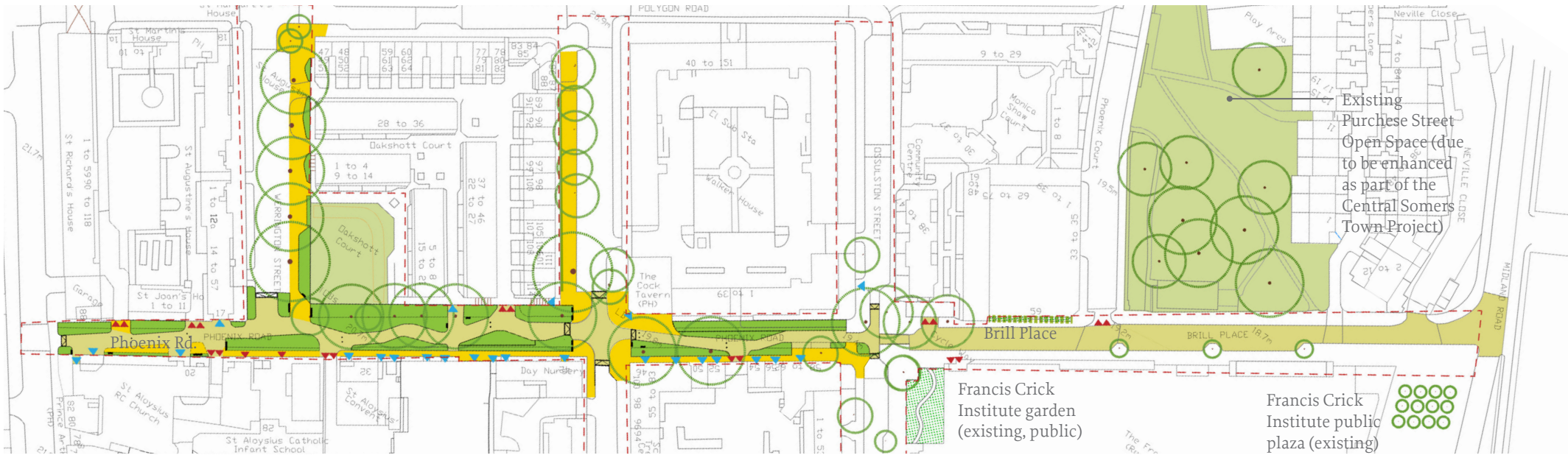
Bring colour to the street

08. Spatial Option Comparisons

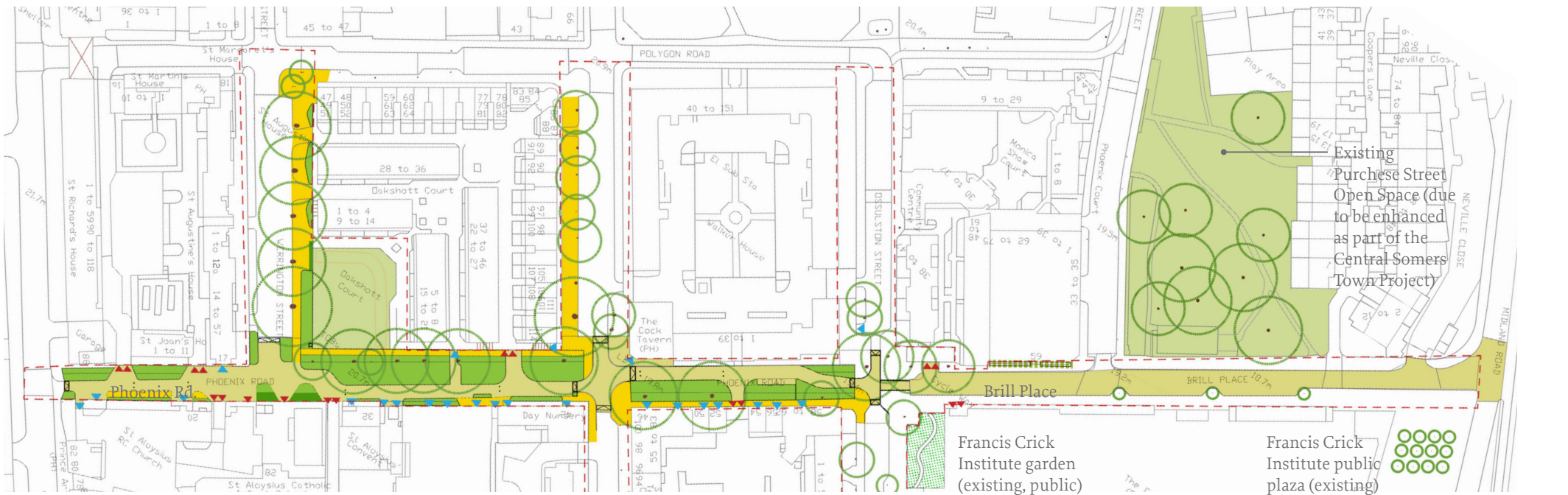
Both Spatial Options could achieve new green space and have the potential to transform Phoenix Road into a green street with a park-like character. Both have the potential to enhance the environment and add social or amenity value to Somers Town while also improving the pedestrian cycle links between St Pancras and Euston Stations.

