



Somers Town Green Mobility Hubs – Phase 2



What's the challenge in this area?

We want our streets to be **safe spaces** for you to **walk and cycle** for everyday 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 second 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 on the next page (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 transport options at each location.

In Somers Town there are currently 4 car club bays, multiple Santander hire bike 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.

Informed by this feedback, we are now proposing to introduce seven Green Mobility Hubs across Somers Town, in 3 phases, in the following locations:

Phase	Location
Phase 1 (consultation completed on 17 th October)	Goldington Crescent
	Cranleigh Street
	Charrington Street
Phase 2 (this consultation)	Doric Way
	Chalton Street
Phase 3 (consultation planned for 2024)	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,
- 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 projects 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 2 of our proposals to introduce new Green Mobility Hubs, including changes to Doric Way and Chalton Street, as shown on the map in Figure 3.

The consultation for Phase 1 completed on the 17th October and in early 2024 we will take a decision on whether or not to implement these changes. In 2024, we will conduct a further consultation on the remaining Green Mobility Hub sites (Phase 3).

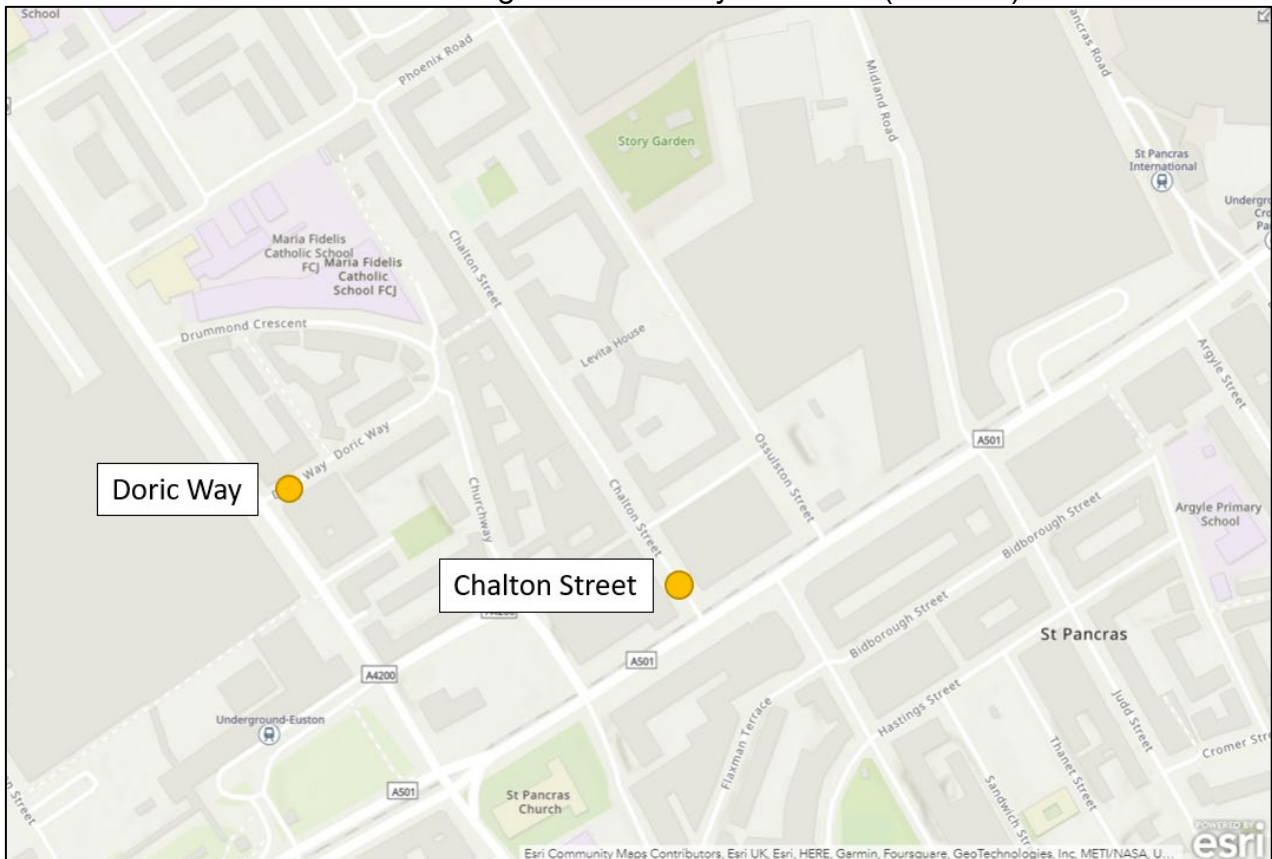


Figure 3: Locations of the mobility hubs being consulted on in Phase 2

Proposals Being Consulted On (Phase 2)

