

NOTES OF MEETING

CLIENT	London Borough of Camden / Shaftesbury PLC
PROJECT	Seven Dials Scheme
MEETING	Seven Dials Traffic Management – Stakeholders Presentation
DATE	27/02/2020
TIME/LOCATION	10:00am Mercers’ Meeting Room – 120 Long Acre
REF.	7310 /seven dials meeting minutes 200227

ATTENDEES	Chris Attwood	Norman Rourke Pryme	CA
	David Bieda	Seven Dials Trust	DB
	Steve Cardno	London Borough of Camden	SC
	Lydia Clarkson	Shaftesbury PLC	LC
	Ramsay Do	Norman Rourke Pryme	RD
	David Kaner	Covent Garden Community Association	DK
	Charles Owen	Shaftesbury PLC	CO
	Kathy Pimlott	Covent Garden Community Association	KP
	Tim South	LDA Design	TS
	Jason Suffiad	Norman Rourke Pryme	JS
CIRCULATION	By email only to attendees plus:		
	Elizabeth Bax	Covent Garden Community Association	EB
	Amanda Rigby	Covent Garden Community Association	AR

These notes endeavour to record accurately the major statements and decisions taken. If any party to the meeting disagrees with the minutes, please inform Norman Rourke Pryme immediately

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1.0	INTRODUCTION	ACTION
1.1	Shaftesbury PLC are funding the Seven Dials traffic management scheme through Camden	
1.2	RD/JS (NRP) appointed as project management for Scheme	
1.3	CA (NRP) assisting with traffic engineering inputs on project.	
2.0	TRAFFIC MANAGEMENT BACKGROUND– PRESENTATION ATTACHED	
2.1	Westminster Covent Garden study has not yet been published but the traffic data has been made available for use on this project.	
2.2	Steers’ carried out previous studies on this area. CA to circulate both studies.	CA
2.3	DB to send 1974-1986 Covent Garden traffic management plan to LC and distribute for review.	DB/LC
2.4	A “delivery and servicing study of Seven Dials” has been produced. LC to distribute this plan post meeting.	LC
3.0	KEY VEHICLE ROUTES	
3.1	Two key rat-running routes were identified – north to south and south to north.	
3.2	Monmouth St is a key rat run route for north to south. Analysis was undertaken for possible options to reduce rat-run route vehicles. Three options were reviewed and the logical option is the closure on the southern end. All parties agreed to implement this.	
3.3	JS presented options for south to north rat-running reductions.	
3.4	10% of vehicles in the count have a purpose (i.e. spend longer than 10 minutes in the Seven Dials area)	
3.5	Mercer St is the main route for taxi’s to head south to north during the busy night periods.	
3.6	The long term aspiration is to remove vehicle rat-running for Seven Dials. Following the closure of Monmouth Street, what are the next steps?	
3.7	Two options were reviewed the south to north route. Two options were closing southern end of Mercer St and removing the right turn onto Shaftesbury Ave on Mercer St.	
3.8	It is suggested that centralised servicing is an option and servicing around Seven Dials will need to be considered with the options for reducing vehicular traffic.	
3.9	The steps for this scheme are as follows – 1. Remove rat run traffic; 2. With remaining vehicle traffic, a servicing and delivery strategy will be implemented; and 3. Resurface and repair Monmouth St area.	
3.10	It is noted this scheme is in line with Camden’s current transport strategy to improve the overall streets (healthy streets).	
3.11	It is noted there will most likely be push back from the Licensed Taxi Drivers’ Association(LTDA).	
3.12	The Monmouth St scheme has overall benefits to the Seven Dials area. The preference is for a closure of Shelton St to Mercer St for calming the Seven Dials area. Suggested options could be timed closures to reduce demand for access to Mercer St or maintain Mercer St access during the times of 7am-11am for servicing and deliveries.	
3.13	NRP to further investigate the most suitable options. Previous proposals set out by the Seven Dials Trust will be revisited.	RD/CA
3.14	“Possible reversal of Mercer St North and Short’s Gardens” was discussed. 1. Reverse direction on Mercer St North to be used an entry into Seven Dials and 2. Reverse direction on Shorts Gardens to be used as an exit out of Seven Dials. This will creates a closed loop system for vehicle routes. Strategy was documented on a sketch and recorded.	
3.15	All attendees agreed Mercer St reversal is not ideal option as it enables the north to south vehicle rat-run.	

3.16 Other options discussed include physical barriers, retractable bollards etc. Bollard option would be required at both ends of Mercer St closure. It is noted the retractable bollards at Neal St are currently managed by the Mercer Company.

4.0 NEAL STREET ANALYSIS

4.1 TS presented slides on Neal St Landscape Design: Analysis Session.

An open discussion was undertaken. Key points were documented on sketch and include the following:

- 4.2
- 4.2.1 The current street layout is cluttered and visually not appealing. Suggest to remediate this with a straight street layout and loading pads on the footway. An option would be to replace the block paving with something more appropriate(e.g. Earlham Street West).
 - 4.2.2 The condition of existing trees can be improved by either replacing the trees or update tree layout.
 - 4.2.3 Cycle racks and rubbish bins to be spread out along Neal St to avoid clusters.
 - 4.2.4 Sufficient number of cycle parking / racks should be considered as part of opportunities
 - 4.2.5 Basement extents to be considered
 - 4.2.6 Smith Square identified as an area to be a challenge.
 - 4.2.7 Wider pavements will lead to more alfresco dining hours and increase the number of restaurants / cafes on Neal St. DK preference is to implement time restrictions to alfresco dining/table and chairs licenses.
 - 4.2.8 Existing double yellow lines on Neal St are wide and can be replaced with markings half as wide.
 - 4.2.9 Rationalising the number of bollards on Neal St and potentially using Seven Dials cast iron bollards instead of the wooden bollards.
 - 4.2.10 KP noted Neal St should be returned to a more traditional street layout to encourage pedestrian thoroughfare as it is a route between the British Museum and Covent Garden.

4.3 TS to complete baseline study, make an assessment of all previous studies and digest comments from the discussion. The information will be assimilated into a concise design brief for review and approval of the Stakeholder Group, Shaftesbury PLC and LB Camden. TS

4.4 Once signed off by the Stakeholder Group, Shaftesbury PLC and LB Camden the agreed brief will then be used to guide subsequent design.

5.0 NEXT STEPS

5.1 Next steps are to develop feasible options that will be shared and also consulted on more widely with businesses and residents in Seven Dials.

RD/JS/TS