

# Introduction

Welcome to this public consultation and stakeholder engagement event to discuss exciting opportunities for potential changes to the public realm to several streets within the Seven Dials. To ensure clarity, public realm refers to the publicly accessible space between buildings; it's the streets we walk and cycle along, the roads we drive down, where we sit and dwell and play out many of our daily lives.

Previous studies have directly contributed to the emerging ideas presented on the following boards including: The Seven Dials Renaissance Study, reportedly the first of its kind in London, revised in 1998, is a valuable tool to guide change. And, The Seven Dials Public Realm Strategy, completed in 2015 which built on the Renaissance Study to provide a set of conceptual principles to aid in delivery of new public realm.

A current Experimental Traffic Order is in place now and running for the rest of 2022. The outcome of this trial may result in permanent changes and so it is important to discuss the wider public realm potential benefits now to coordinate improvements for all users.

We want to know how you feel about the area today and what opportunities you think there may be to improve the environment for residents, workers and visitors alike?

This engagement seeks to achieve the following:

- What do you currently like about the streets and spaces discussed?
- Are there things you don't like so much?
- What do you think about the sketch approaches shown?
- Do wider footways, narrower carriageways, more seating opportunities and more planting improve the area?
- Do you have any ideas to help shape the proposals and enhance this special place for the benefit of the people who spend time here?

## Recent changes

One of the most significant changes to the way the streets have been used is through Temporary alfresco schemes that are currently in place to support hospitality businesses as a result of the pandemic. Parking and loading has been suspended, as well as some access and vehicular movement to allow these to be included.

Beyond supporting hospitality businesses and allowing people to enjoy the sector in a more COVID secure setting, the temporary schemes have also served as a good test to longer term opportunities.

