



Transforming Phoenix Road

Creating a link from Euston to St Pancras and King's Cross.

October 2015

Report context

Following the release of the Euston AP03 proposals in August 2015 and the deletion of the HS2-HS1 rail link, TfL has considered alternative connections between Euston and St Pancras stations. This study examines the feasibility of a pedestrian link using Phoenix Road/Brill Place. It addresses the following questions:

- 1) How might the existing Phoenix Road corridor be enhanced to improve east-west connectivity through the area?
- 2) How could this connect to potential enhancements to Euston station?

The overall aim is to deliver a transformation in the quality of the urban realm in the area, while improving access between three major termini and generally enhancing connections within Somers Town and to the surrounding areas.

This report is designed act as a brief for future detailed design work, as necessary.

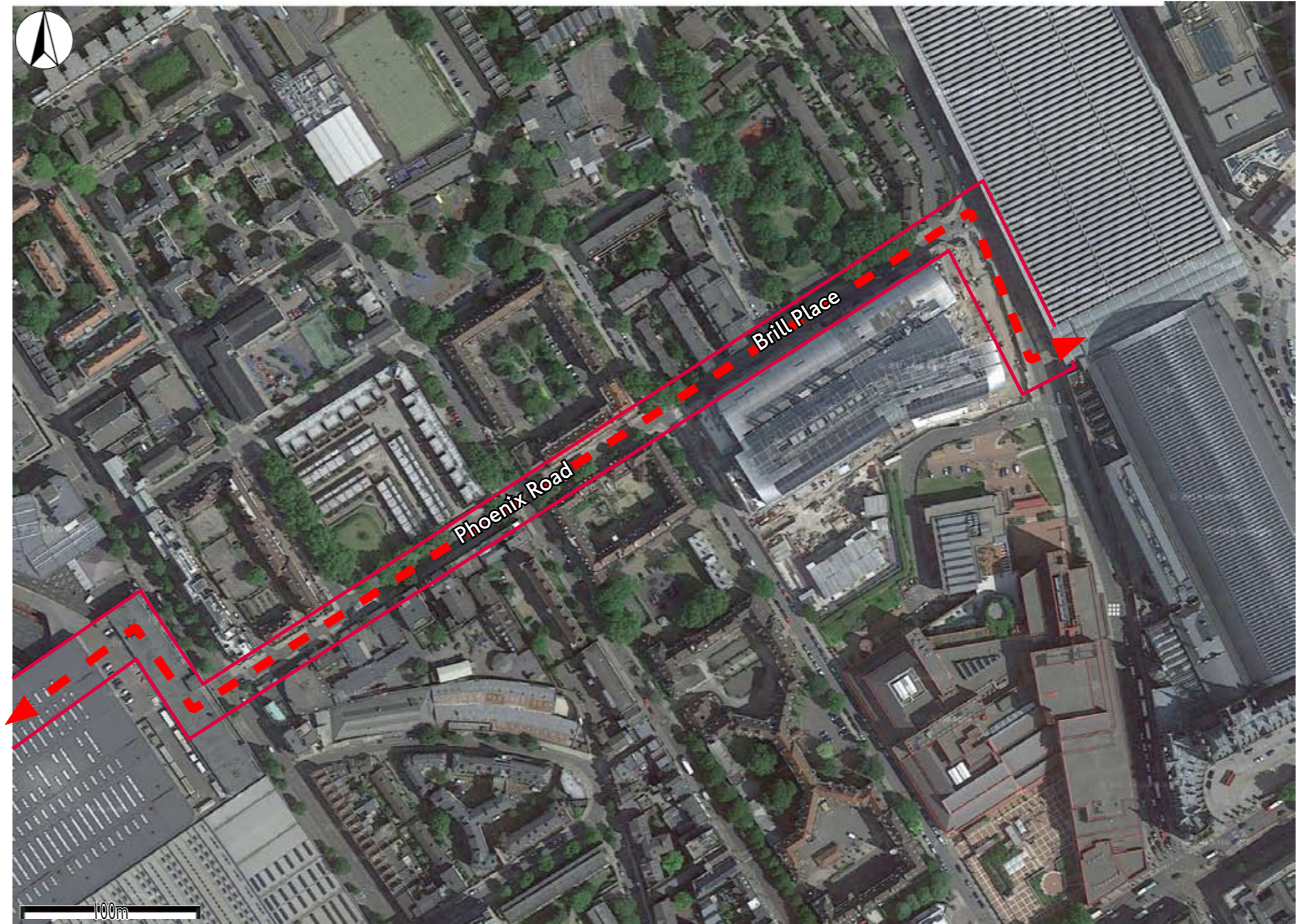


Fig. 1: Phoenix Road and surrounding area

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1: Existing situation

Phoenix Road in 2015

Phoenix Road/Brill Place is the main east-west route through Somers Town. This district is bounded by Euston Road, Eversholt Street, Pancras Road/Midland Road and Oakley Square.

The street has the following characteristics:

- Length: 450m
- Route: Eversholt Street to Midland Road
- Character: Predominantly residential, with major railway stations at each end
- Influential future developments: Francis Crick Institute (end of 2015); Euston HS2 (2026); Crossrail 2 (2033)
- Motor traffic levels: Low, aided by filtered permeability
- Foot and cycle traffic: Local access, owing to wider connectivity issues.
- Positive characteristics: Mature trees, quiet streets and architecturally interesting buildings
- Negative characteristics: Poorly-defined space, low legibility, lack of onward east-west connectivity

The character of the street varies along its length.

- The westernmost section is the widest. The relatively fine grain of the buildings along this stretch contrasts with the blank frontage of Euston Station.
- The central section is flanked by large pre-war residential buildings.
- The easternmost section is called Brill Place. This is the most disparate section, with large blocks of flats, low-rise terraced houses and a small park. All are dominated by the bulk of the Francis Crick Institute, which opens in late 2015.

The design challenge is to retain Phoenix Road's positive characteristics while addressing the issues that impede its functionality as a foot and cycle through-route.

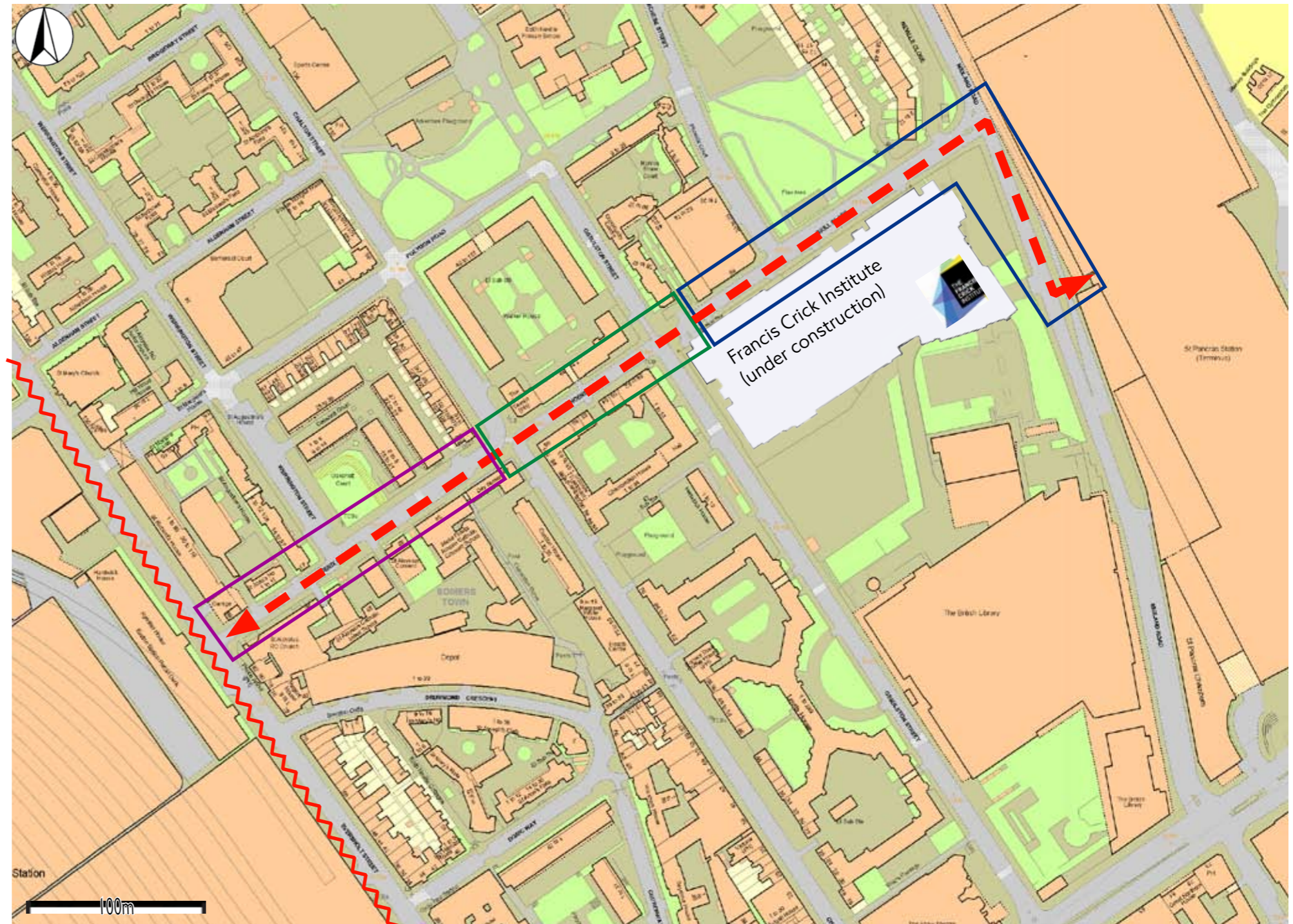


Fig. 2: Detailed map of surrounding area

Euston - St. Pancras connections (existing and future scenario)

This report examines the potential for a new east-west link between Euston and St Pancras stations, via Phoenix Road. This map shows the main routes between the stations.

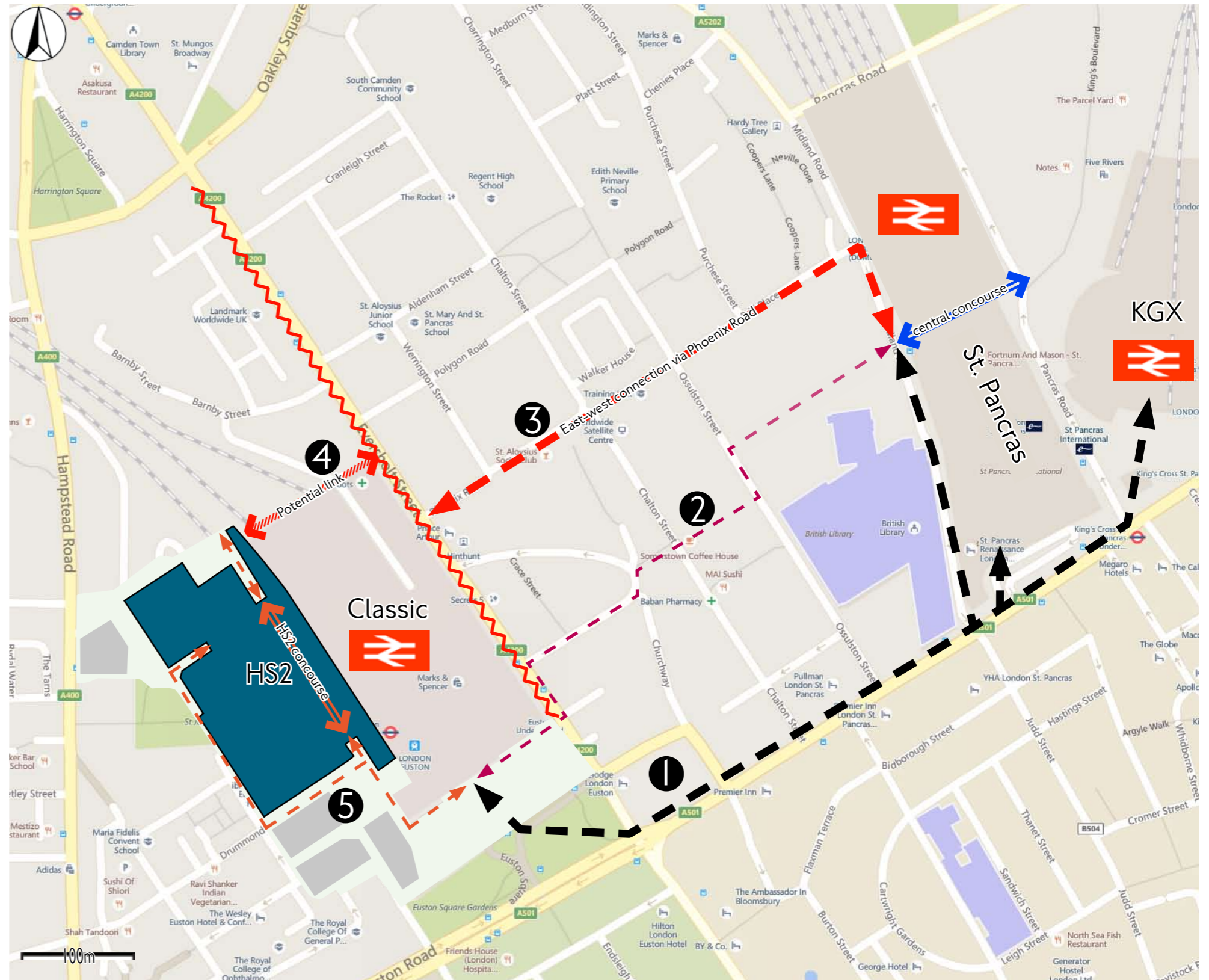
1 Main walking route from Euston to St Pancras (860m) and King's Cross (900m) via Euston Road. It is relatively direct and easy to navigate but is highly-trafficked, with poor air quality.