The table opposite itemises key considerations and comparisons for Spatial Options 1 and 2, as well as assessing the Options against the Design Principles.

Item for consideration	Spatial Option 1: Meandering	Spatial Option 2: Linear
New public green space	1,935 m2 approx	1,875 m2 approx
New public realm including shared surface streets	1,490 m2 approx	1,750 m2 approx
Enhancement to existing public realm and footways	2,040 m2 approx	1,840 m2 approx
Retains existing vehicular and building access?	Yes	Yes
Requires removal or relocation of on-street parking bays?	Yes. Requires removal of 7no. paid for parking bays but maximises usable green space. Others can be relocated elsewhere - refer to plans	Yes. Requires removal of 7no. paid for parking bays. Others can be relocated elsewhere - refer to plans
Design Principle 1: Maximises open space for urban greening	Yes. Given Site constraints this is deemed to be the maximum possible creation of new open space	No. Whilst similar, Spatial Option 1 would create more new green space. However the more 'regular' green spaces could offer more flexibility in terms of type of use
Design Principle 2: Put People First	Yes. This option closes off as much of the street to vehicles as possible whilst calming traffic and providing social spaces	Yes to an extent. This option closes off as much of the street to vehicles as possible and provides social spaces
Design Principle 3: Improve biodiversity and air quality	Yes. This option provides a good level of new green spaces which could be planted with biodiverse species and could help to improve air quality - dependent on detailed design stages (not part of this study)	Yes. This option provides a good level of new green spaces which could be planted with biodiverse species and could help to improve air quality - dependent on detailed design stages (not part of this study)
Design Principle 4: Enhance the pedestrian and cycling experience	Yes. Closures to vehicles, a high quality landscape and natural speed-calming due to meandering layout should enhance experiences	Yes. Closures to vehicles, a high quality landscape and should enhance experiences. Though cycle speeds should be reduced with rumble strips which reduces pedestrian experience.
Design Principle 5: Create a unique place	Yes - potentially. A green street of this length, with abundant planting and a park-like character would be unique within London. Dependent on detailed design	Yes - potentially. A green street of this length, with abundant planting and a park-like character would be unique within London. Dependent on detailed design



Spatial Option 1: Meandering



Spatial Option 2: Linear

Figure 31: Comparison of Spatial Options 1 and 2

09. Future Considerations

09.01

Community engagement

If deemed feasible, a thorough community engagement strategy should be prepared and implemented following LBC guidance to understand local needs and issues. It will be particularly important to engage with Somers Town residents and businesses to ensure that they are fully informed of any potential changes within the area and provide an opportunity to have meaningful input. The strategy should clearly highlight the rationale behind the project, the Site constraints, opportunities and options that are deemed feasible. Ideally this should form part of early design development and regularly reviewed / made available to the public as part of an on-going design process. The design should seek to maximise opportunities for the practical involvement of local people, such as community planting, food growing or school involvement in design.