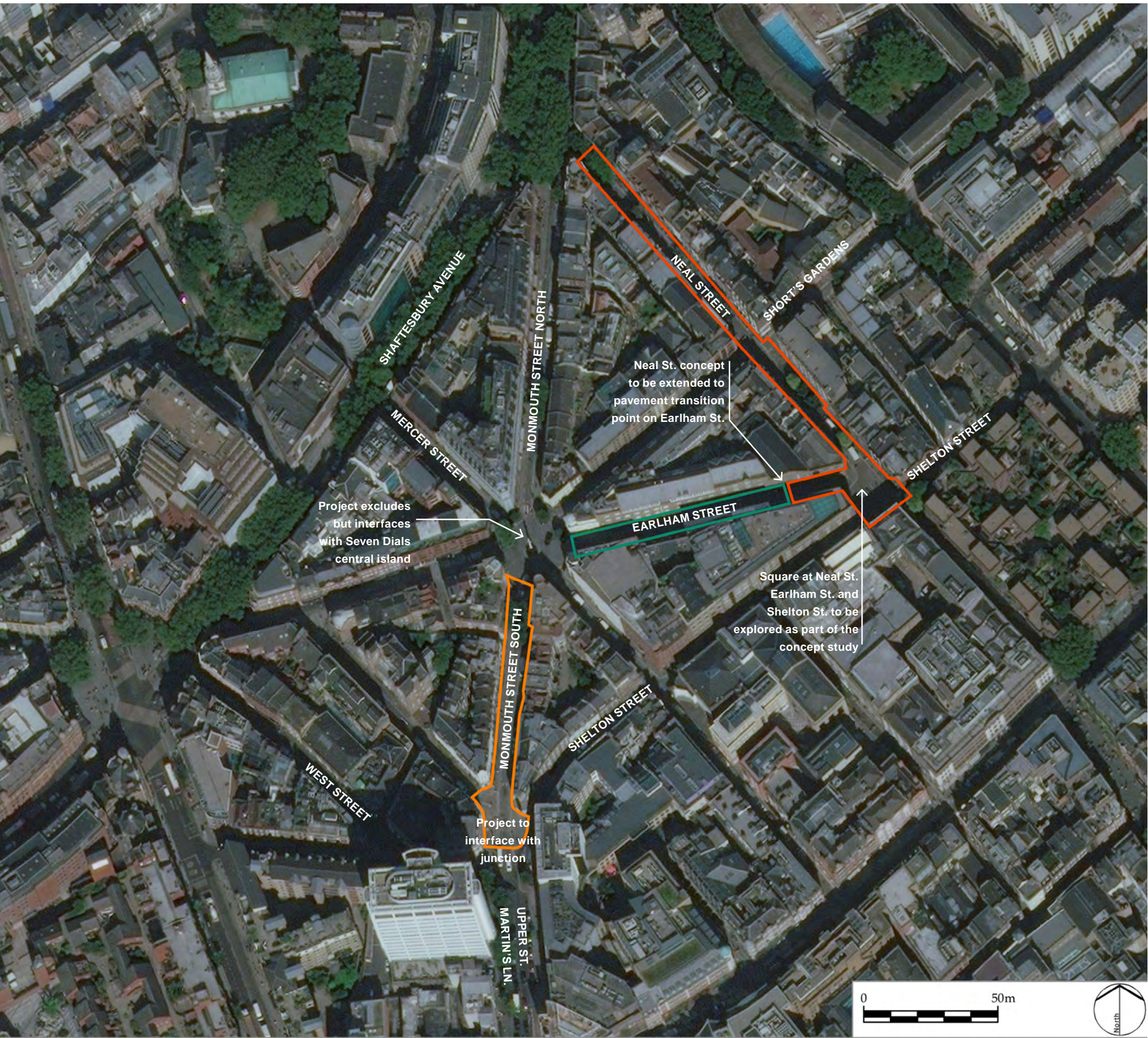
## Traffic

An Experimental Traffic Order (ETO) is currently in place and runs throughout 2022. The overall aim is to reduce the opportunity for vehicles to cut through Seven Dials, decreasing the volume of vehicular traffic and improving the environment for people to move through and spend time.

The new scheme removes the cut-through route along Mercer Street with the only way for vehicles to exit being along Shorts Gardens. In principle, the only vehicular traffic that would then enter the area would be vehicles making a specific trip and removes any benefit to cut-through.

Further information regarding the Seven Dials etc is available online: [Camden.gov.uk/sevendials](https://camden.gov.uk/sevendials)

- Neal Street
- Earlham Street East
- Monmouth Street South



All approaches shown on subsequent boards represent early sketch thoughts and demonstrate one way of delivering change. These ideas are in no way fixed and we welcome any other ideas to help steer the project.







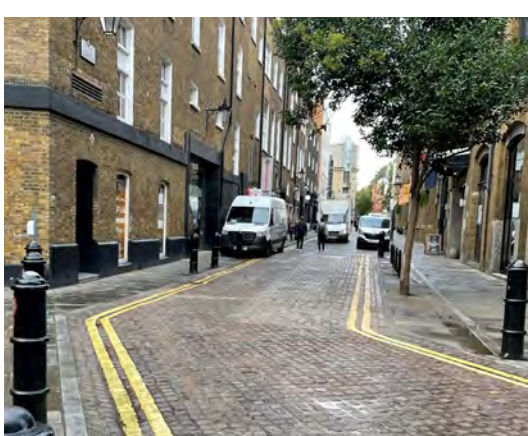
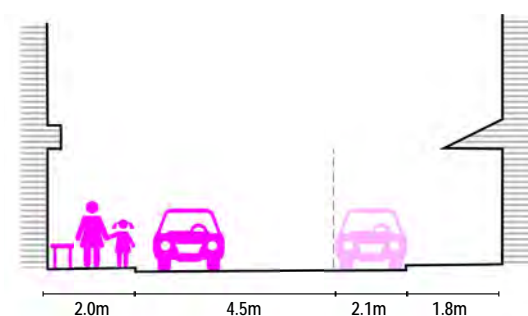
Previous street layout  
c. March 2017



Delivered, people focussed layout







Parking and loading dominant (temporarily suspended for tables and chairs)



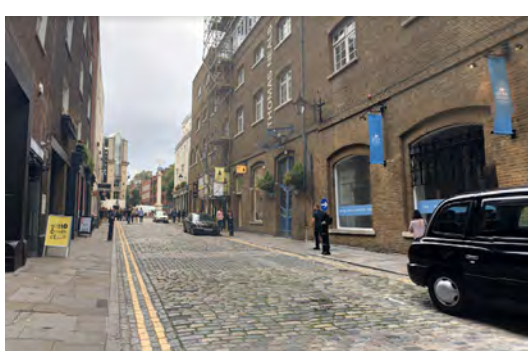
Wide street cross section but dominant carriageway width, relatively clutter free