Secondary walking route to St. Pancras via Doric Way and Ossulston Estate (700m). This is shorter than the Euston Road route; however it is illegible, has an 'unofficial' feel to it and it is not well signposted. The estate is also gated and may be impassable at night.

Phoenix Road is a direct route from Eversholt Street to Pancras Road and St Pancras station (600m). It does not connect to Euston. It does not have the character of a major walking route between three mainline termini.

Future links
An east-west link via Euston station would allow quick and easy access between the HS2 concourse, the Classic platforms and Eversholt Street.

Euston HS2 station will have entrances at its south, north and western edges. This reflects the double-concourse design of the station, which accommodates 400m long trains.



Future developments affecting Phoenix Road: Crossrail 2

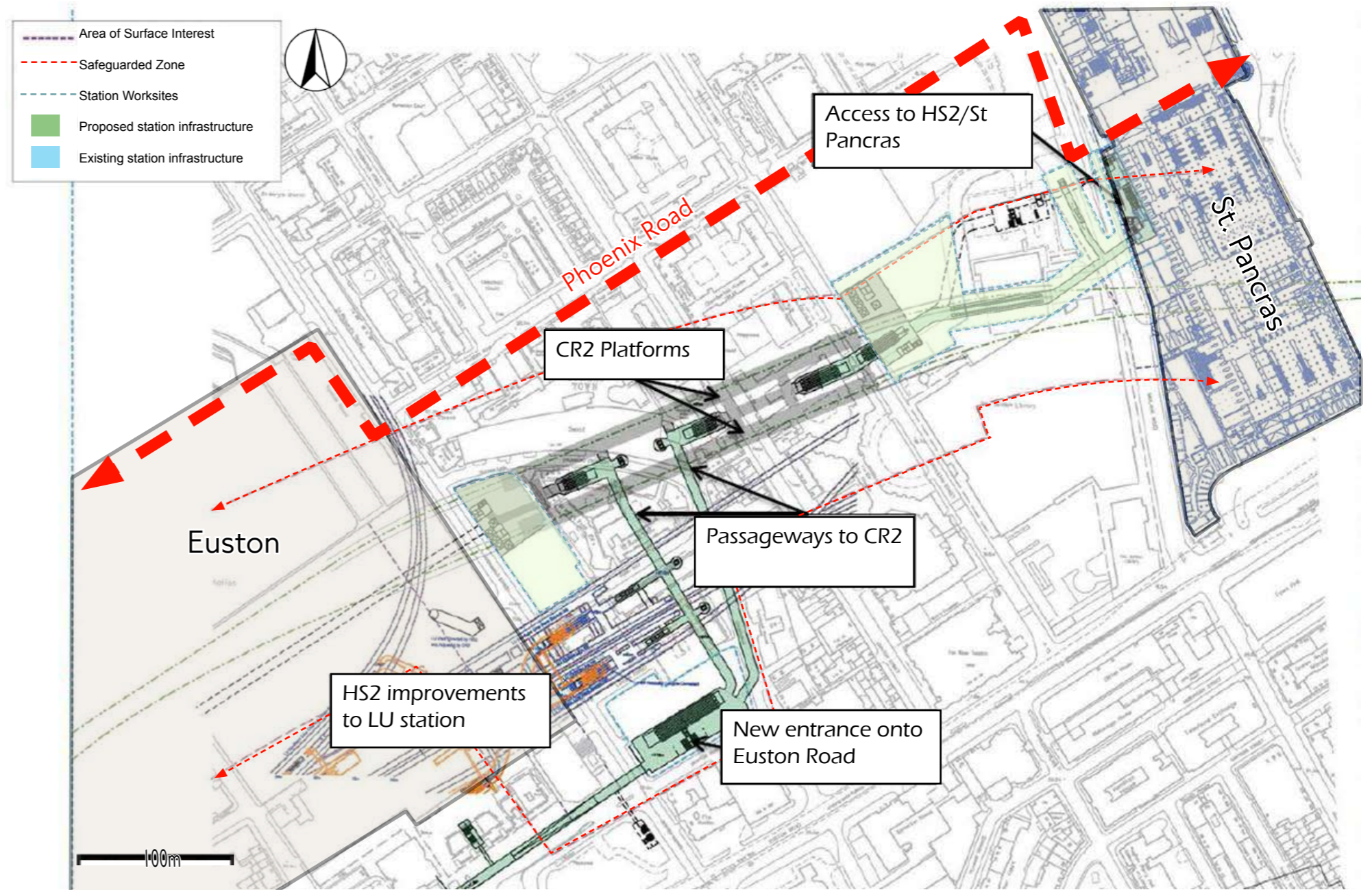
Crossrail 2 is a planned underground mainline railway. The current Crossrail 2 layout (shown below) includes a new station to serve Euston, King's Cross and St Pancras. This would be located in a roughly east-west position, with underground passageways linking its platforms to the adjacent termini and new surface entrances.

Crossrail 2 will be a major trip generator when it opens in the mid 2030s. Its proposed eastern entrance is adjacent to the Francis Crick Institute and the eastern end of the study area.

At its western end, the station would have underground passages linking to Euston station and a south-facing entrance in Euston Road. No proposals exist for a west-facing entrance.

The Crossrail 2 station at Euston St Pancras will cause considerable disruption during construction, with large surface areas required for worksites at each end. Completion of the Phoenix Road link prior to construction will provide extra resilience to the area's street network connections.

All stations marked provide an indication of where Crossrail 2 stations could be located. No station or infrastructure location has yet been finalised as that level of engineering has not taken place at this stage in the project.



Future developments and proposals

High Speed 2 (HS2) and east-west link

The current AP03 plans for Euston HS2 include partial demolition of the existing station, with an 11-platform high-speed terminal below ground level. This will create a large amount of public realm west of the existing station. Passenger numbers will increase significantly. Walking routes need to be improved to reduce pressure on public transport.

Main features:

- ❶ Northern entrance to HS2 concourse
- ❷ Proposed east-west link from HS2 to Phoenix Road provides connections for passengers, plus local journeys on foot
- ❸ Access from east-west link to the Euston classic platforms
- ❹ Route continues along Phoenix Road to St Pancras station.

A study commissioned by TfL in 2013 showed how the link might be formed as part of a package of improvements to Euston station. These address the station's two main urban design shortcomings by wrapping the station in active frontages and improving connectivity with the surrounding area.

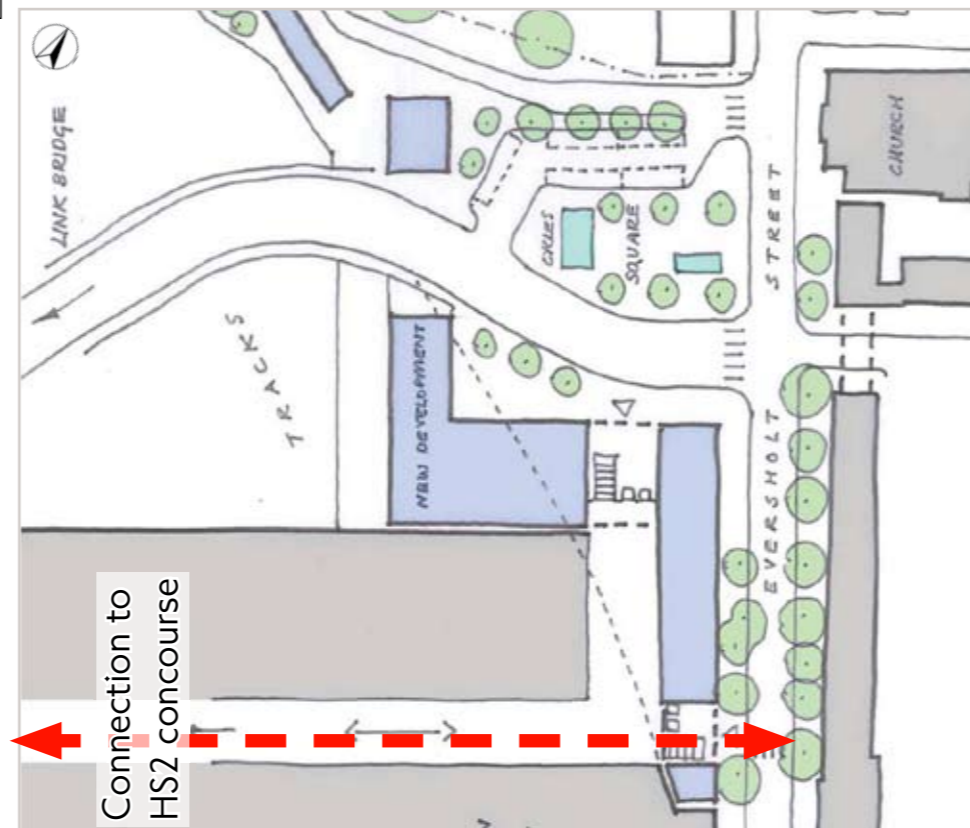
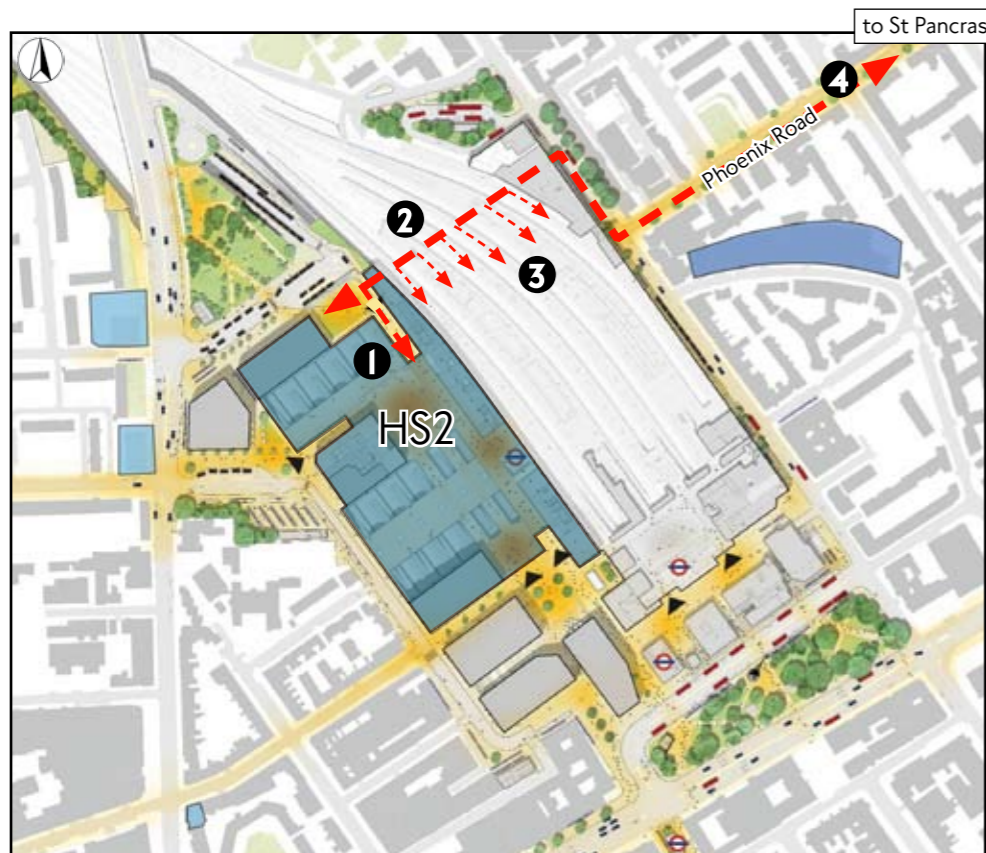
These improvements would improve the quality of the pedestrian environment around Euston station and increase footfall in the area. Further detail on the Euston Station Interim Study is provided on page 22.