09.02

Stakeholder engagement

Key stakeholders and statutory consultees should be consulted in the first instance to further understand the feasibility of greening along Phoenix Road/Brill Place. Whilst engagement with LBC officers has formed part of this study, the feasibility of options should be further circulated within LBC to attain additional feedback. Engagement should be held with LBC Housing to discuss potential future changes to Oakshott Court. In particular, options for enhancement to the existing green space

as shown in Appendix A of this document should be discussed. Also there is potential to remove vehicular access to the undercroft parking access to Oakshott Court from Phoenix Road, with access provided only from Werrington Street. This could allow for increased green space to be created on Phoenix Road, additional to the figures shown within this report.

Discussions should be held with stakeholders outside of LBC, notably Transport for London (TfL), the emergency services and statutory consultees. Agreement should be sought at an early stage of design development in order to progress designs for the greening of Phoenix Road and ensure a smooth transition of land ownership or maintenance responsibility.

09.03

Funding agreements

A key driver for the project are the assurances between HS2 and LBC on the re-provision of permanent and temporary losses to open space. Design development should be coordinated and reviewed against agreements to ensure that sufficient funding streams are available for any future works. Funding agreements should also be assessed and set / stipulate construction phasing (see 06.04) and time-frames. There is potential for additional Section 106 / CiL money

09.04

Review Policy

Due to the potential 5+ years time-frames

involved, it will be important to review any designs or aspirations for Phoenix Road / Brill Place against any changes to policy or area strategies. The area is experiencing high levels of change and it will be important to ensure that plans for Phoenix Road are compliant with these. Similarly, there is potential for the greening of Phoenix Road / Brill Place to inform future policy and urban design aspirations within the area.

09.05

Review construction phasing

The area is due to experience high levels of construction works for many years associated with HS2, Crossrail 2, the Maria Fidelis School and development associated with the Central Somers Town Project. This will require careful planning and consideration of logistics at a wide scale. It should be ensured that any works planned for the greening of Phoenix Road and surrounding streets are co-ordinated with wider phasing-construction plans.

09.06

Review easement agreements

One of the Site constraints is underground utilities. Whilst the options suggested in this report aims to mitigate impact on utilities using available data, design development should review this as more detailed utility surveys become available. Whilst raising planted areas and other design approaches can help to avoid physical clashes with utilities, easement agreements may also be in

place which could restrict how the street may be treated at surface level. These should be assessed at an early stage.

09.07

Design Development

Any future design development should ensure that the project Design Principles are followed and that the original Vision is retained. During detailed design, it can be common for the original vision to become watered down or lost through technical queries or 'value engineering' to reduce construction costs. Detailed design should create a 'sense of place' through materiality, planting and unique design elements.

09.08

Review sustainability

Sustainability should be a key driver of the design and construction of urban greening to Phoenix Road / Brill Place. A sustainable drainage strategy, reductions in vehicular use, improved air quality, recycled materials and the integration of modern technologies including solar or wind power should be considered as part of design development and future planning for the Site.