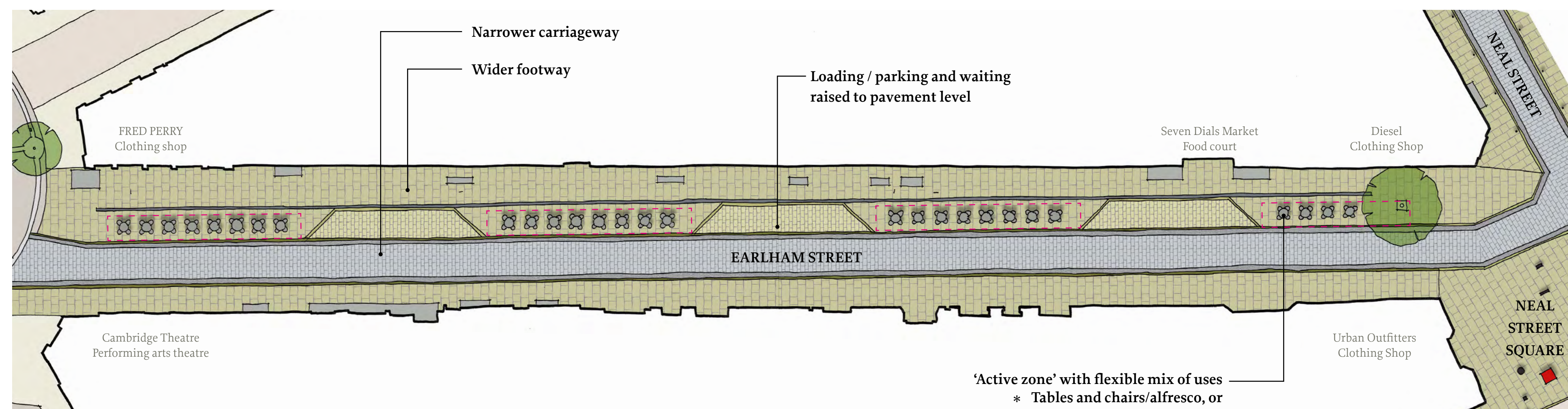
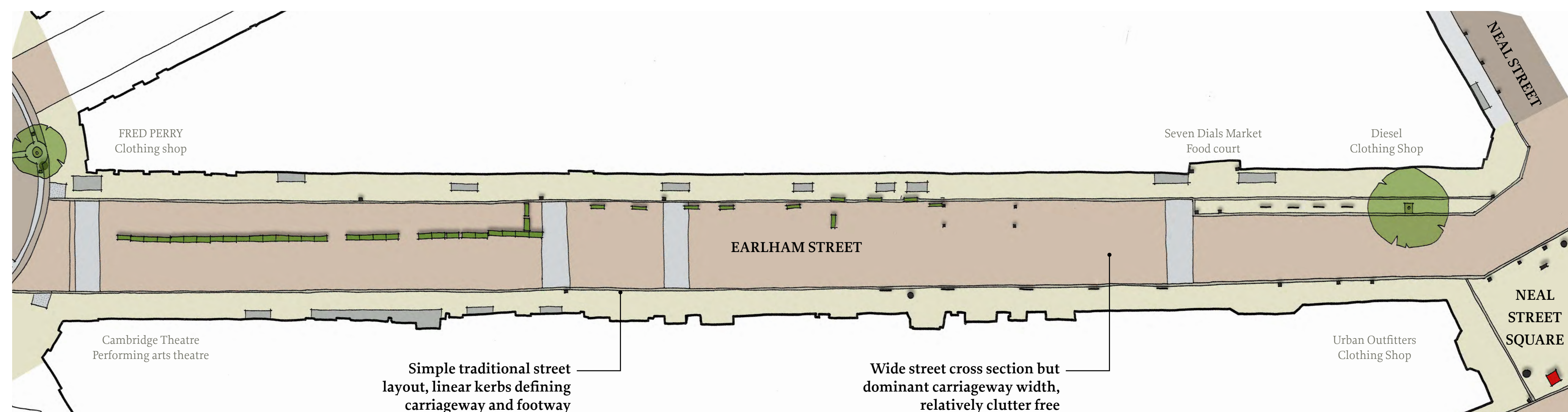
Combining loading/flexible space with footway works well on Earlam Street West. Should the same principle be