Francis Crick Institute

The £660m Francis Crick Institute is due for completion in late 2015. Its main entrance will be in Midland Road; its longest frontage (160m) will be along the south side of Brill Place.

High quality public realm is being created outside the Midland Road entrance, providing a gateway to the building. Most of the 1,500 full-time staff will arrive on foot from the local public transport network; there is no staff car parking.

By creating an east-west link via Phoenix Road/Brill Place, the Crick Institute will be better connected to Euston Station and the surrounding area. Streetscape improvements will complement the proposed public plaza.



Euston Road Study

This TfL study seeks to reduce severance across Euston Road and improve its streetscape. Proposals include:

- Straight-across pedestrian crossings
- Wider footways on side streets
- Cycle lanes and advanced stop lines
- New paving, lighting and street furniture
- Improvements to signage and wayfinding

The overall aim is to improve the quality and connectivity of the street environment along Euston Road and the surrounding area, including the Phoenix Road/Brill Place corridor.



King's Cross Gyratory Study

The overall ambition of this TfL study is to remove two gyratories:

- Pentonville Road/ Swinton Street/ Grays Inn Road
- York Way/ Wharfedale Road/ Caledonia Road

Along with the Euston Road study, this scheme will make the Euston Road corridor more accessible to pedestrians. This is likely to increase footfall along the Phoenix Road/Brill Place corridor and the adjoining streets, justifying further investment in the area.

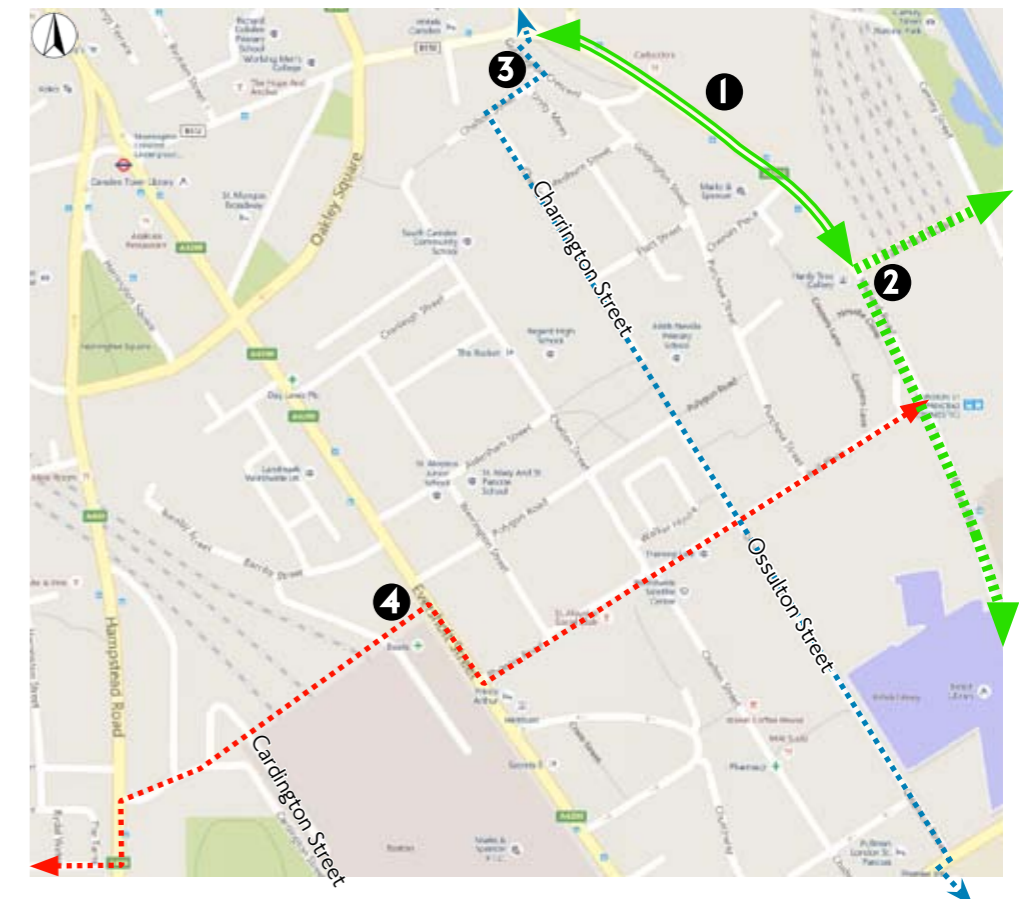


LB Camden cycle network plans

LB Camden is seeking to increase cycle connectivity in Somers Town and improve connections with the surrounding area. At present, LB Camden's priority for north-south cycling is the Pancras Road/Midland Road corridor.

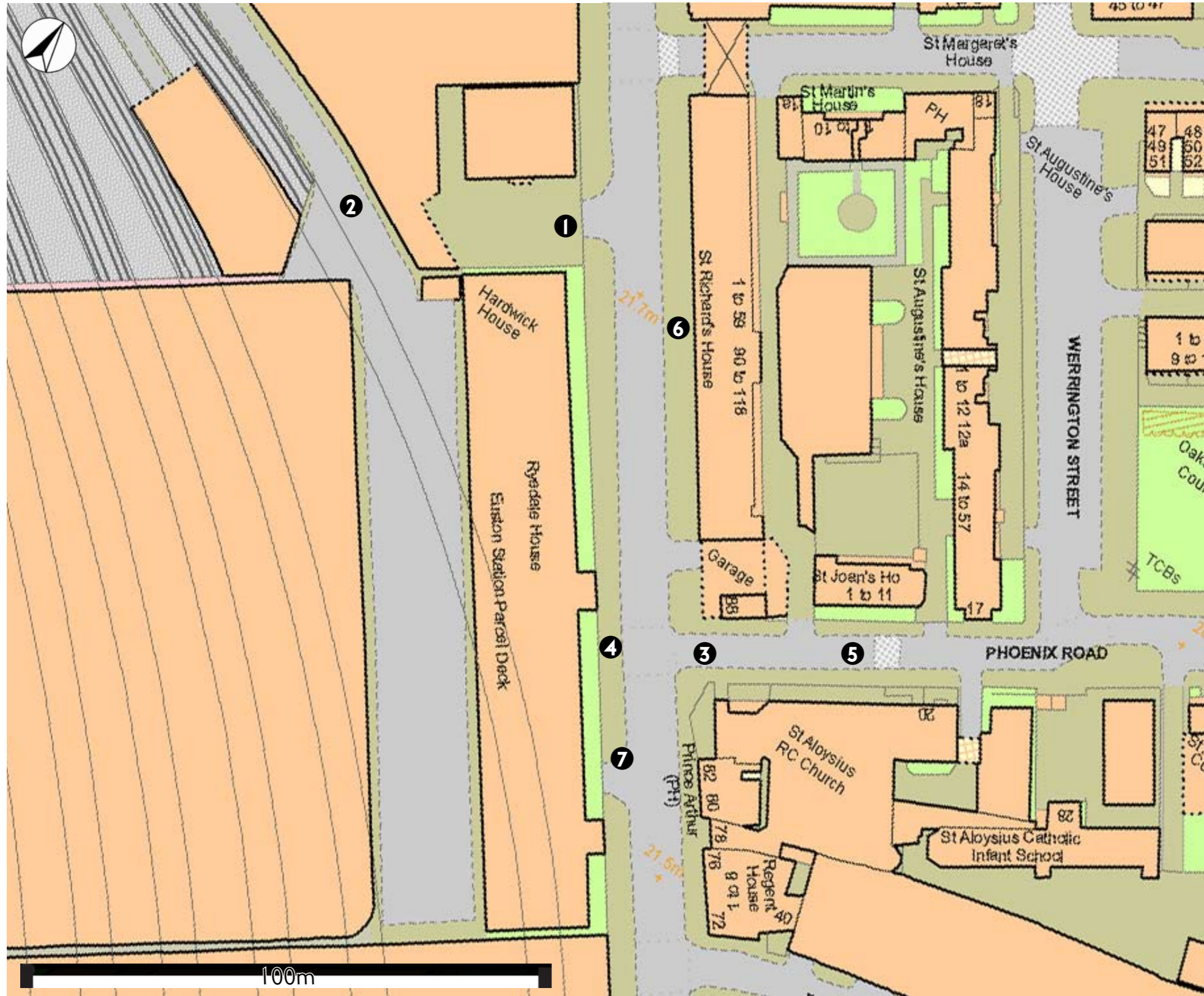
LB Camden would support an east-west cycle connection linking Cardington Street to Eversholt Street and Phoenix Road. The street layout will need to cater for cycling. The east-west connection will need to accommodate people with bicycles.

- 1 Pancras Road stepped cycle tracks (completed)
- 2 Goods Way/Midland Road cycle connections (in planning)
- 3 Potential Charrington St - Ossulston St connection
- 4 Potential east-west link to Cardington St



Photographic analysis

The following provides a photographic analysis of Phoenix Road, moving from west to east and examining the positive and negative characteristics of Phoenix Road/Brill Place. This in turn informs the proposed interventions.



Eastern section (1 of 3)