09.09

Monitor on-street parking use

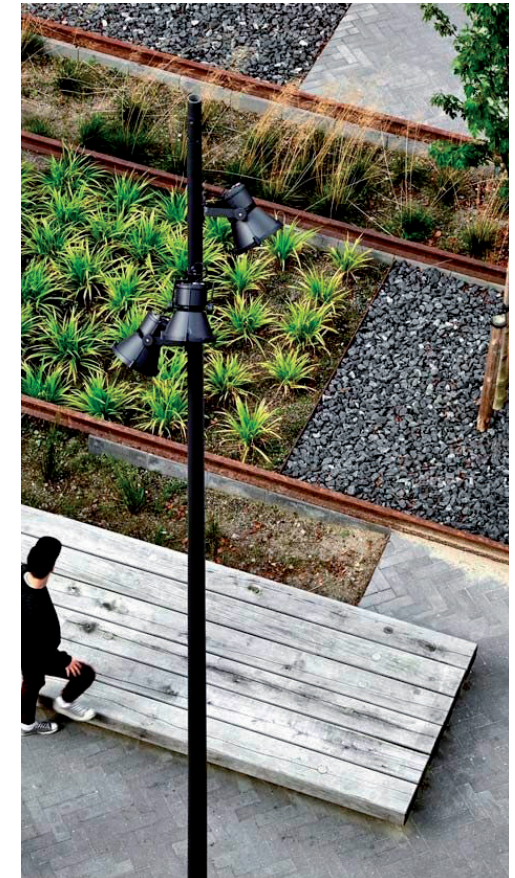
LBC's current Local Plan commits to reducing on-street parking within the Borough. Parking data should be monitored and reviewed to assess for opportunities for parking reduction within the Study Area. Where there are reductions in on-street parking there are opportunities for urban greening.



SuDS should be incorporated wherever constraints allow



Hard surfaces should play a role in a sustainable drainage strategy where possible



Detailed design should invoke a sense of place and reference the site's history and context



Creative use of landscape design should assist way-finding



Urban greening including green walls and bin stores with green roofs should be explored



A public engagement strategy should form part of future design development



Consider how existing assets such as Oakshott Court green space could be enhanced



Cycling should be accommodated but not dominate the design

Appendix A:

Oakshott Court Green Space Study

The Oakshott Court green space is part of LBC housing land associated with the Oakshott Court housing estate.

Any further design consideration would require full consultation with LBC Housing officers to understand the potential for change or enhancement to the green space.

This study has been conducted as part of the Phoenix Road Greening and Public Realm Enhancement Options Study to understand how the space could potentially be enhanced to better contribute to the street and greening of the area. The options suggested range from minimal intervention through to the transferring of part of the land from Housing Estate Land to public green space.

Options could work alongside either of the Spatial Options suggested within this report.

Oakshott Court Green Space



Oakshott Court is part of the London Borough of Camden housing stock and is located within Somers Town, Camden. The housing has an associated green space to the east of the junction of Phoenix Road and Werrington Street, comprised predominantly of lawn space. Whilst this space is solely for use by residents, it is not regularly used by residents as existing level changes and walls between the housing area and the green space make accessibility difficult from within the estate. There is no access from Phoenix Road/Werrington Street.

As part of a wider options feasibility study looking at the potential to enhance Phoenix Road as a green street / linear park, it has been explored whether there is also potential for the Oakshott Court green space to contribute more positively to the street or, potentially, to contribute to publicly accessible green space.



The following pages explore potential options for enhancements to the Oakshott Court green space, its boundary treatment and planting, as well as potential options for realigning the boundary for parts of the green space to become publicly accessible.

Top-left: View to the green space at the corner of Phoenix Road / Werrington Street (green space located behind the wall)

Top-right: View into green space from Phoenix Road showing levels changes / inaccessibility between green space and Oakshott Court Housing

Bottom-left: View to green space from Phoenix Road showing predominance regularly-mowed lawn

Bottom-right: View to boundary wall from Phoenix Road

Oakshott Court Green Space: Existing Boundary and Access



The existing green space has poor access with no accessible routes into the space, greatly restricting use.

The green space is generally level with adjacent streets, however the Oakshott Court housing lies at a lower level, with an assumed level change of at least 2m (see top-right image on previous page). The space is inaccessible from surrounding streets, meaning residents have no easy means to access the space.

Boundaries are formed of a mix of red-brick wall and red-brick wall with fencing at varied heights. The wall is low in places at around 0.9m which neither protects the space nor is a positive boundary (see bottom-right image on previous page).

Whilst providing a sense of openness to this section of Phoenix Road / Werrington Street, the green space does not contribute greatly in terms of planting or other visual aesthetic. Planting would generally be considered to low in terms of biodiversity for a green space being comprised predominantly of regularly mowed lawn.