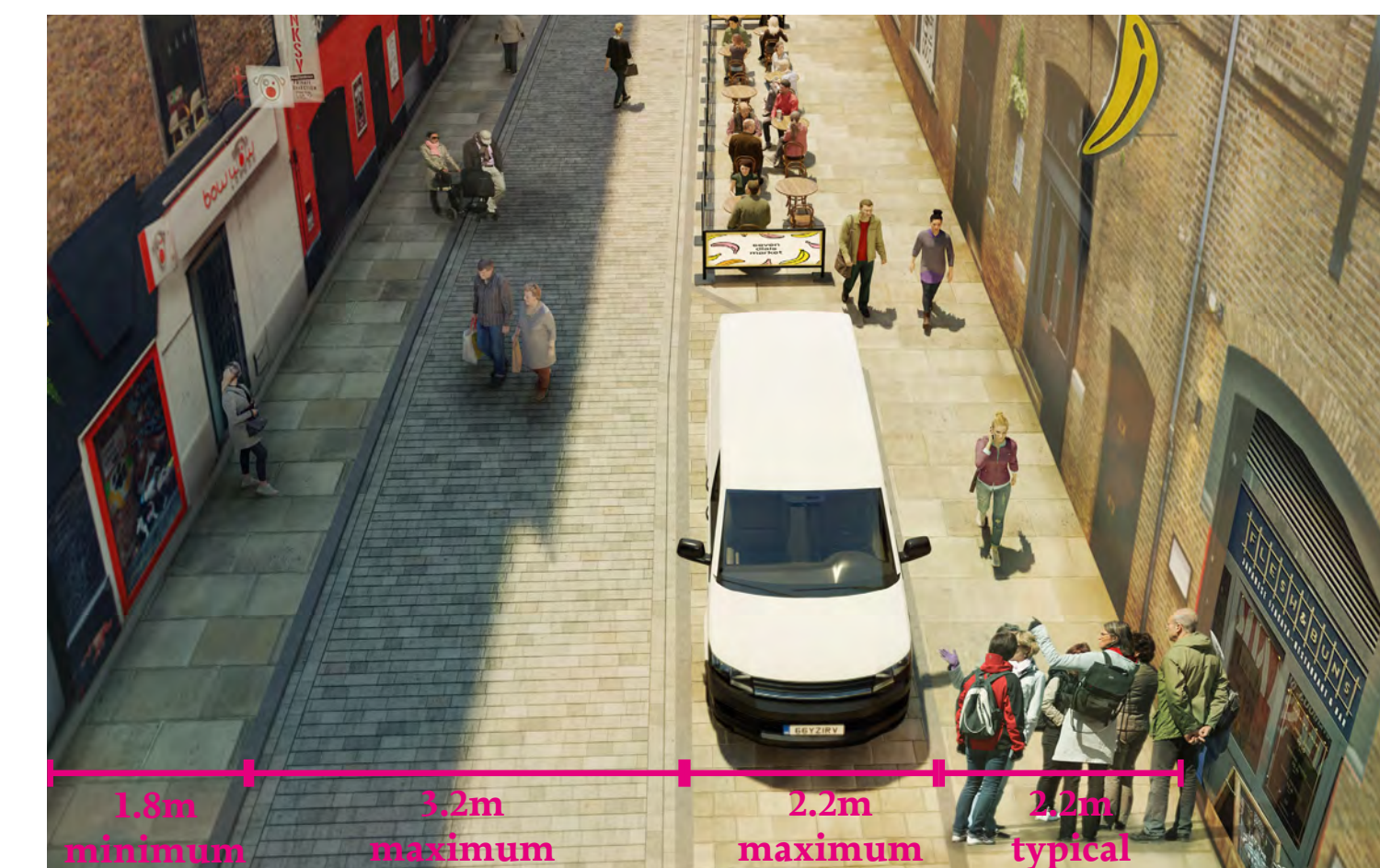
Solitary tree at far east of street but very little planting beyond that.