1 Access to Euston station at this point is limited to servicing, maintenance and goods delivery.



4 Blank frontage on wall of Euston station opposite pedestrian crossing; the entrance is for staff only.



2 Access ramps to Euston's platform and parcel deck are visible from Barnby Street, to the north of the station.



3 Phoenix Road is not an obvious through-route. It has the character of a residential street.



5 The western portion of Phoenix Road is relatively wide; there is potential to reallocate carriageway space.

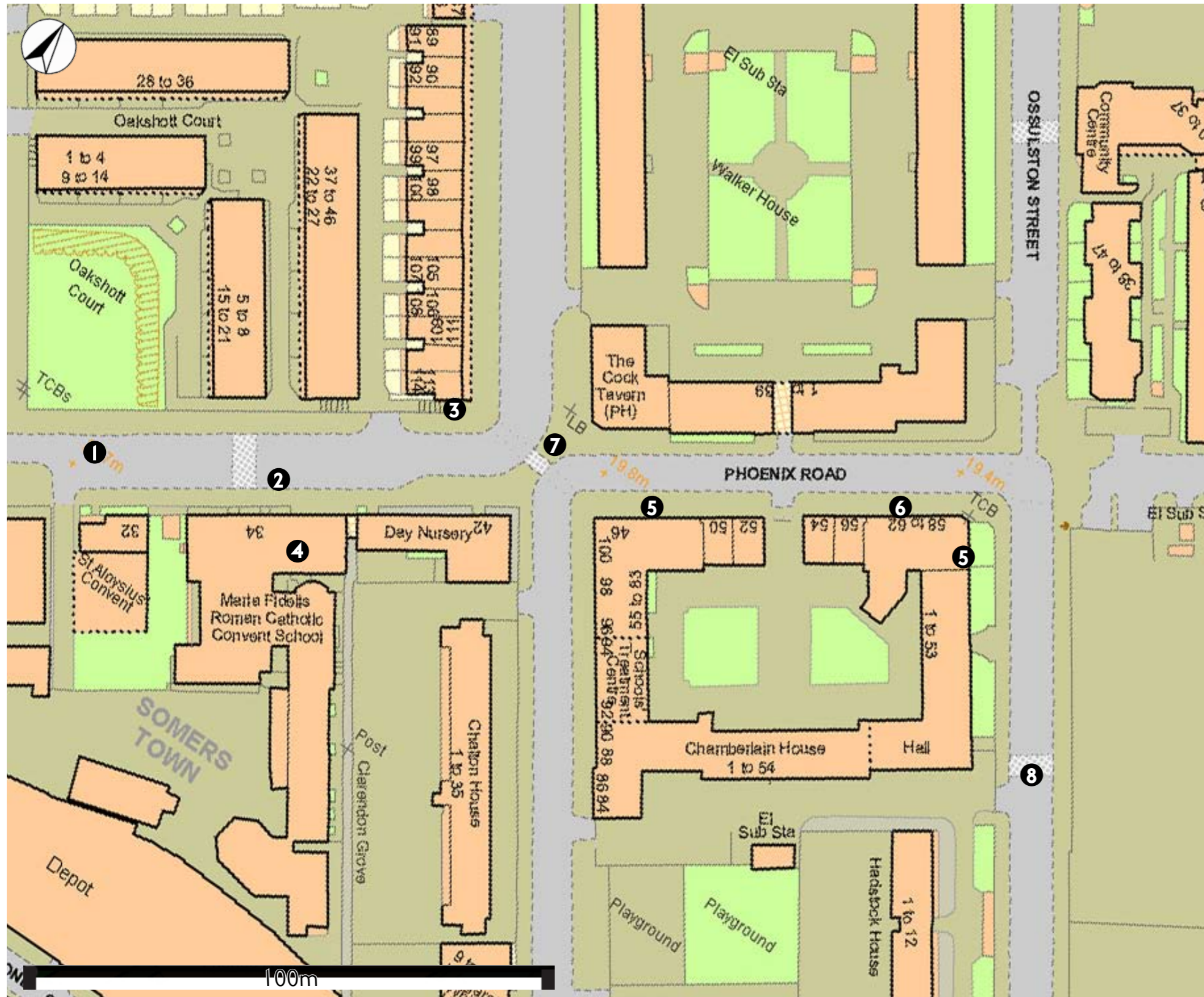


6 Trees make Eversholt Street more attractive. The east side is animated by active frontages.



7 The busy frontage along the east side of Eversholt Street provides a welcome contrast to Euston's blank walls.

Photographic analysis: Central section (2 of 3)



1 Phoenix Road provides access into much of western Somers Town. It has the character of a tree-lined boulevard.



5 Both sides of Phoenix Road are bounded by large blocks of medium-rise flats. Walker House (RH building) is inward-looking, deadening its frontage to Phoenix Road.



② Cycle provision includes bike parking, quiet streets and filtered permeability. The area is fully accessible by bicycle; however this is not obvious and signage is poor.



③ 1970s flats have a poor relationship with the street. This section of Phoenix Road is quite incoherent.



④ Maria Fidelis School has one campus in Phoenix Road and a second in North Gower Street, which will close for HS2 construction.



⑥ New street trees complement established planting; however tree provision is intermittent and inconsistent.

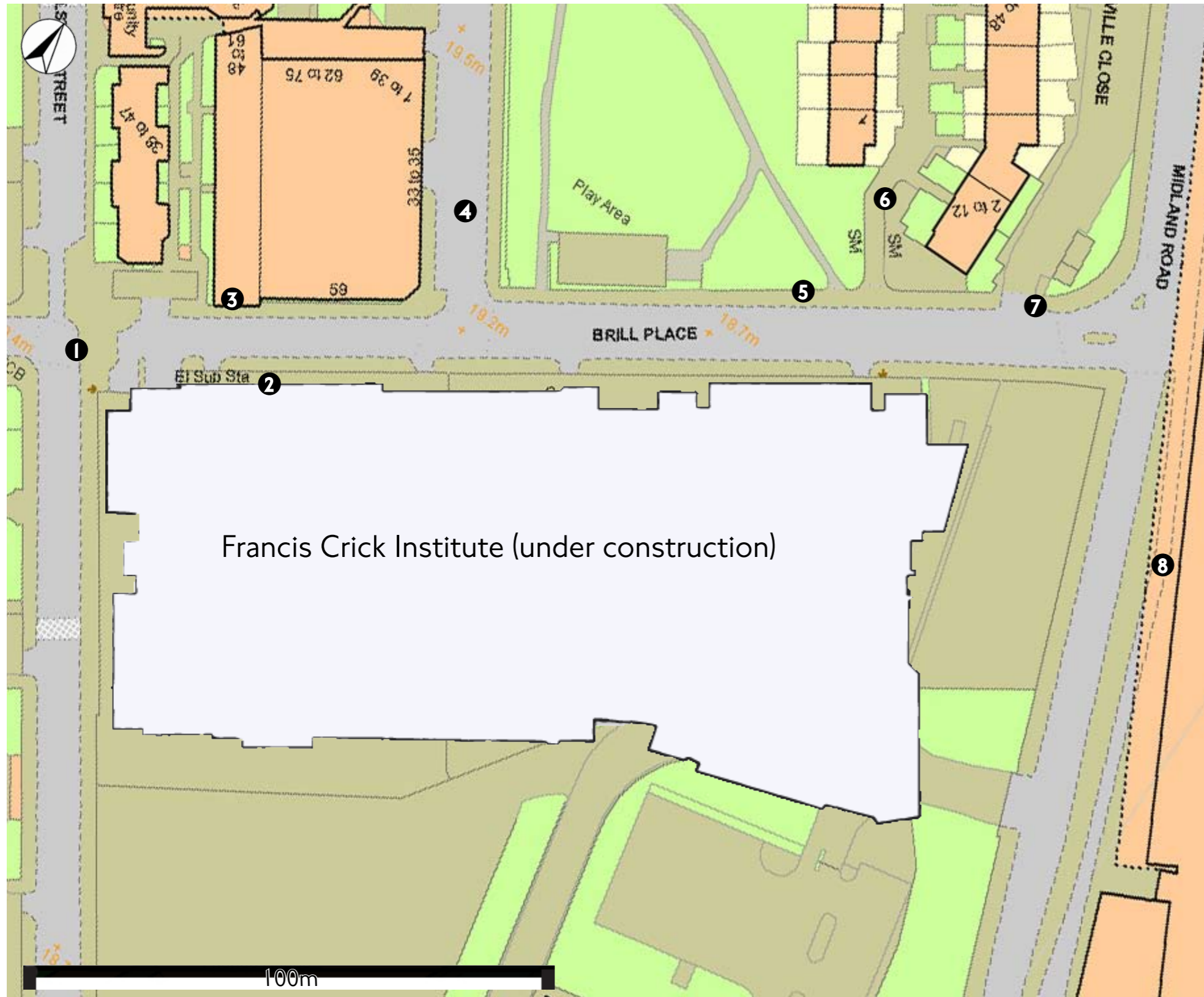


⑦ Bell bollards restrict through-traffic to slow-moving cars and LGVs.



⑧ Ossulston Street is lightly trafficked and provides a direct link to Euston Road.

Photographic analysis: Eastern section (3 of 3)



1 Filtered permeability allows easy access for pedestrians and cycles between Phoenix Road and Brill Place.



5 Railings restrict relationship between Brill Place park and street, while not providing any obvious security function.



2 Brill Place is dominated by the bulk and massing of the Crick Institute.



3 This building's stairwell restricts the width of the footway.



4 Purchase Street is a useful north-south link; however this is not obvious and it is poorly signed.



6 Coopers Lane provides connection to local residential area and onwards to Chenies Place/Pancras Road.



7 Splayed junction layout at Neville Close is not optimised for pedestrian comfort.



8 The streetscape does not assist wayfinding to the St Pancras concourse; streetscape enhancements are needed.

Existing issues - summary



Illegibility

Phoenix Road/Brill Place is not a legible route, for the following reasons:

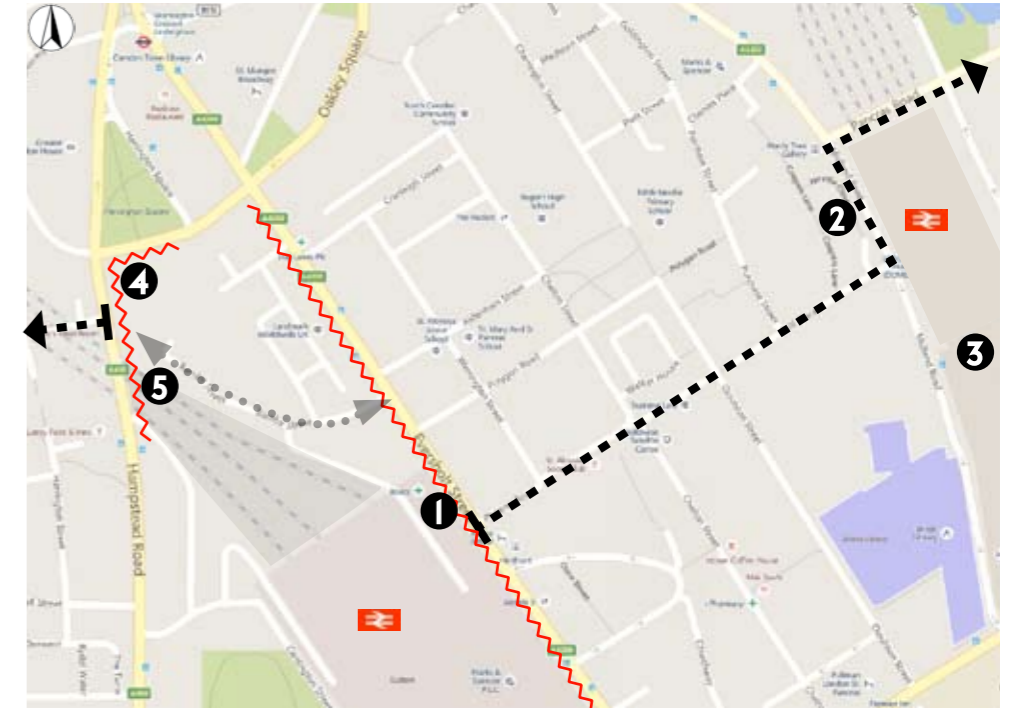
- Limited, inconsistent signage.
- Blank station frontages at each end of the street.
- Low visual permeability along length of street.



Incoherence

Despite its short length, Phoenix Road/Brill Place does not appear to have been designed as part of a coherent whole.

- Inconsistent use of materials along route.
- Wide range of building styles, ages and conditions; frontage treatments vary considerably.
- Declining quality of paving from east to west.
- Brill Place park is separated from the street by railings.



Strategic shortcomings

Phoenix Road does not connect to many destinations beyond its immediate locale. This is due to the following reasons.

- ❶ No direct westbound connections from Eversholt Street.
- ❷ Indirect eastwards connections: A 140m diversion is needed to continue from Brill Place to Goods Way.
- ❸ Station entrances: St Pancras's central concourse has an entrance 100m south of Brill Place. Euston's only entrance is over 300m to the south.
- ❹ Gating at Amphyll Estate; this restricts direct access to Granby Street and Park Village East.
- ❺ Severance along approach tracks.

Opportunities - immediate area



The positive features of Phoenix Road/Brill Place can be enhanced through good urban design.

- Relatively wide street with low traffic volumes.
- Large number of mature trees.
- Architectural variety provides visual interest.
- Opportunity to improve connections to Ossulton Street market (pictured).
- North-south foot and cycle connections are relatively good.

Opportunities - surrounding area



This part of London is undergoing substantial change; this will affect Phoenix Road.

- Higher footfall, due to HSI-HS2 interchange and new trip attractors.
- Greater access to public transport: PTAL rating is already very high (6b), Crossrail 2 will make it even more accessible.
- Streetscape improvements to Euston Road and King's Cross gyratory will make the area more accessible by foot or bicycle.

Constraints



This document's scope is limited to public realm interventions. The following constraints apply

- All buildings to remain *in situ*.
- Vehicle movement patterns remain unchanged.
- All materials to be consistent with TfL Streetscape Guidance.

