



# Somers Town Green Mobility Hubs – Phase 1



## What's the challenge in this area?

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

73% of households in the Somers Town and St Pancras Ward do not own a car and rely on walking, cycling and public transport to make their journeys. Providing infrastructure and improvements that enable more people to safely and easily use sustainable, low-cost, low-emission and active modes of transport (such as walking, wheeling, cycling and scooting) is more important than ever.

Somers Town has received funding from the Mayor of London to become a more sustainable neighbourhood, through the [Somers Town Future Neighbourhoods 2030](#) Fund. This involves the implementation of different projects that contribute to making Somers Town a more climate resilient and healthy place to live. One of these projects includes the introduction of a network of Green Mobility Hubs within Somers Town. We are now consulting on the first phase of introducing these hubs and more detail on these proposals is set out within this information sheet.

## What is a Mobility Hub?

A mobility hub is a recognisable place/point that offers **a mix of sustainable and active shared mobility modes, which can include shared bikes, car clubs, cargo bikes and e-scooters**. Mobility Hubs can also include other community features such as cycle parking, seating and planting or play areas, water fountains and other amenities designed to improve public space for residents and visitors.

Mobility Hubs provide a sustainable, accessible 24-hour alternative service to private car ownership. The image below (Figure 1) shows an example of what a mobility hub could look like.



**Figure 1: Example of a Mobility Hub**

We want to create some of Camden’s (and the UK’s) first Green Mobility Hubs within Somers Town, combining a mix of shared, environmentally sustainable mobility options at each location.

In Somers Town there are currently 4 car club bays, multiple Santander docking points and 6 dockless e-scooter and cycle hire bays already installed. This project will significantly enhance that offer. At the same time, the Hubs will aim to improve the way existing streets in Somers Town look, for example by providing more planting, trees and seating.

## What are we proposing in Somers Town?

In August 2022, we engaged with Somers Town residents and other stakeholders about the locations where Green Mobility Hubs could be proposed via the Somers Town Future Neighbourhoods Commonplace page, asking residents and other stakeholders to provide their views on nine possible locations. We sent a postcard to all addresses in Somers Town to let residents know about this engagement.

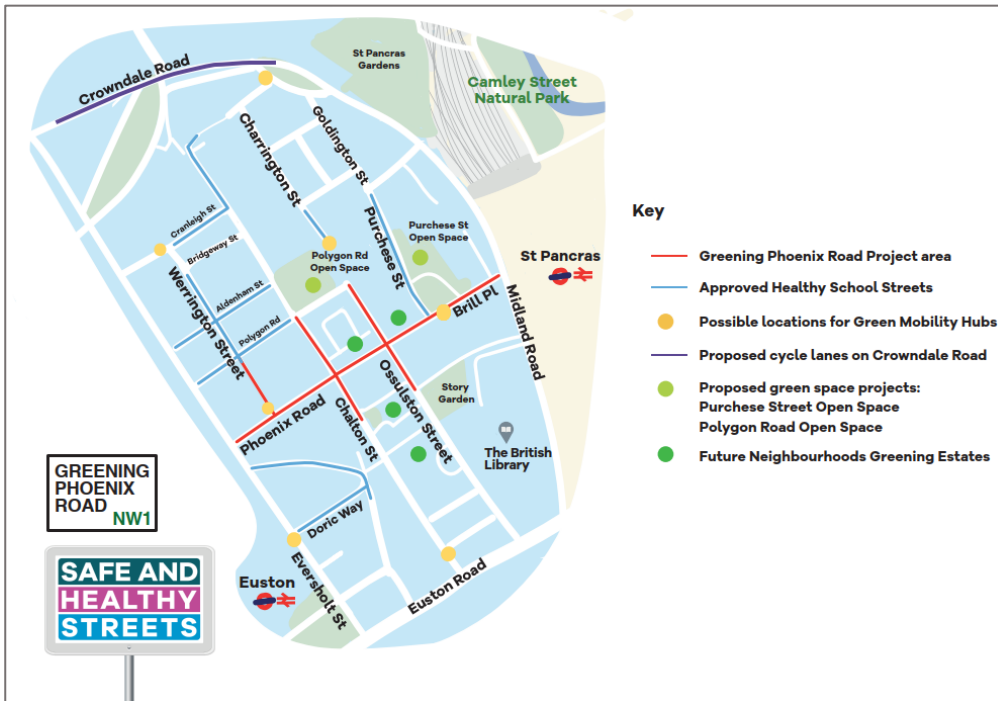
We are now proposing to introduce seven Green Mobility Hubs across Somers Town, in 3 phases in the following locations:

| Phase                       | Location            |
|-----------------------------|---------------------|
| Phase 1 (this consultation) | Goldington Crescent |
|                             | Cranleigh Street    |
|                             | Charrington Street  |
| Phase 2                     | Doric Way           |
|                             | Chalton Street      |
| Phase 3                     | Werrington Street   |
|                             | Brill Place         |

These sites have been identified through the study of a wide range of factors including:

- feedback from residents and other stakeholders in the August 2022 engagement,
- permit parking ratios (a comparison of the number of parking spaces and the number of active parking permits),
- space considerations,
- anti-social behaviour data for the streets where the mobility hubs are proposed,
- existing car club locations across Somers Town, and
- usage of existing dockless bike and e-scooter bay locations.