Key:

- Oakshott Court Greenspace
- Oakshott Court and surrounding buildings
- Existing trees
- Current pedestrian access routes
- X Access to green space restricted by level changes / wall
- Steep slope boundary
- Study area boundary

Oakshott Court Green Space: Potential Future Option 1



The existing wall enclosing Oakshott Court is replaced with railings and the space is planted with interesting and diverse species of plants and trees.

Advantages

The railings would provide a visually permeable corner to Werrington Street and Phoenix Road providing a greener streetscape whilst maintaining privacy for residents of Oakshott Court. Increased planting improves biodiversity and the aesthetic of the space.

Disadvantages

The accessibility or usability of the green space is not improved.

Key:

- Oakshott Court Greenspace
- Oakshott Court and surrounding buildings
- Existing trees
- Steep slope boundary
- Indicative proposed fence (same location as existing wall/fence, but design to enhance views into the green space)
- Existing wall
- Indicative new planting (any future design would be subject to further design testing/consultation)
- Indicative proposed buffer planting

Oakshott Court Green Space: Potential Future Option 2



The existing wall enclosing Oakshott Court is replaced with railings that cut across the space. The space is planted with interesting and diverse species of plants and trees.

Advantages

A portion of Oakshott Court is opened to the general public, providing additional public greenspace with potential for planting and trees. Privacy of residents of Oakshott Court is protected by providing a buffer zone between the street and the new public space. Approximately 274sqm of additional greenspace is gained.

Disadvantages

Accessibility for residents remains poor from within the estate (however access can be achieved to the public space from street level)

Key:

- Oakshott Court Private Greenspace
- Oakshott Court Public Greenspace
- Oakshott Court and surrounding buildings
- Existing trees
- Steep slope boundary
- Indicative proposed fence
- Existing wall
- Indicative proposed path
- Indicative new planting (any future design would be subject to further design testing/consultation)
- Indicative proposed buffer planting

Oakshott Court Green Space: Potential Future Option 3



The existing wall enclosing Oakshott Court is replaced with railings, following the top of the existing slope. The space could be opened to the public and planted with interesting and diverse species of plants and trees or other pocket park uses.

Advantages

The streetside portion of Oakshott Court is opened as new public green space, potentially providing up to 610 sqm (approx) of public green space. The natural shape of the new public space could act as a pocket park at the junction of Phoenix Road/ Werrington Street providing greater opportunities and flexibility for what could happen within the space.