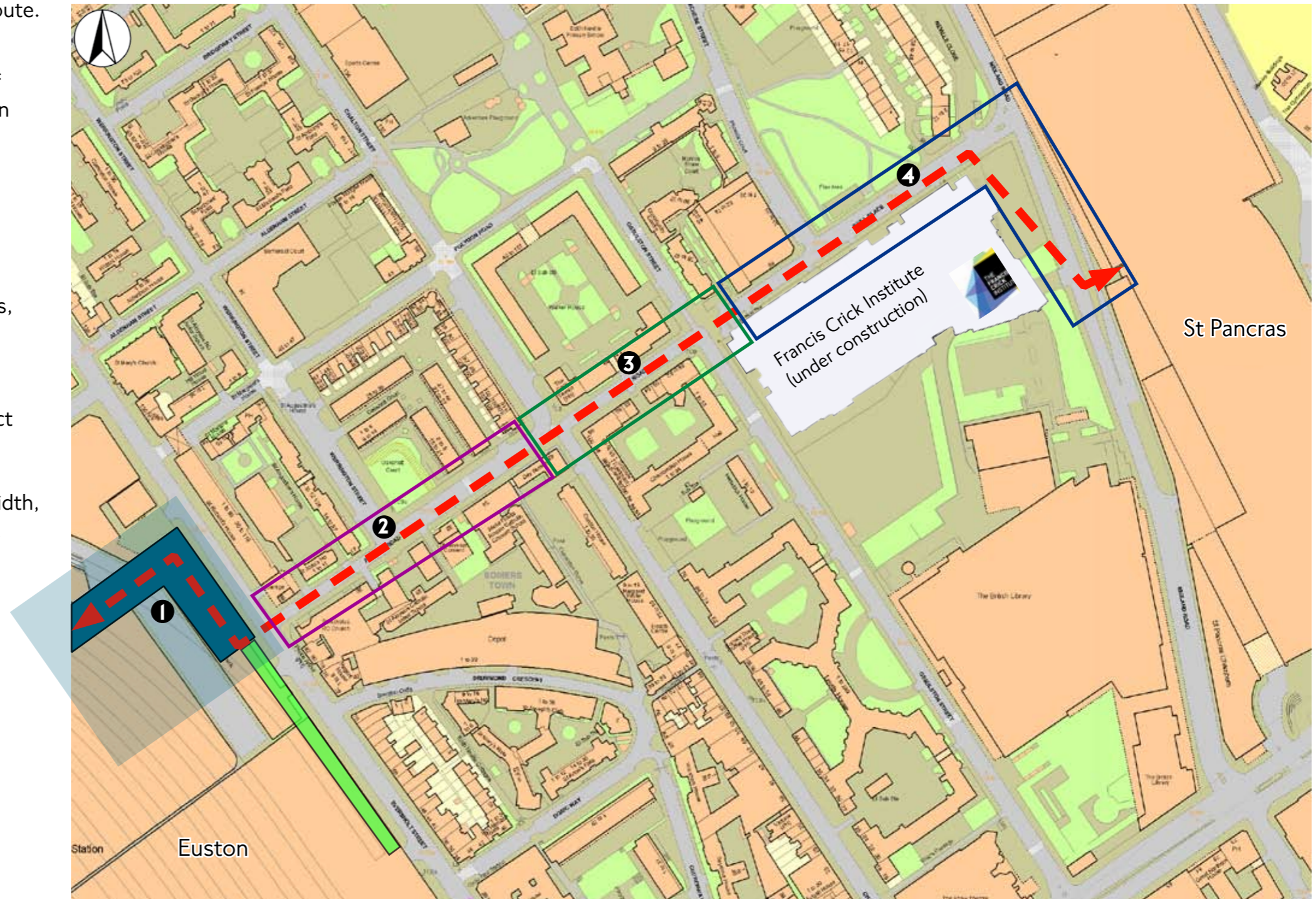
2: Proposed Interventions

Overall route

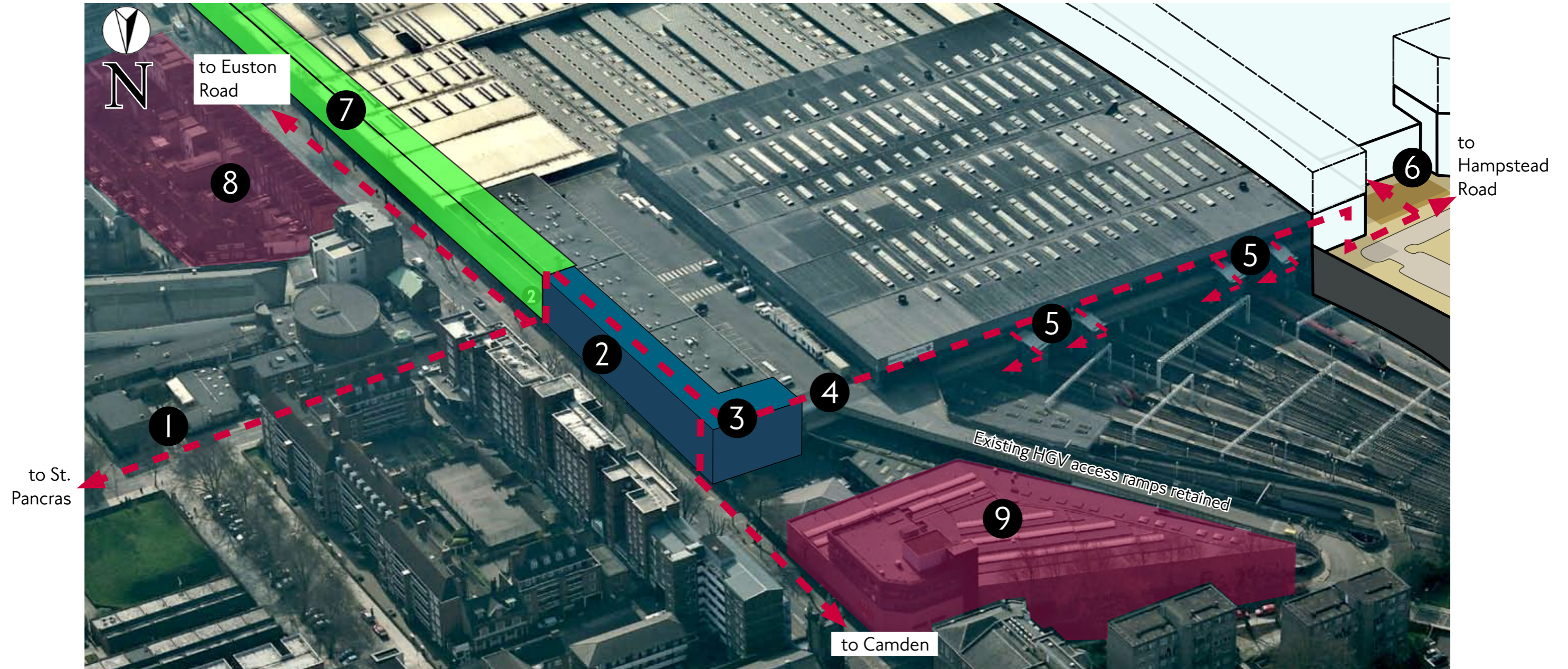
This section explores designs for each component of the route.

- 1 Euston Station: New crossing accommodated as part of parcel deck. Two storey height change accommodated in existing or new building fronting Eversholt Street.
- 2 Western section: Street realignment, footway widening, resurfacing, tree planting and new crossings.
- 3 Centre section: Enhancement of existing filtered permeability, improvements to north-south connections, footway widening and repaving.
- 4 Eastern section: Better relationship between street and existing and future public space, tree planting, plus direct connection to St Pancras central concourse.

ALL SECTIONS: Consistent footway line, carriageway width, materials, street furniture, planting, seating and signage.



Section I: Euston Station



Euston station has a servicing deck that provides a bridge across all tracks and platforms. Stairs link the deck and platforms.

This diagram shows how a series of modifications to the servicing deck would allow it to accommodate an east-west link, connecting Phoenix Road, Euston Classic platforms, Euston HS2 and Hampstead Road.

- ❶ Phoenix Road provides direct connection to St. Pancras
- ❷ Two storey height change accommodated in existing or new building fronting Eversholt Street
- ❸ North-south link is incorporated into new/existing building
- ❹ Public access bridge. Provides access to Euston classic platforms and HS2 concourse.
- ❺ Access to platforms via stairs and lifts
- ❻ Connection to HS2 concourse
- ❼ Improvement to Euston edge condition
- ❽ Crossrail 2 worksite
- ❾ HS2 worksite

Precedents for parcel deck crossing

The existing access route across the classic station could be reconfigured to provide an attractive route for passengers travelling from the HS2 concourse to St. Pancras and Kings Cross. There are a number of precedents for such a route.



The new Turnmill Street entrance at Farringdon is a good precedent for a linear concourse that would link the Euston servicing deck and bridge with the Eversholt Street entrance



Glass footbridge provides access to platforms at King's Cross



High-capacity pedestrian link at Canary Wharf Crossrail station



The walkway at Liverpool Street station spans all platforms. It also accommodates shops



Poplar DLR footbridge crosses the A1261 and the adjacent railway lines. It also allows passengers to access the DLR platforms.

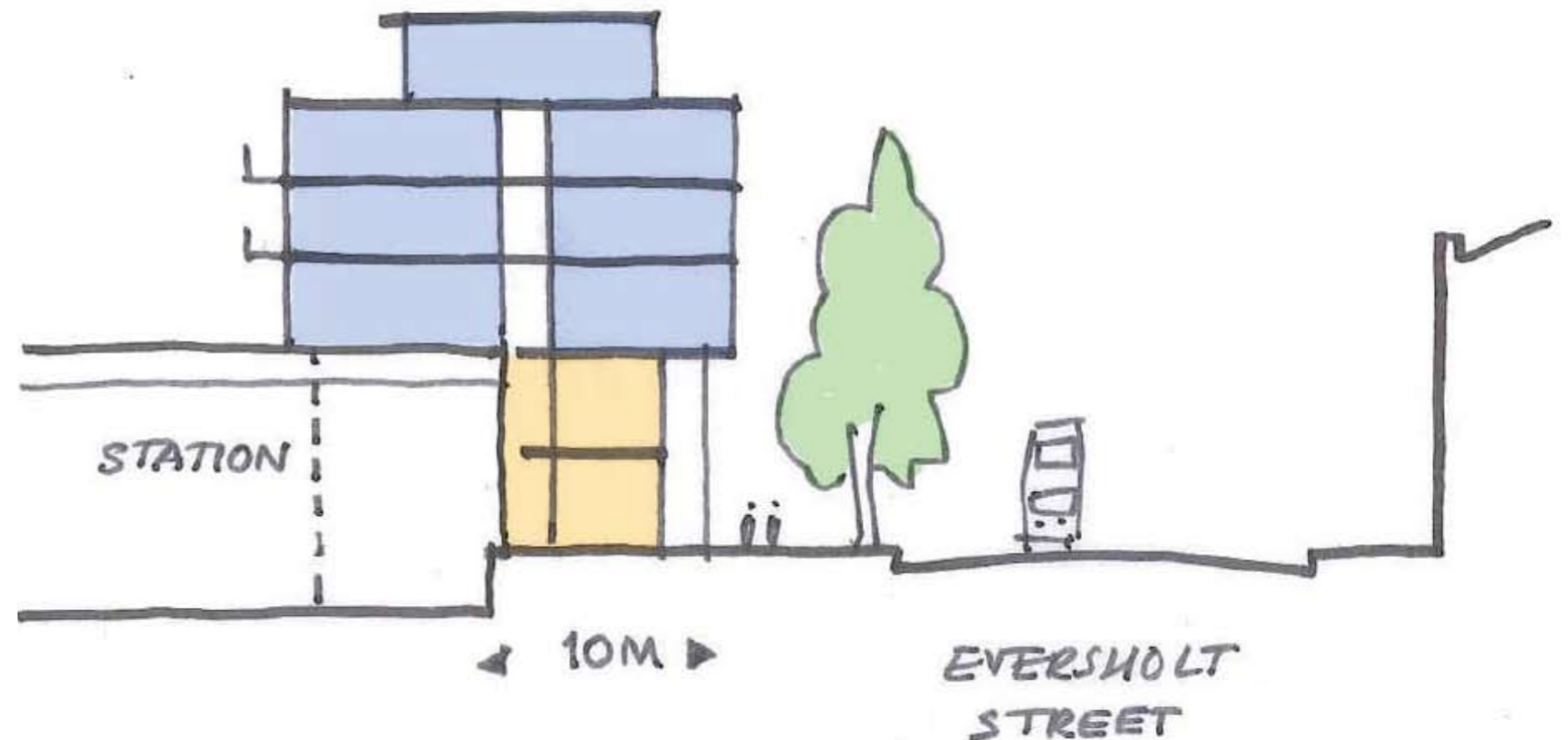
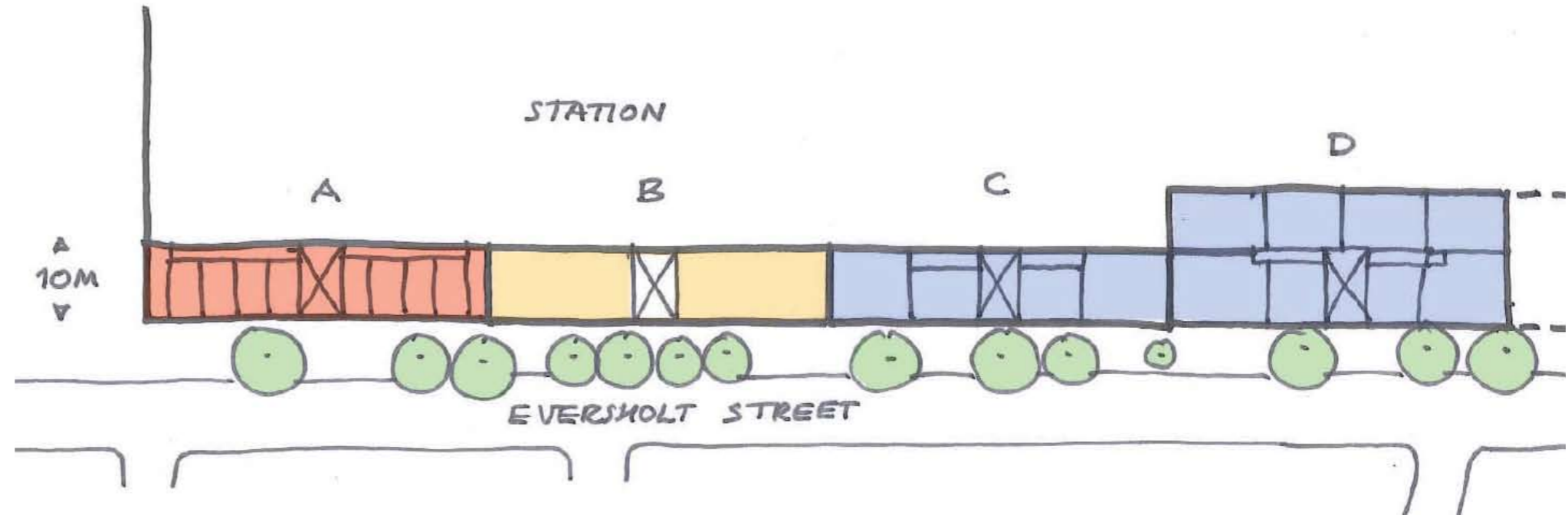
Euston Station and Eversholt Street