The map below (Figure 2) shows greening and transport projects currently proposed and being delivered in Somers Town. The yellow dots on the map show the seven sites within Somers Town that we have identified as potential locations for a Green Mobility Hub.



**Figure 2: Map of greening and transport project across Somers Town**

We are proposing to deliver the Mobility Hubs by converting space previously used only for private parking or vehicle access, to green spaces and additional facilities that can benefit pedestrians, cyclists and business owners. We are now consulting on Phase 1 of our proposals to introduce new Green Mobility Hubs, including changes at the locations shown on the map in Figure 3. Later in the year, we will conduct further consultations on the remaining Green Mobility Hub sites (Phases 2 and 3).



**Figure 3: Locations of the mobility hubs being consulted on in Phase 1**

## Proposals Being Consulted On (Phase 1)

At each Green Mobility Hub location, we are proposing some parking bay changes to incorporate the new hub elements. The parking bay changes are summarised in the table below.

**Table 1: Summary of proposed parking bay changes for Phase 1 of the Green Mobility Hub scheme**

| Location            | Pay-by-Phone bays | Resident bays  | Other   |
|---------------------|-------------------|--|---|
| Goldington Crescent | x6 removed        | None   | Addition of x1 car club bay   |
| Cranleigh Street    | x7 removed        | None   | - Addition of x1 car club bay<br>- 102m of single yellow line converted to double yellow line   |
| Charrington Street  | x9 removed        | - x5 removed<br>- x5 resident bays to be converted to shared use (paid-for parking and resident parking) | - Addition of x1 car club bay<br>- Addition of x1 resident EV charging bay<br>- 20m of single yellow line removed<br>- 7m of single yellow line converted to double yellow line |

Some of these locations could include shared e-cargo bikes. Residents and businesses would be able to hire the cargo bike and use for transporting shopping, passengers (such as children) and/or other goods. The e-cargo bike is looked after by a “host”, who could be a nearby business, or resident, and who is responsible for changing the battery and

monitoring the bike. **If you are interested in helping to deliver this service for your community by becoming a cargo bike host please contact us at [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) stating “Mobility Hub cargo bike hosting” and the Hub location you are nearest to.** Hosts get 20hrs free use a month and, in some cases, can add branding/advertising to the vehicle.

## Goldington Crescent

This mobility hub is to be located at the north western end of Goldington Crescent. Currently there is an existing well-used e-scooter and cycle hire bay here, and a mobility hub would provide the opportunity to expand upon this and incorporate other mobility features and urban realm improvements at this location. Proposed features to include at this site are:

- Existing e-scooter and cycle hire bay to be expanded to a double bay
- New car club vehicle and bay
- Potential for a new shared e-cargo bike and bay
- Two bike hangars, providing secure cycle parking for residents
- New Mobility Hub plinth, and wayfinding
- Planting, greening and rain garden features
- Drinking water fountain and cycle maintenance stand – *subject to further investigation as part of the detailed design*

The hub is closely located to bus stops on Crowndale Road, Royal College Street, and Pancras Road, and is also approximately 100 metres from the Santander Cycles Bike Dock on Royal College Street – both providing a great opportunity to connect the mobility hub on Goldington Crescent with different methods of transport, in the surrounding area.

The proposed site is visualised in Figure 4, and a drawing is attached at the bottom of the consultation page which shows the proposed changes on Goldington Crescent.

**Figure 4: How the Hub on Goldington Crescent might look**



**Somers  
Town  
Green  
Mobility  
Hub Plinth  
example**



# Cranleigh Street

This Green Mobility Hub would provide a number of amenities for the wider area such as Regent High School, St Mary's Church, and Somers Town Community Sports Centre. The location would be just west of the junction with Werrington Street and is proposed to include:

- E-scooter and cycle hire bay, providing easy access to these services and reducing street cluttering by providing a dedicated area
- New car club vehicle and bay
- Potential for a new shared e-cargo bike and bay
- A bike hangar, providing secure cycle parking for residents
- Cycle stands for bike parking providing a range of facilities suitable for different vehicles and age groups
- New Mobility Hub plinth, and wayfinding
- Planting, greening and rain garden features. *A stretch of the hub has been identified for a community project – there is a question on the consultation asking for your views on what you would like to see included here.*

This location, being very near to Eversholt Street, means wayfinding would be possible to bus stops on Eversholt Street, Santander Cycles Bike Dock on Eversholt Street, and Mornington Crescent and Euston stations.