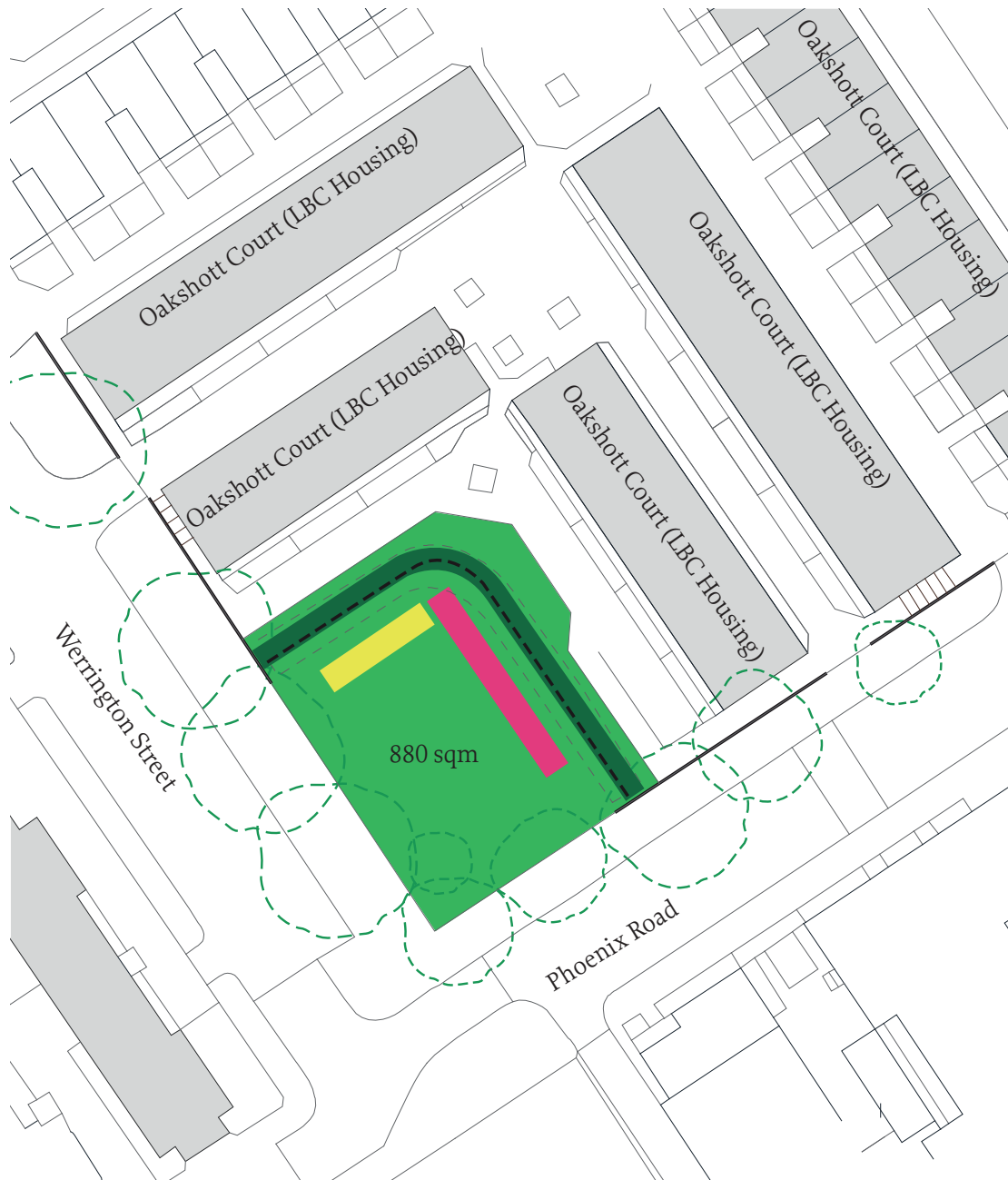
Disadvantages

The privacy of the residents of Oakshott Court is potentially compromised, however buffer planting, fencing and the retained slope retain a level of protection and privacy).

Key:

- Oakshott Court Private Greenspace
- Oakshott Court Public Greenspace
- Oakshott Court and surrounding buildings
- Existing trees
- Steep slope boundary
- Indicative proposed fence
- Existing wall
- Indicative new planting (any future design would be subject to further design testing/consultation)
- Indicative proposed buffer planting

Oakshott Court Green Space: Potential Future Option 4



The existing wall enclosing Oakshott Court is almost entirely removed with the wall being retained only to provide a barrier from the level change. The space is planted with interesting and diverse species of plants and trees.

Advantages

Oakshott Court is opened to the general public, providing potentially 880 sqm (approx) of additional public green space. The natural shape of the new public space could act as a pocket park at the junction of Phoenix Road/Werrington Street providing greater opportunities and flexibility for what could happen within the space

Disadvantages

The privacy of the residents of Oakshott Court is potentially compromised, however buffer planting and the retained slope retain a level of protection and privacy. The steep bank could potentially create a risk of falling for the public and would need to be mitigated with a sufficient planted barrier.

Key:

- Oakshott Court Public Greenspace
- Oakshott Court and surrounding Buildings
- Existing trees
- Steep slope boundary
- Indicative proposed fence
- Indicative proposed buffer planting
- Existing wall
- Indicative new planting (any future design would be subject to further design testing/consultation)

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