The Euston access route could be linked to Eversholt Street via development on the back edge of the existing footway. A report commissioned by TfL and carried out by Aedas Architects in 2013 showed how this might be achieved.

A structure along Eversholt Street would connect the upper level to street level. This is shown opposite (labelled D). This would provide an activated edge to the street (which it currently lacks). It would also need to accommodate a change in height.

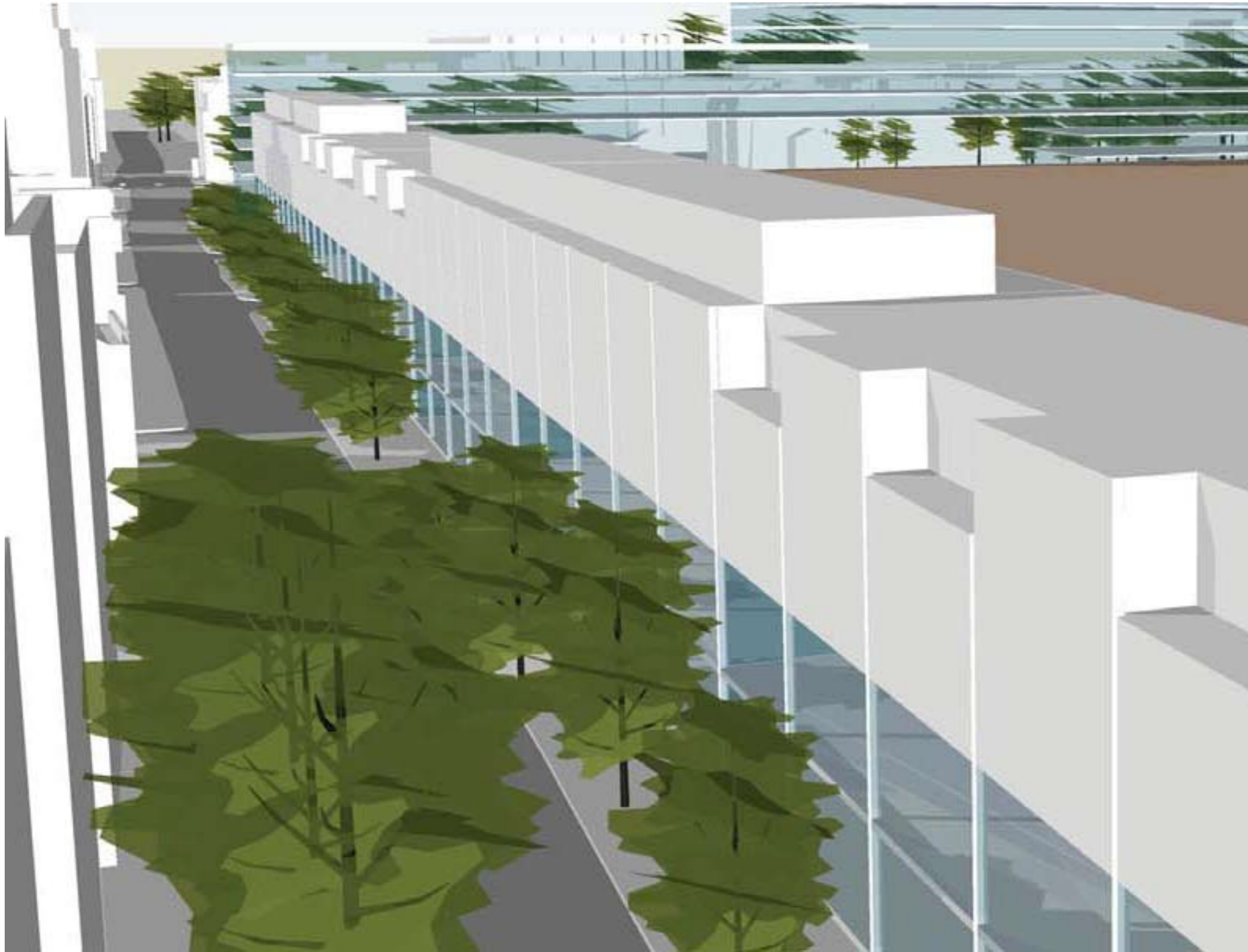
This responds to the need to better incorporate the existing Euston station into the surrounding public realm. This includes the station's Eversholt Street frontage.

Aedas propose to wrap the station with a combination of retail, residential, hotel and commercial office space. From a relatively narrow ground floor profile, the structure would be cantilevered over Eversholt Street, as shown opposite.



Height change within a walkway is accommodated at Lyon Saint-Exupéry TGV station

View along proposed Eversholt Street frontage of Euston station, looking south



Large structures can be wrapped in buildings that provide an active frontage as seen here in Liverpool



Car park in Munich is wrapped in office/retail building



Car park wrapped by block of flats in Portsmouth

Section 2: West Phoenix Road

This section is the interface between Euston Station, Eversholt Street and Phoenix Road. The proposals aim to make the connections in this area as seamless as possible. They also enhance the positive characteristics of the existing streetscape.

1 HS2 and Euston Classic access

This uses the already-existing parcel deck to provide a direct connection to/from the HS2 concourse and Classic platforms.

2 Eversholt Street entrance (north)

This entrance accommodates the necessary height change from parcel deck to street level. It also an easy connection to Polygon road (to the immediate north of this map) and Camden.

3 Internal connection

This allows a second entrance to be provided opposite Phoenix Road, increasing legibility. It could include an internal ramp, providing a connection for cycles, as well as wheelchair users.

4 Eversholt Street Entrance (south)

This would be placed opposite Phoenix Road's north footway.

5 Raised table

This has a traffic calming function and also acts as a threshold to Phoenix Road.

6 Legible London lith

This provides clear wayfinding.

7 Pavement widening on both sides of Phoenix Road

This is achieved by removing the centreline and reconfiguring the parking bays to a Camden-Style on-footway layout (see opposite)

8 Tree planting

Much of Phoenix Road is characterised by tree cover. Tree planting here will continue this treatment along its entire length, turning Phoenix Road into a tree-lined avenue. It is made possible by the widened pavements.

9 Continuous footway at junction with Werrington Street

This accompanies the footway widening and will improve pedestrian comfort along this route.

10 Existing chicane and tree-planting removed

This blocks the sightline along Phoenix Road, reducing legibility. Its removal will provide a direct line-of-sight. The traffic calming function is delivered by road-narrowing and a new raised table.

11 Pavement widening along both sides of Phoenix Road

This continues the direct pedestrian route. It also allows new streets to be planted in the southern footway. Car parking is accommodated within the footway, as in (6).

12 New tree planting

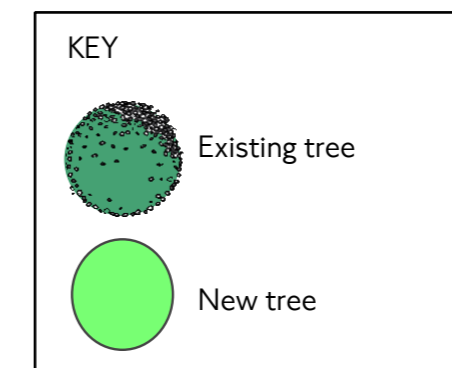
This fills in the currently-existing gap, delivering a tree-lined boulevard. Tree-pits or similar may be needed to prevent intrusion of roots into neighbouring buildings.

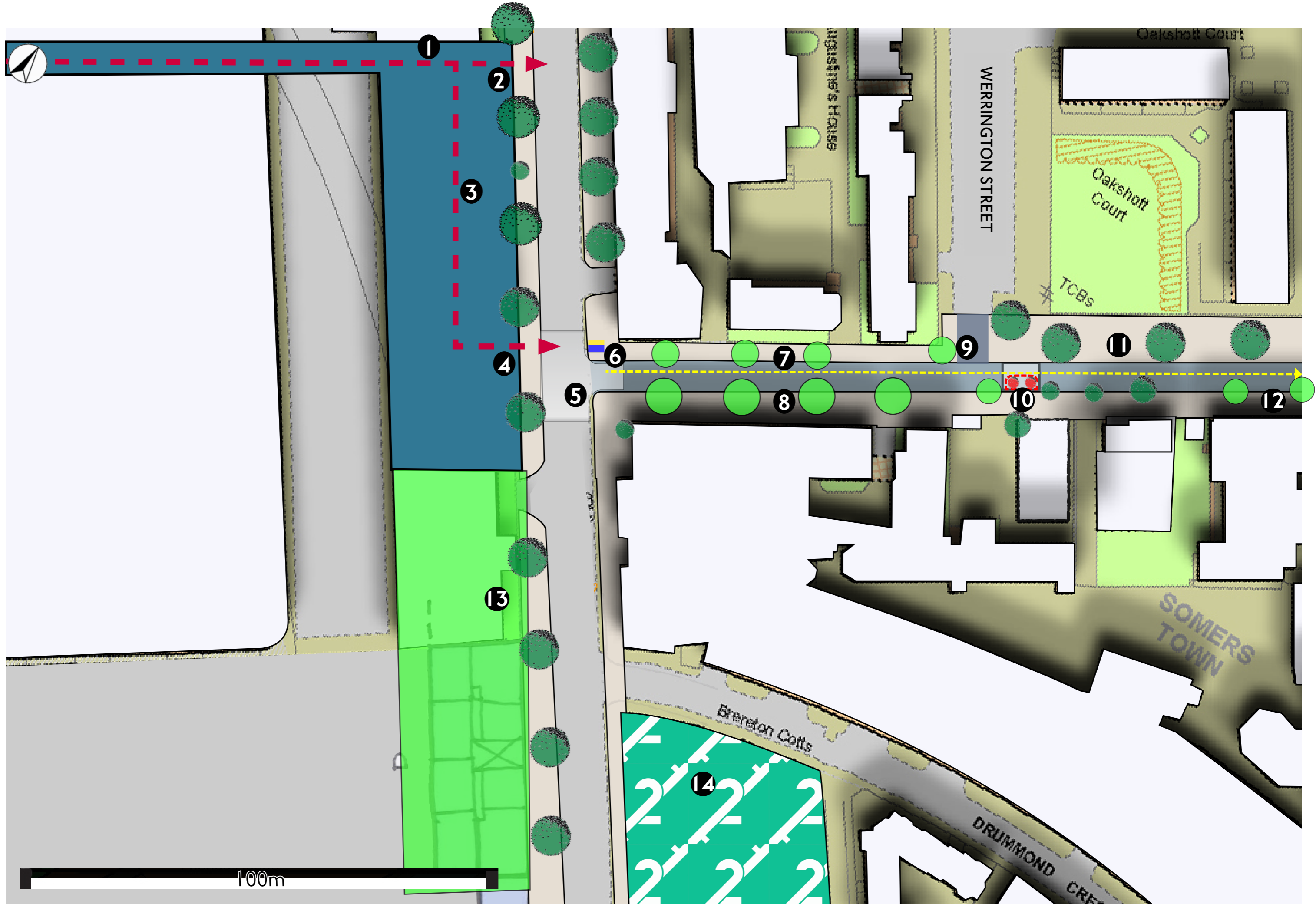
13 Potential development along eastern flank of Euston station, making use of increased footfall in area.