Simple traditional street layout, linear kerbs defining carriageway and footway



Looking North West along Earlam Street

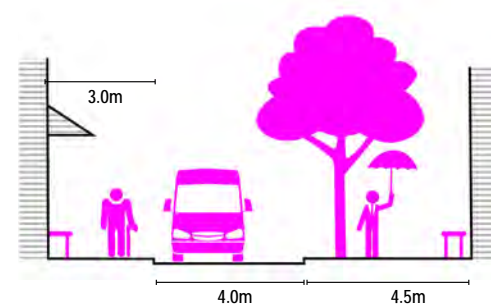






Monmouth Street forms a direct connection between several landmark spaces and major destinations.

Typical cross section 01: Wide vehicle space when compared with footway. Carriageway wider than necessary.



Typical cross section 02: Pedestrian build outs more successful for introducing tables and chairs. Carriageway wider than necessary.



Poorly defined connections with courtyards and alleyways.



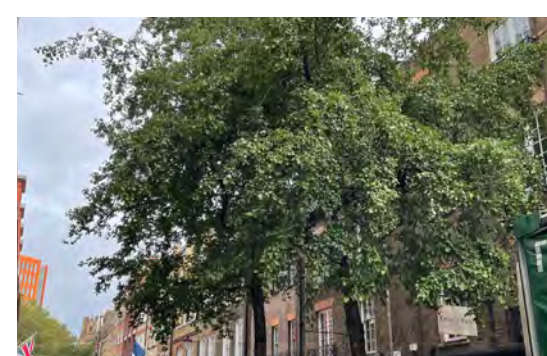
Poor quality surface, failing materials, sunken ground and poorly executed repairs.



Some opportunity for spill out onto footway but confined to narrow spaces so not to cause obstructions.



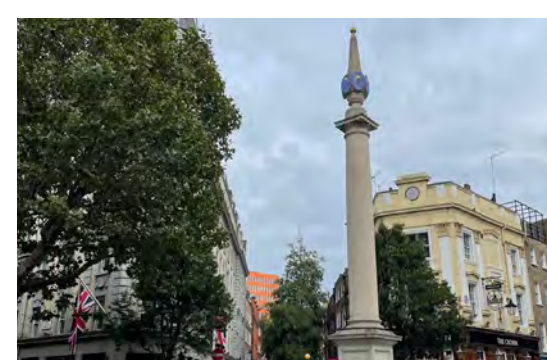
Parking dominates sections of the street



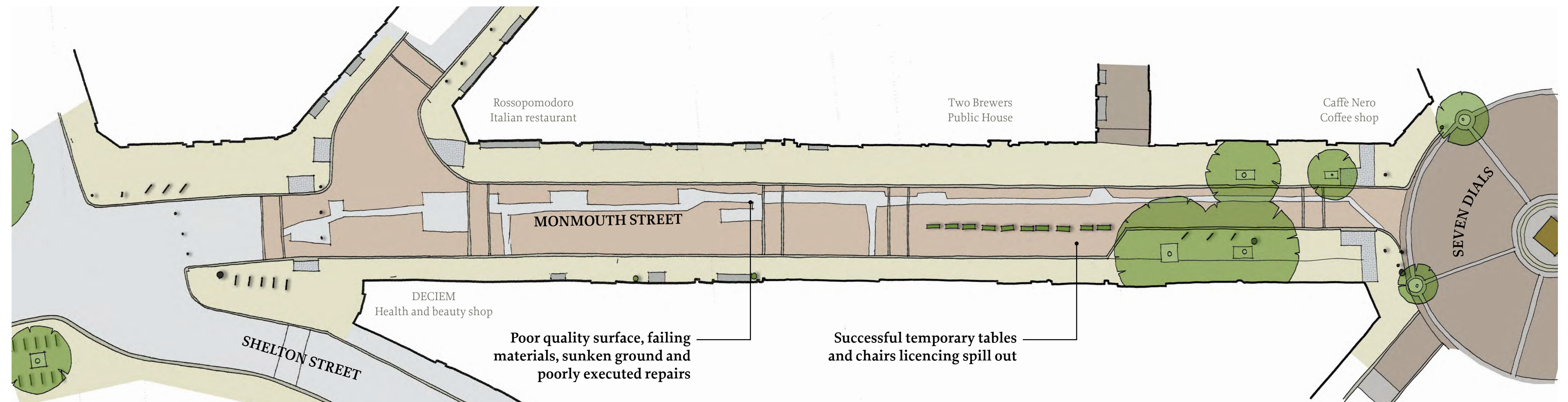
Some successful tree planting and semi-private greening / flowers.