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

Table 1: Summary of proposed parking changes

Location	Removal	Addition	Relocation	Other
Doric Way	<ul style="list-style-type: none"> Resident bay: 2 (7.5m) Paid for bay: 3 (14.6m) Motorcycle bay: 1 (7m) 10m of double yellow line 	Car club bay: 1 (5m)	<ul style="list-style-type: none"> Disabled user bay: 1 (6.6m) Loading bay: 1 (14m) 	Conversion of 4m of single yellow line to 4m of double yellow line
Chalton Street	Paid for bays: 2 (10m)	NA	26m of street trader designation (Market Trader bays) (6 bays) to be partially relocated	<ul style="list-style-type: none"> Conversion of 22.5m of single yellow line to rain garden and other Hub features

Location	Removal	Addition	Relocation	Other
			further south towards the junction with Euston Road	<ul style="list-style-type: none"> Conversion of 30m of single yellow line to double yellow line

A cargo bike is proposed at the Chalton Street site. 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 potential service for your community by becoming a cargo bike host please contact us at safetravel@camden.gov.uk stating “Mobility Hub cargo bike hosting” and the Hub location you are nearest to.** Hosts get 20hrs free use of the cargo bike a month and, in some cases, can add branding/advertising to the vehicle.

Doric Way

This mobility hub is proposed to be located at the western end of Doric Way, just east of the junction with Eversholt Street. Currently there is an existing well-used Santander Cycles Bike Dock here, and a mobility hub would provide the opportunity to expand upon this and incorporate other mobility features and improvements to the look and feel of this location. The existing Santander docking station on Doric Way would be incorporated into the proposed Hub.

The following new infrastructure features are proposed on Doric Way and at the junction with Eversholt Street:

- A new 1.5m wide cycle lane and cyclist protection at the junction with Euston Road to improve safety for cyclists in this area allowing cycling in both directions.
- Changing the uncontrolled crossing on Doric Way, east of the Santander docking station, to a raised zebra crossing, making it easier for pedestrians to cross the road by the Hub and improving accessibility for those on wheels or using a pushchair
- A new continuous crossing at the junction of Doric Way and Eversholt Street to improve pedestrian priority and safety (see photo guide for an example)
- Relocating the existing disabled bay from its position close to the junction, to further down Doric Way, to protect the junction area and improve road safety
- Relocating an existing loading bay from its position close to the junction with Eversholt Street to further down Doric Way, to protect the junction area and help ensure Hub features are easily accessible from Eversholt Street
- Adding a short section of double yellow line with kerb blips close to the junction with Eversholt Street, to prevent parking and loading close to the junction and therefore improve road safety for all users

In addition, the following new transport/planting changes are proposed at the Doric Way Hub:

- A new e-scooter and cycle hire bay, providing easy access to these services and reducing street clutter by providing a dedicated area
- New cycle parking stands to improve cycling provision for residents and visitors

- A cycle repair stand to help cyclists maintain their bikes while out and about
- A new car club vehicle and bay to provide transport options for residents who don't own a vehicle
- Two new bike hangars, providing secure cycle parking for residents
- New Mobility Hub plinths with direction information, to identify the Hub and help people use the services and navigate the local area on foot and by bike
- New planting, greening and rain garden features, to enhance the area and provide places for residents and visitors to meet, stop and rest

The hub would be closely located to Euston National Rail and Underground Stations, and the Euston Station bus stops on Eversholt Street – both providing a great opportunity to connect the mobility hub on Doric Way with public transport options in the surrounding area.

The proposed site is visualised in Figure 4 below and a drawing is attached at the bottom of the consultation page which shows the proposed changes on Doric Way.