14 This block has been identified as a worksite for Crossrail 2.



Continuous footway at T-Junction.





Section 3: Phoenix Road centre section

This section currently is the least coherent part of the corridor. The streets are laid out in an H-pattern. North-south connections are potentially strong, but are currently poorly-signed. Filtered permeability has successfully made this into a low-traffic environment. Further interventions need to continue this, while increasing pedestrian legibility and connectivity. New trees will complement the existing planting.

1 Footway widening along both sides of Phoenix Road

This also allows tree planting and reconfiguration of car parking bays. Footways are paved in yorkstone for the entire length of the corridor, on both sides.

2 Tidy up Clarendon Grove

Consistent paving and lighting will make this existing alley more appealing and easier to use.

3 New continuous footway at junction with Chalton Street (northbound)

The configuration of the existing traffic restriction is retained; however this emphasises the importance of the east-west pedestrian connection.

4 Vehicle width restriction

This is retained, restricting access to cars and LGVs.

5 New continuous footway at junction with Chalton Street (southbound)

As well as highlighting the east-west pedestrian access, this intervention also incorporates improvement to the footway, providing a clearer link to Chalton Street Market.

6 Footway widening on both sides of street

This is designed to ensure as continuous a kerbline across Chalton Street as possible. Car parking is incorporated as per the example on p. 24.

7 Continuous footway at junction with Ossulston Street (northbound)

Together with the existing road narrowing, this ensures a continuous footway while keeping Ossulston Street largely traffic-free.

8 Continuous footway at junction with Ossulston Street (southbound)

This is designed to integrate seamlessly with the new public realm under construction to the west of the Francis Crick Institute 9

10 Existing cycle-friendly filtered permeability retained

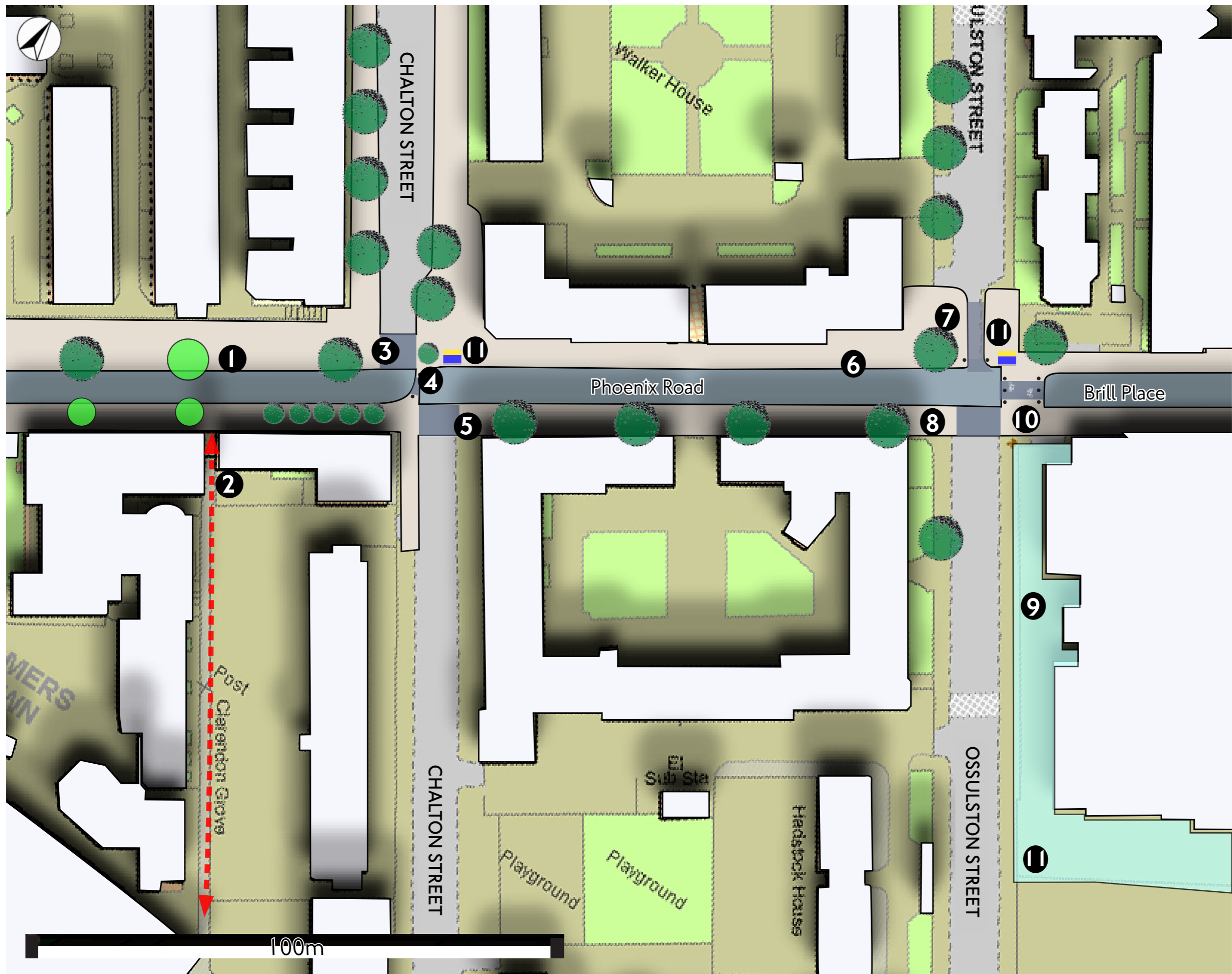
This provides a seamless connection to Brill Place, Purchase Street and Midland Road.

11 Legible London signage throughout

The northbound connections from this section are excellent, but not obvious. The existing Legible London lith should be retained. Additional liths and fingerposts, with directional signage to Camden, should be added.



Continuous footway improves pedestrian comfort



Section 4: Brill Place and Francis Crick Institute

This section is dominated by the Francis Crick Institute. To the north is Brill Place Park, though this does not have a particularly good relationship with the street. The proposals here aim to capitalise on this area's potential for northbound connections.

At its easternmost end, this section needs to connect directly to St Pancras central concourse. The proposals are intended to blend seamlessly with the Crick Institute public realm.

1 Footway widening along north side of Brill Place

This continues the existing kerbline to/from Phoenix Road.

2 Continuous footway at junction with Purchase Street

This is an improvement on the existing raised table. The sett paving in Purchase Street is retained.

3 New trees planted along Brill Place

This provides a tree-lined avenue all the way to Pancras Road.

4 Improvements to existing north-south path.

This is widened, overhanging trees are pruned and the path is connected to the other diagonal path in this park at its northern end. This improves its attractiveness and ease of use.

5 Railings removed here

The existing railings do not perform a security function, nor are they historic. Removal of the railings provides a better connection between the park and the street.

6 Existing basketball court retained

When in use, this animates the street.

7 Section of railing removed.

This provides another connection between Brill Place and the park.

8 Benches provided at new or enhanced entrances to park

These need to be placed carefully in order to ensure that they are well-used and popular. Some form of low wall may be a sensible option.

9 Diagonal link widened and straightened

This provides a direct link to Polygon Road and Purchase Street but it is not at all obvious. Improvements to this connection will allow it to be better used, as well as it making more accessible by bicycle.

10 Raised table with wide diagonal crossing.

This serves two functions:

- i) Physical connection between diagonal path and Cooper's Lane to Crick Institute public square
- ii) Visual cue indicating importance of route to St Pancras station concourse

11 Continuous footway and junction tightening at Neville Close

This will provide the final piece of continuous footway along the north side of Phoenix Road/Brill Place. The existing junction geometry is widely spayed and over-engineered for its context.

12 Brill Place/Midland Road T-junction: Tighten geometry

This will reduce traffic speeds in Brill Place.

13 Tree planting to north of T-junction

Brill Place/Phoenix Road is characterised by tree coverage. Tree planting at this location will provide a visual cue at the start of this tree-lined route. It will also complement planting planned for the Crick forecourt.

14 Interface between footway, crossing and Francis Crick plaza

One of the challenges for this location will be the combination of footway, raised table and plaza materials. If done well, this will provide a seamless connection between all three and in turn integrate St Pancras better with its surroundings.

15 Legible London lith/fingerpost

This is a major decision point where six routes converge. Clear signage will enable people to navigate quickly and accurately.

16 New trees outside Crick Institute

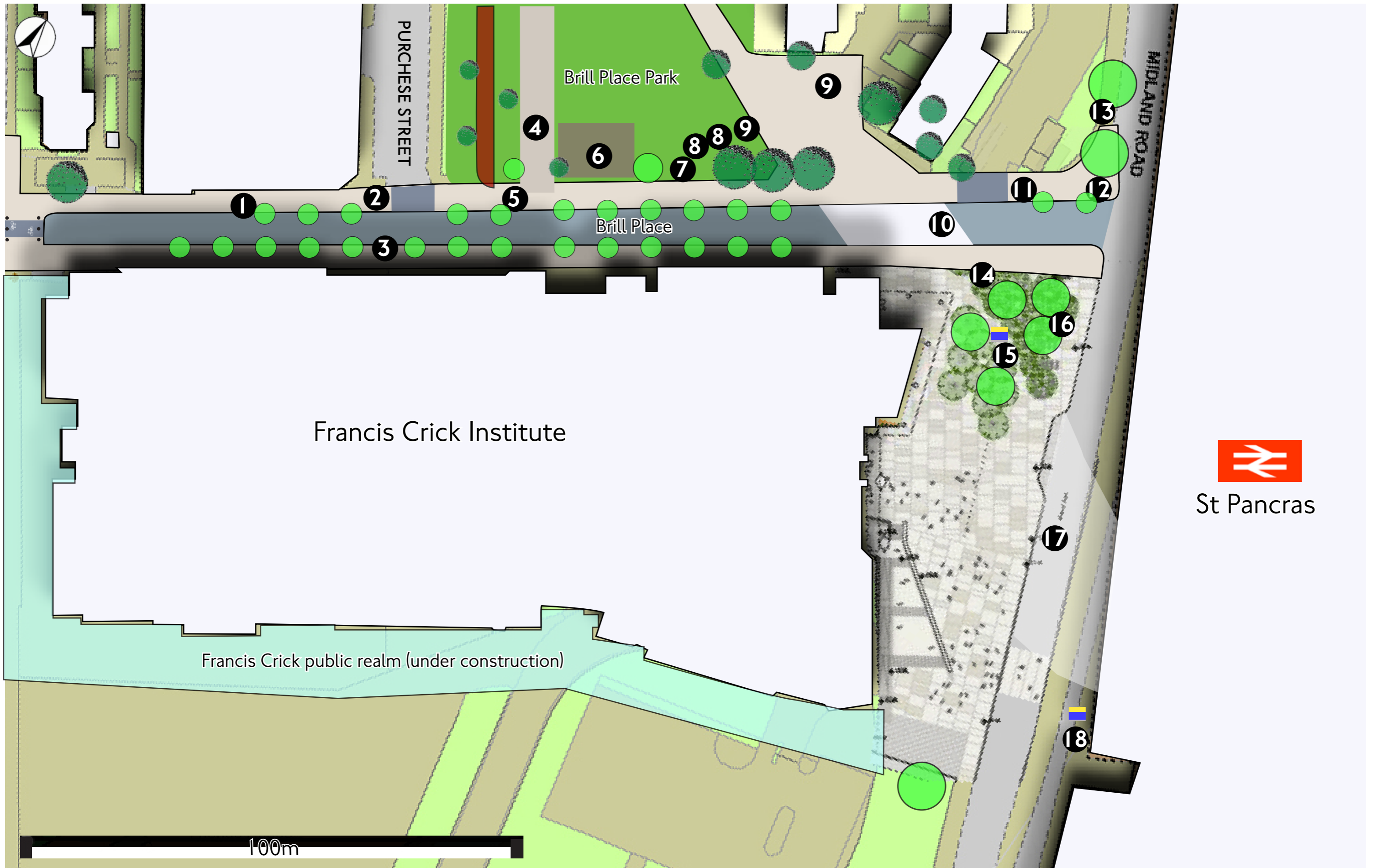
These will complement the proposed planting along Brill Place.

