



Safe and Healthy Streets consultation

Greening Phoenix Road– Trial Public Realm and Healthy Streets Changes

Background to the Greening Phoenix Road Project



HS2 assurance

Camden has secured an assurance and funding from HS2 to mitigate for the loss of open space caused by construction. This includes funding for the ‘Greening Phoenix Road’ project, which will provide new open space in Somers Town and a greener link between Euston and St Pancras Stations. This consultation provides details on the traffic changes proposed to meet that assurance and create those green spaces.

Link with Somers Town Future Neighbourhood 2030

A joint Camden and Greater London Authority (GLA) project is being developed in Somers Town to make it a more sustainable neighbourhood that is more resilient to climate change, through 10 projects as part of the Somers Town Future Neighbourhood 2030 (STFN 2030). This includes three transport projects; 1) Healthy and Climate Safe Streets, 2) Green Mobility Hubs and 3) a Freight Action Plan. More details about these projects are available on the STFN 2030 Commonplace page.

This Greening Phoenix Road project contributes towards delivering the aims of the STFN 2030 Healthy and Climate Safe Streets project, which seeks *“To deliver a network of safe, green streets across the neighbourhood, reducing local traffic and pollution as well as encouraging and enabling residents who would like to, to walk and cycle more.”*

The map provided right, in Figure 1, illustrates the locations of all the transport and greening proposals proposed in Somers Town through both the Somers Town Future Neighbourhoods 2030 project and Greening Phoenix Road project. A larger version of this map can be found at the bottom of the consultation webpage.

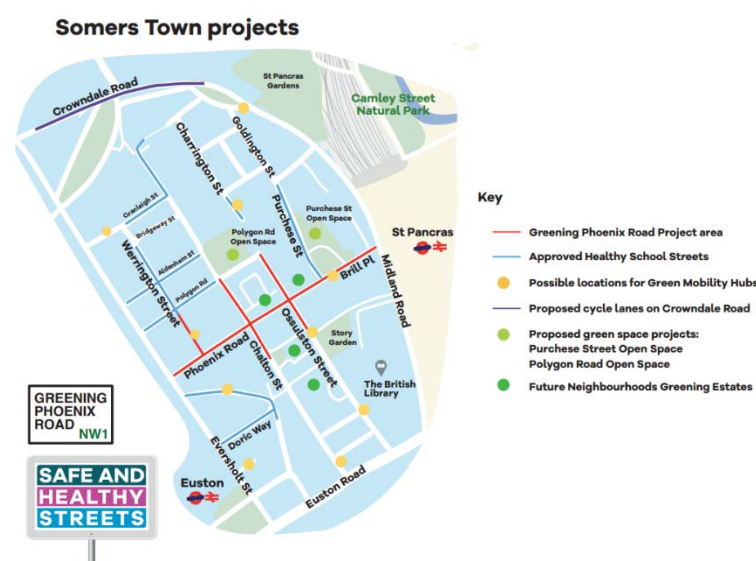


Figure 1: Greening and Transport Projects proposed in Somers Town as part of the Somers Town Future Neighbourhood 2030 and Greening Phoenix Road Projects

Link with Euston Area Plan

The Council recently consulted on revisions to the [Euston Area Plan](#), which provides a long-term strategic planning framework to guide transformational change in the Euston area, including west Somers Town. The traffic proposals currently being consulted on for Phoenix Road align with the policy vision set out in the Euston Area Plan.

Greening Phoenix Road engagement undertaken so far

In developing the Greening Phoenix Road design, we have undertaken a number of engagement and feasibility activities. These are summarised below:

- 2017/18 – feasibility study commissioned to determine the level of greening that was possible.
- 2019 - engagement with circa 700 participants who provided their feedback and ideas for the project which fed into the design principles.
- Early 2021 - co-design activities with the Somers Town community, culminating in the delivery of two stakeholder group sessions and co-design sessions with local schools.
- August to October 2021 - consultation on the emerging plan for the longer term greening improvements.



We also set up a Commonplace page for the project and have been using this to gather further comments, ideas and feedback. The reports from these respective stages of engagement can be found on [the project website](#).

Development of Ideas and Principles

The Council is proposing to carry out an 18 month trial of the road closures that would be required to enable space to be provided on Phoenix Road for greening and public realm improvements. This would provide an opportunity for the Council and community to test how these road closures change vehicle, pedestrian and cycle access through Somers Town and whether any additional traffic changes would be needed as part of the final design for the Phoenix Road scheme.