The proposed site is visualised in the image below, and a drawing attached at the bottom of the consultation page which shows the proposed changes on Cranleigh Street.

**Figure 5: How the Hub on Cranleigh Street might look**



# Charrington Street

At Charrington Street, there is an opportunity to improve the use of space here and provide public realm improvements, and this location is also well-connected to other

amenities such as Regent High School, Edith Neville Primary School, Somers Town Community Centre and Polygon Road Green Space. This hub is proposed to include:

- E-scooter and cycle hire bay, providing easy access to these services and reducing street cluttering by providing a dedicated area
- New car club vehicle and bay, potentially with electric charging infrastructure which could be shared with a resident bay providing a new electric charging bay for residents
- Potential for a new shared e-cargo bike and bay
- Two bike hangars for residents
- Cycle stands for bike parking providing a range of facilities suitable for different vehicles and age groups
- New Mobility Hub plinth, and wayfinding
- Seating, planting, greening and rain garden features
- Drinking water fountain and cycle maintenance stand – *subject to further investigation as part of the detailed design*

A drawing attached at the bottom of the consultation page which shows the proposed changes on Charrington Street.

For all hubs, the exact layout and content of the new planting, including seating provision, will be developed as part of the detailed design stage.

## How have we engaged on these plans already?

Previous engagement around the possible locations of Green Mobility Hubs in Somers Town was undertaken in August/September 2022. The following provides a summary of the features which participants would like to see at the three hubs we are currently consulting on (features with the highest number of responses).

| Phase 1 Green Mobility Hub | Response received  | Our reply  |
|----------------------------|--|--|
| Goldington Crescent        | The features with the highest number of responses were: cycle parking, seating, planting, electric vehicle chargers, cargo bikes, and dockless e-bikes and e-scooters. | We have incorporated several of these features into the proposed Goldington Crescent hub design. Charging infrastructure is not currently proposed due to issues with installing the accompanying feeder pillar at this location. Seating is not proposed due to existing seating within the green space area. |
|                            | Anti-social behaviour concerns.  | We will consider methods for increasing safety in the design of the sites, and anti-social behaviour data would be closely monitored in case changes to designs are required, should the proposals be approved for implementation.   |
|                            | Concerns around pedestrians having priority on pavements and conflict issues with scooter and cyclists.  | The Green Mobility Hubs would be implemented in 'kerbside' areas via the removal of parking bays and will not reduce existing pavement widths or spacing. They will also include features to improve the area and facilities for pedestrians, for example wayfinding and seating.                              |
| Cranleigh Street           | The features with the highest number of responses were: cycle parking and electric vehicle chargers.   | We have incorporated a new bike hangar, cycle hire bay, e-cargo bike bay and cycle stands into the Cranleigh Street hub design. Charging infrastructure is not currently proposed due to issues with installing the accompanying feeder pillar at this location.   |

| Phase 1 Green Mobility Hub | Response received   | Our reply   |
|----------------------------|---|---|
| Charrington Street         | The features with the highest number of responses were: EV car clubs, cycle parking and hangars, seating, planting, and a water fountain. | We have incorporated these features into the Charrington Street hub design, though specific features cannot be confirmed until further feasibility work is undertaken at the detailed design stage.   |
|                            | Anti-social behaviour concerns.   | Camden will consider methods for increasing safety in the design of the sites, and anti-social behaviour data would be closely monitored, should the proposals be implemented.  |
|                            | Concerns around pedestrians having priority on pavements and conflict issues with scooter and cyclists.                                   | The space needed for creating the proposed Green Mobility Hub would come from the removal of parking bays and not through the removal of pavements. They would also include features to improve the area for pedestrians, for example wayfinding and seating. |

### Ensuring the views and needs of those with disabilities are taken into account

In addition, from feedback received from Somers Town residents, we know that the introduction of facilities at the Green Mobility Hubs for people with disabilities is something that some members of the Somers Town community would like to see. We have, and continue to, investigate a number of options including accessible cycle parking, public mobility aid charging and shared adapted mobility scooters and cycles.

If you would like to tell us about specific features you would like to see at the Hubs, you can do so by responding to the consultation questionnaire. We welcome your thoughts on preferred locations and features and will take this into consideration during the final design process.

## What happens next?

The consultation closes on **17<sup>th</sup> October 2023**. After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy contexts.

After the consultation, we will review whether any adjustments to the designs are needed and, if a decision is taken to approve the scheme, the final designs would be published as part of the decision report.

Once a decision is taken, the decision report will be published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider a broad range of information including officer observations, consultation responses, feedback received, relevant policies, and other data/information. Should a decision be made to proceed, we would implement the changes under a permanent Traffic Management Order (TMO). If approved for construction, we would then carefully monitor the changes to make sure it operates effectively.