Figure 4: How the Hub on Doric Way might look

Chalton Street

This Green Mobility Hub would provide a number of amenities for the local area. Chalton Street is a busy part of Somers Town, with a wide range of businesses including offices, shops, pubs, cafes, restaurants and other amenities. It is also home to the Chalton Street Market, an important London market with a long history. The market is operational from Wednesday to Friday between 7am and 7pm. The majority of market trading takes place behind barriers blocking vehicle access on Chalton Street between the Somers Town Coffee House pub to the North, and Albertini's restaurant to the south, between 9am and 4pm, which are the hours of operation for the market closure.

The proposed Green Mobility Hub would be at the very southern extent of the market, just before Euston Road.

The hub on Chalton Street has been designed to work positively with the market, contribute to improving the feel of Chalton Street and provide high quality shared transport services. It would also draw people into Chalton Street and the market. This design proposes additional features which could improve the market such as seating and planting for market visitors, relocating trader bays close to Euston Road to make them more visible, and new on-street trader storage.

This proposed Hub location would also offer good connections to bus stops on Euston Road and National Rail and Underground services at Euston Station, Kings Cross and St Pancras International Stations.

The following changes are proposed on Chalton Street and at the junction with Euston Road:

- Partial relocation of the existing 26m strip of street trader designation (Market Trader Bays) between Euston Road and Weir Passage. The street trader designation will be relocated closer to Euston Road, to increase visibility and help attract patrons from this end of the street. The bays would continue to be operational during market trading hours (between 9am and 4pm Wednesday to Friday). Associated electric infrastructure would also be relocated.

In addition, the following new mobility/greening features are proposed at the Chalton Street Hub:

- A new e-scooter and cycle hire bay, providing easy access to these services and reducing street clutter by providing a dedicated area
- New cycle parking stands to improve cycling provision for residents and visitors
- A new shared e-cargo bike and bay, which can be hired by local businesses, residents or market traders to help transport goods or people
- A bike hangar, providing secure cycle parking for residents
- New Mobility Hub plinths, and wayfinding information, to identify the Hub and help people use the services and navigate the local area on foot and by bike
- New planting, greening, seating and rain garden features, to enhance the area and provide places for residents and visitors to the street and market to meet, stop, eat and rest
- Drinking water fountain and cycle maintenance stand – *subject to further investigation as part of the detailed design*

**Somers
Town
Green
Mobility
Hub Plinth
example**



This location, being very near to Euston Road, means a map could help people reach the British Library, bus stops on Euston Road, Euston Station, King's Cross Station and St Pancras International Station for both rail and underground connections. In addition, directions to the Santander Cycles Bike Dock on Ossulston Road could be provided.

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 Chalton Street.



Figure 5: How the Hub on Chalton Street might look

For all hubs, the exact layout and content of the new planting, including seating provision, would 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 2 Green Mobility Hub	Response received	Our reply
Chalton Street	The features with the highest number of responses were: electric vehicle chargers, and dockless e-bikes and e-scooters.	We have incorporated these features into the proposed Chalton Street hub design. Charging infrastructure is proposed, though subject to relevant surveys and investigations which would be conducted post-consultation if the decision to go ahead was made.
	Concerns around vehicle access at the Pullman Hotel, ensuring the hub design allows for sufficient room for delivery and other access requirements,	We have taken the requirements at the Pullman Hotel into consideration in the hub design. In addition, we have been in contact with the Pullman Hotel regarding their loading requirements.
Doric Way	This location was chosen from an exercise carried out after the initial engagement in August 2022, and no responses were received for Doric Way from previous engagement.	

The changes proposed to Chalton Street Market trader bays are being consulted on alongside the proposals for the Green Mobility Hub, and this consultation will inform the

decision-making processes associated with the licencing of these trader bays changes. Camden colleagues involved with the operation of the Market have fed in their views and those of Traders and the Somers Town community. Views shared included a desire for the market to be more visible from Euston Road, through having traders bays closer to Euston Road, the importance of the Market to Somers Town residents and the desire to protect and enhance the Market.

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 many 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 **21 January 2024**. After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy contexts. We will then 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.

The decision making processes required for making alterations to street trader designation (Market Trader bays), including changes to licensing, will be conducted in tandem with the decision making processes required for the transport proposals.

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.