Trialing the road closures also provides an opportunity for the Council and community to work together to test the types of greening that could be provided in the sections of Phoenix Road that are closed off to motor vehicles.

From the feedback we have received from the community and consideration of key Council policies (Camden's Transport Strategy and Climate Action Plan), the following objectives have been developed for the trial scheme:

- No increase in through traffic (the trial should ideally reduce the volume of traffic in the area)
- Ensure local access is maintained (less than 50 m walk to any dwelling, service or business)
- Increase green space and greening
- Improve road safety for pedestrians and opportunities for travelling by foot and bike.

The proposals should contribute towards achieving wider strategic objectives for transport in Camden and Somers Town, such as reducing traffic volumes and improving road safety.

What is being proposed?

We are proposing to trial some traffic changes on Phoenix Road in order to test the traffic restrictions that would be required as part of the Greening Phoenix Road scheme, which would introduce substantial public realm and greening improvements along Phoenix Road. In total, these proposals would create circa 670 sqm of new public realm/traffic free space.

Following the above prior engagement and feasibility work, the proposals being consulted on would:

- Reduce through traffic on Phoenix Road
- Enable the creation of space for new public realm and urban greening on Phoenix Road
- Support safer, healthier streets in the area especially for pedestrians and cyclists.

The proposals are described in the table below. Please note, the letters of the proposals in the table correspond with the letters of the proposals illustrated in Figure 2 on page 4.

What is Proposed?	Why is this Proposed?	How would this be implemented?
<p>Proposal A: Widening the pavement in two locations to create new space for new planting on Phoenix Road, between the junctions with Eversholt Street and Werrington Street. Two-way vehicle access retained along this section of Phoenix Road but road width to be reduced where the pavement is built out. Where the road is narrowed, approaching vehicles will need to give way to one another. The exact size and location of where the footway would be built out is subject to detailed design and may change slightly.</p>	<p>Widening the pavement in two locations along this section of Phoenix Road, allows space for new greening and slows down traffic, while keeping vehicle access to properties located on Phoenix Road between the junctions with Eversholt Street and Werrington Street.</p>	<p>This would be introduced as a permanent change, including interim greening which will be upgraded to reflect the final Greening Phoenix Road scheme.</p>
<p>Proposal B: Through-traffic restriction on Phoenix Road, between Werrington Street and Chalton Street. Closure would be implemented using bollards, planters and signage. As illustrated in Figure 2, the location of the closure has been designed to ensure that motor vehicle entry points into properties in this section of Phoenix Road are still accessible. Emergency vehicles and cyclists would continue to have access through the closure.</p>	<p>These changes are proposed to create an entirely motor-traffic free space on Phoenix Road between Werrington Street and Chalton Street, creating space for urban greening and new public space, while keeping a through-route for pedestrians and cyclists. This closure would reduce traffic dominance, improve road safety and provide a motor-traffic free space that can be used for testing different types of temporary greening and public realm on Phoenix Road.</p>	<p>This would be implemented as an 18- month trial.</p>

<p>Proposal C: Widening the pavement in two locations to create new space for new planting on Phoenix Road, between the junctions with Chalton Street and Ossulston Street. Two-way vehicle access retained along this section of Phoenix Road but road width to be reduced where the pavement width is built out. Where the road is narrowed, approaching vehicles will need to give way to one another. The existing parklet in this location would be integrated into the expanded pavement. The exact size and location of where the footway would be built out is subject to detailed design and may change slightly.</p>	<p>Widening the pavement in two locations along this section of Phoenix Road, allows space for new greening and slows down traffic, while still keeping vehicle access to properties located on Phoenix Road between the junctions with Chalton Street and Ossulston Street.</p>	<p>This would be introduced as a permanent change, including interim greening which will be upgraded to reflect the final Greening Phoenix Road scheme.</p>
<p>Proposal D: Through-traffic restriction on Ossulston Street (north), at the junction with Phoenix Road. With exemption for cyclists, emergency vehicles and waste collection vehicles.</p>	<p>This traffic-restriction is proposed to improve road safety by reducing the volume of traffic on this north/ south cycle route and to reduce through traffic near to St Mary and St Pancras School.</p>	<p>This would be implemented as an 18- month trial.</p>

The following, existing banned turns, previously implemented by TfL on Euston Road, would remain:

- No left turn from Euston Road into Ossulston Street
- No right turn from Euston Road into Chalton Street

In addition, the existing traffic restrictions on Chalton Street linked to the market would remain in place between 10:30 – 15:00 on Fridays.

These changes are illustrated in Figure 2, below- a larger version of this map can be found at the bottom of the consultation webpage.