17 Improvement to existing controlled crossing

This is widened and set at an angle, reflecting the main desire lines and providing a gateway to the area.

18 Signage at exit to St Pancras

Clear wayfinding provided at each end of route.



3: Overall outcomes

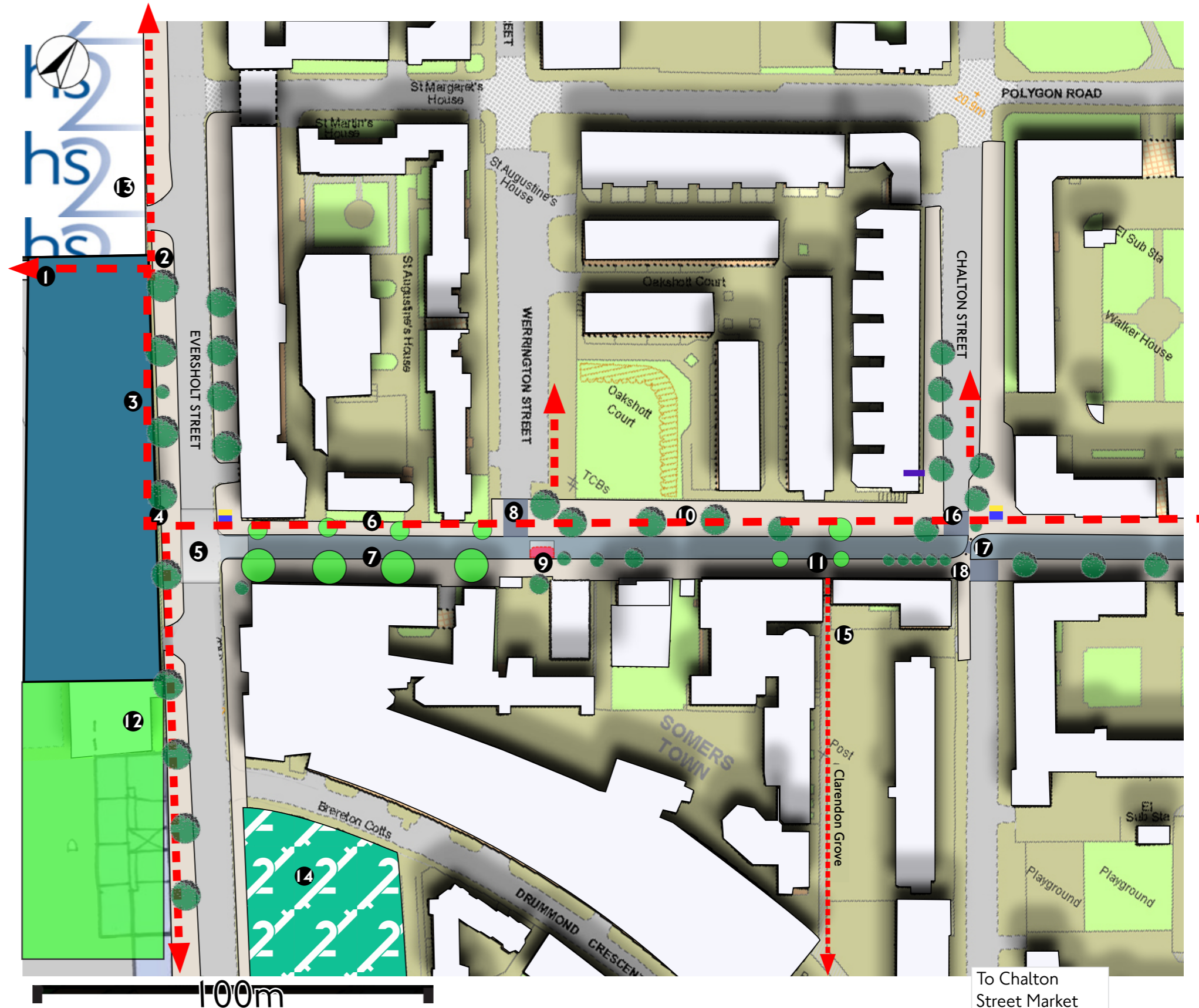
Impression of Phoenix Road following proposed interventions

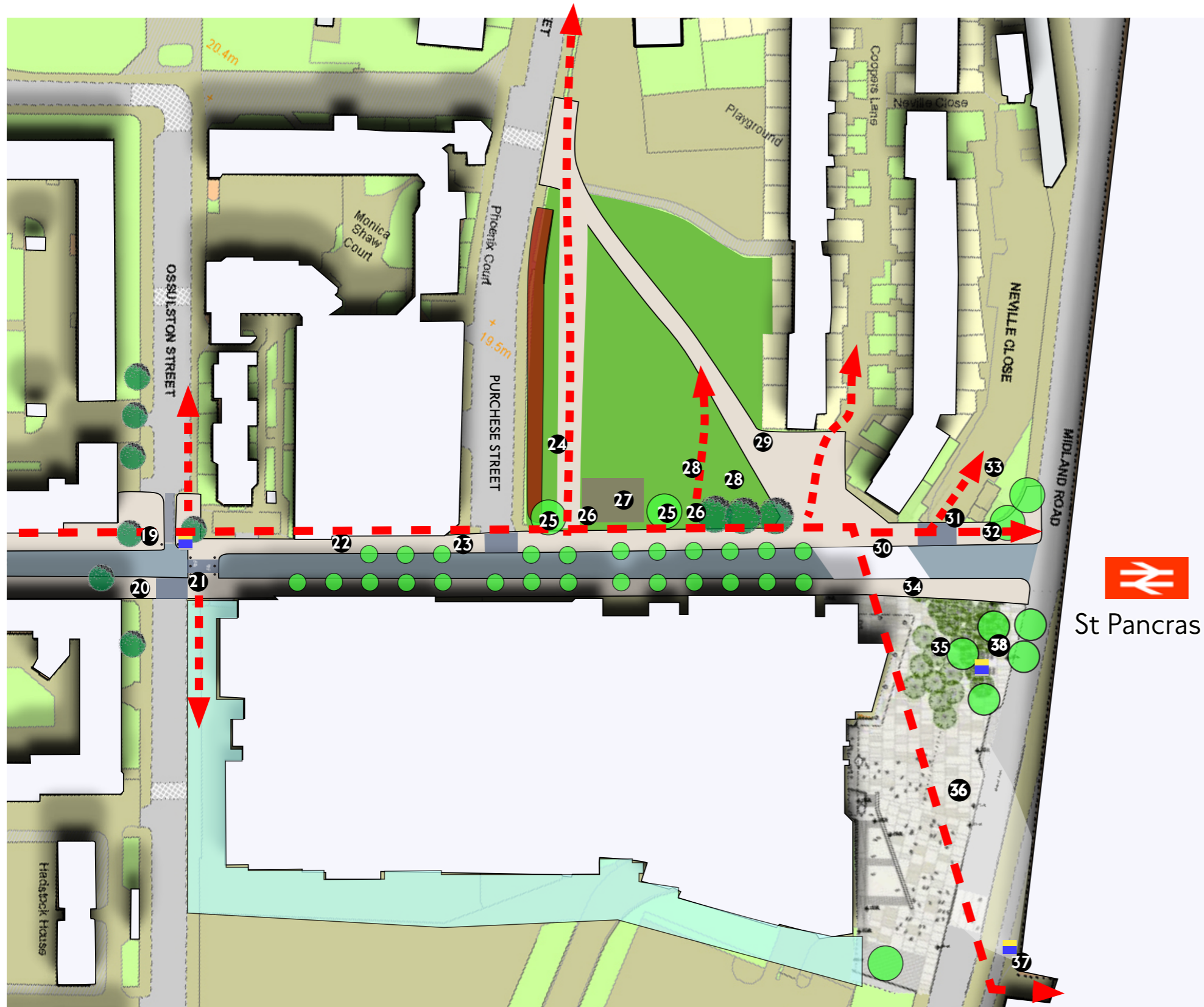


Proposed interventions - overall view

These two pages provide a whole-corridor view of proposed measures at a smaller scale to previous diagrams.

- ❶ Parcel deck connection to Euston platforms and HS2 concourse
- ❷ Eversholt Street entrance (north)
- ❸ Internal connection, potentially incorporating ramp, stairs and lifts
- ❹ Eversholt Street entrance (south and east)
- ❺ Raised table at T-junction
- ❻ Pavement widening on both sides of Phoenix Road
- ❼ Tree planting on both sides of Phoenix Road
- ❽ Continuous footway at junction with Werrington Street
- ❾ Existing chicane and tree-planting replaced by raised table
- ❿ Pavement widening along both sides of Phoenix Road
- ⓫ New tree planting
- ⓬ New development along eastern flank of Euston station
- ⓭ Worksite for High Speed 2
- ⓮ Worksite for Crossrail 2
- ⓯ Clarendon Grove cleaned and repaved, with better lighting
- ⓰ New continuous footway at junction with Chalton Street (northbound)
- ⓱ Vehicle width restriction retained
- ⓲ New continuous footway at junction with Chalton Street (s'bound)
- ⓳ Widened footway at junction with Ossulston Street (northbound)
- ⓴ Continuous footway at junction with Ossulston Street (southbound)





- 21 Filtered permeability retained
- 22 Footway widening along north side of Brill Place
- 23 Continuous footway at junction with Purchase Street
- 24 Improvements to existing north-south path.
- 25 New trees planted in line with existing trees
- 26 Sections of railings removed
- 27 Existing basketball court retained
- 28 Benches provided at new or enhanced entrances to park
- 29 Diagonal link widened and straightened
- 30 Raised table with wide diagonal crossing.
- 31 Continuous footway and junction tightening at Neville Close
- 32 Brill Place/Midland Road T-junction: Tighten geometry
- 33 Tree planting to north of T-junction
- 34 Continuous treatment of footway, crossing and Francis Crick plaza
- 35 Legible London lith/fingerpost
- 36 Improvement of existing controlled crossing
- 37 Directional signage at exit to St Pancras
- 38 New trees proposed for Francis Crick public realm

Phoenix Road - summary and conclusions

Subject to feasibility, delivery of the proposed interventions would create a new route with the following characteristics:

- East-west connection from Regent's Park to King's Cross station, via Euston and St Pancras
- Direct connection to all north-south routes in Somers Town
- Largely traffic-free; pleasant and comfortable for walking or cycling
- Access to schools, shops, places of worship and other neighbourhood amenities
- Broad, consistent footways able to accommodate increased footfall
- Complementary measures to adjacent public spaces
- Enhanced sense of place.

Estimated costs

Indicative costs for the works described above are estimated to be in the region of £2m-£4m. The actual cost would of course depend on a range of factors including excavations to carry out the work, rerouting of drainage, any utility diversions, kerb realignment, provision for tree planting and the quality and cost of materials used. It is recommended that, should the principle be agreed, a more detailed design study be undertaken with appropriate topographical information and necessary surveys. This could cost between £15,000 and £20,000.





East entrance to Francis Crick Institute
(image: HoK)



**Transport
for London**