Proposed trial traffic restrictions and green space improvements on Phoenix Road

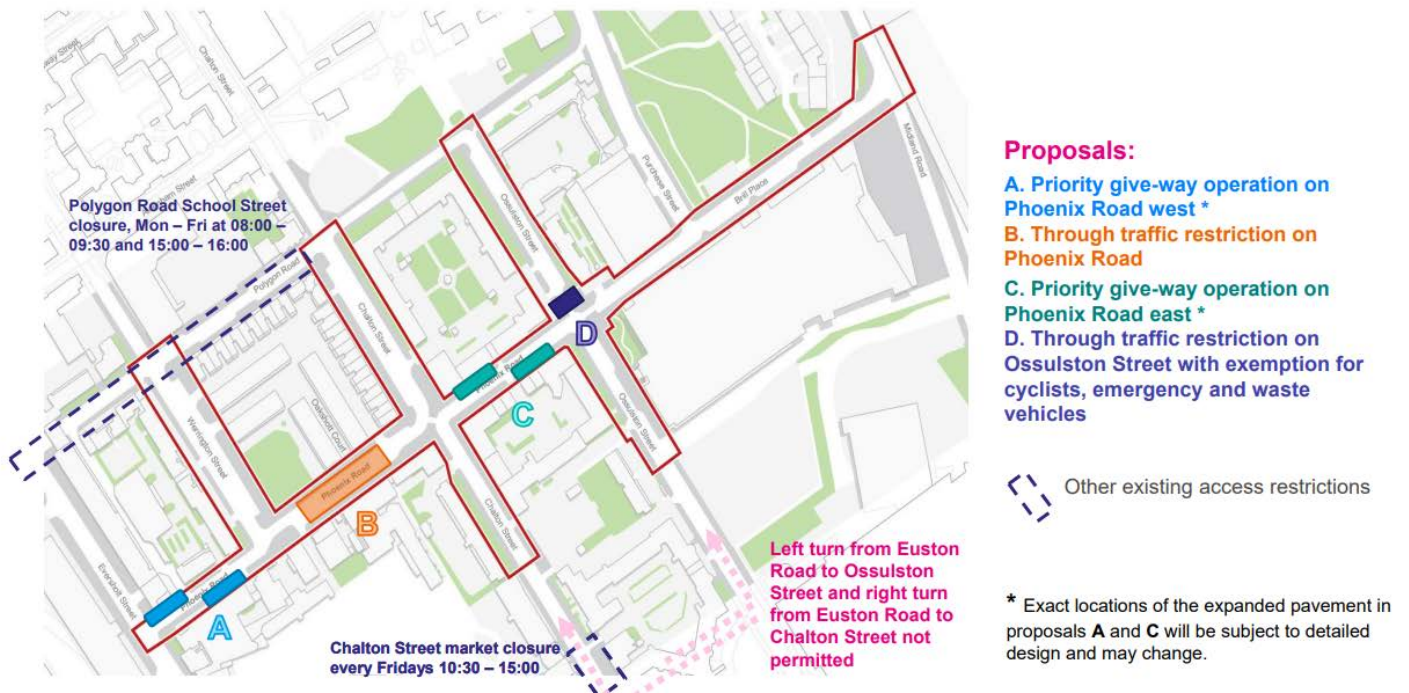


Figure 2: Proposed trial traffic restrictions and green space improvements on Phoenix Road
 *Exact locations of the widened pavement in interventions A and C will be subject to detailed design and may change.

Types of Greening and Public Realm Improvements

Greening as part of the traffic changes will likely involve:

- Short-term greening and public realm measures that are reversible and changeable in the proposals included in 18-month trial period as illustrated in Figure 3 below
- Longer term and more permanent changes, such as greening within new, wider sections of pavement, as illustrated in Figure 4 below.

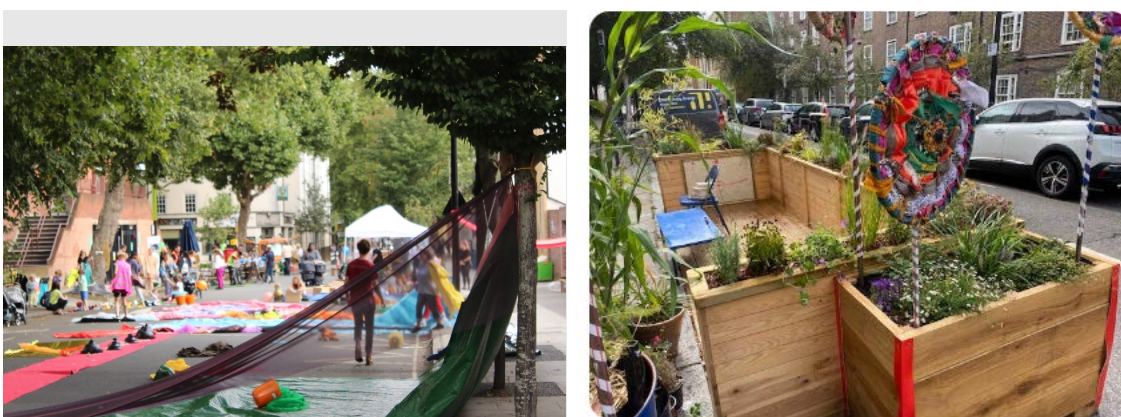


Figure 3: Examples of what the short-term greening measures could look like



Figure 4: Examples of what the proposed greening along the pavement could look like

How would a vehicle access Somers Town?

Whilst we are proposing some through-traffic restrictions for motor vehicles on Phoenix Road, motor-vehicle access to every property is retained at all times and emergency services are exempt.

This means the following for vehicle access:

- Vehicle access from Euston Road into Chalton Street (right turn) and Ossulston Street (left turn) will continue to be restricted.
- Vehicles will not be able to travel east-west along the full extent of Phoenix Road but will be able to travel on Phoenix Road 1) between Eversholt Street and Werrington Street and 2) between Chalton Street and Ossulston Street.
- Vehicles will continue to be able to travel north south through the Phoenix Road Chalton Street junction on non-market days. Vehicles would have to travel via Chalton Street (north) and Ossulston Street (south) when the Chalton Street market is in place on the southern section of Chalton Street.
- A number of [Healthy School Street](#) schemes have recently been approved for implementation in Somers Town as part of the Somers Town Future Neighbourhoods scheme, these are indicated in blue on the map in Figure 2, below. These include camera enforced restrictions to motor vehicles during 08.00 - 09.30 and 15.00 - 16.00, Monday to Friday (term time only). When these are in operation, vehicles would access/ leave Somers Town via Cranleigh Street and Bridge Street.
- Access to the streets east of Phoenix Road (Brill Place etc) is unaffected by the changes proposed in this consultation.
- As is currently the case, vehicles would not be able to access the southern end of Chalton Street when the market is taking place. When the Healthy School Streets and market are both in operation, vehicles would enter and leave Somers Town from Eversholt Street via Cranleigh Street and would be able turn left onto Euston Road from Ossulston Street.

Maps are provided at the bottom of the consultation webpage which show the routes vehicles would need to take in and out of Somers Town, if the measures described above are introduced.

What parking changes are proposed?

In order to make the space for the proposed traffic changes a number of parking changes are required on Phoenix Road, this includes the removal of 8 paid for parking bays, the removal of 4 residents' permit bays and the relocation of 2 disabled parking bays (these bays will be as close as possible to their current location to minimise any disruption to blue badge holders). The proposed loss of parking bays is summarised in Table 1, below. These changes are in line with the policies set out in Camden's

Transport Strategy, which set out that, where necessary, we will remove parking in order to reallocate it to more sustainable uses (such as walking, cycling and greening). We also know that car ownership in Somers Town is very low. Therefore, removing parking in order to create new public space means that more people will be able to use and enjoy this space more than if it just remains as parking.

Table 1: Overall parking loss/gain proposed along Phoenix Road

Type of Bay	Parking loss
Residents' Parking Bays	4 car spaces
Paid-for-Parking Bay	8 car spaces

How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information, to help us in deciding on whether or not to progress the scheme.

Should a decision be made to proceed, we would implement interventions B and D on a “trial” basis, for a maximum 18-month period, under an Experimental Traffic Order (ETO). This would allow us to test these changes as an experiment so that we can see how they work before any decision on whether to make them permanent is made. The space created in intervention B would be used to test different greening and public realm improvements. We would use the [Phoenix Road project website](#) to keep stakeholders updated on the short-term interventions we would be testing.

During the trial we will collect traffic data to monitor the traffic changes and also gather stakeholders’ feedback on the changes, using the Phoenix Road project website. Before the end of the ETO trial period we would consult on the final Greening Phoenix Road scheme, and this would include whether or not to make the trial traffic changes permanent (proposals B and D). This will provide the community and stakeholders with a further opportunity to comment on the traffic changes.

The wider pavement with planting, proposals A and C, would be implemented permanently, as these are harder to introduce as temporary measures and require more permanent infrastructure changes and materials.