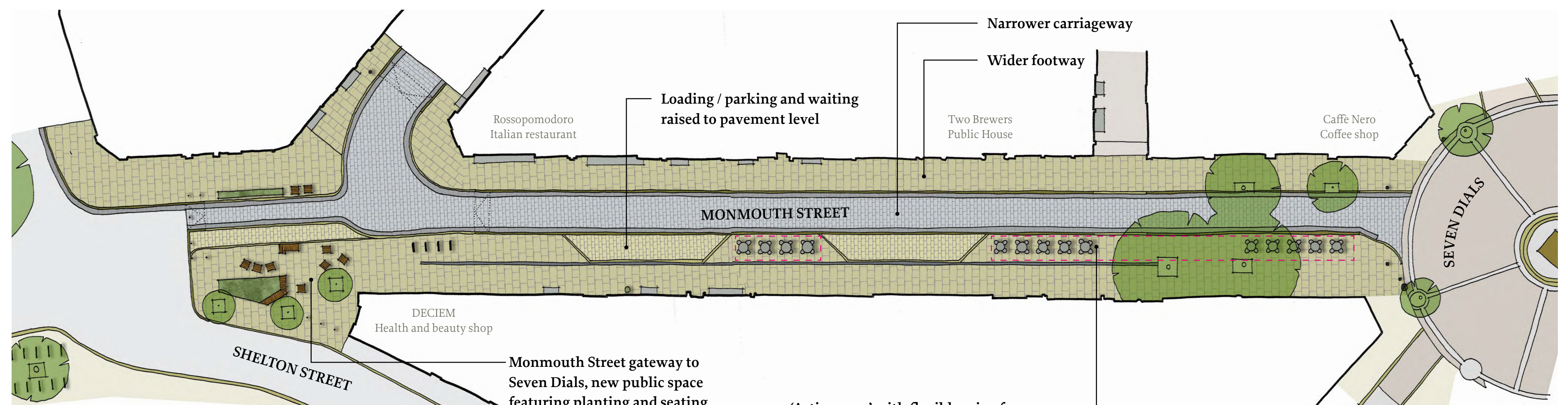
Successful temporary tables and chairs licencing.



View towards Seven Dials Pillar aids in legibility and wayfinding.



Existing layout



Draft sketch arrangement

'Active zone' with flexible mix of uses  
 \* Tables and chairs/alfresco, or  
 \* public seating, or  
 \* planting, or  
 \* Other?



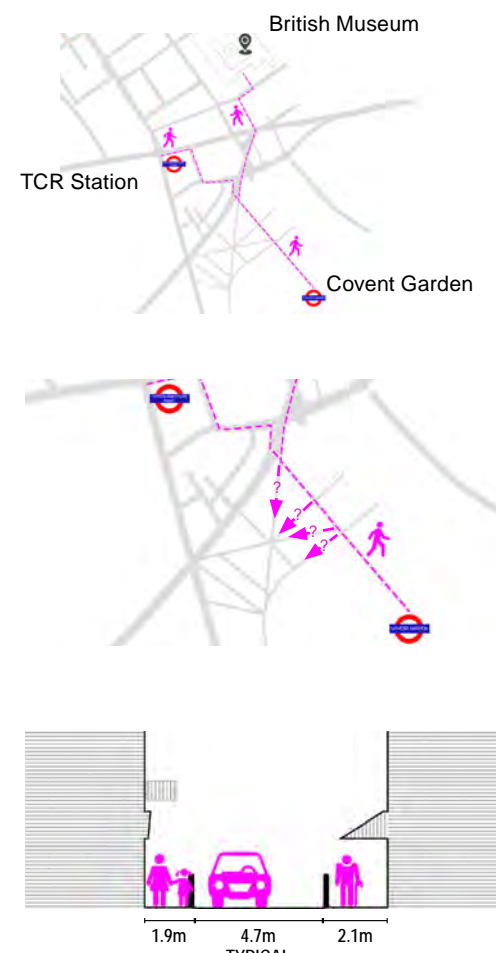
Looking North along Monmouth Street



Monmouth Street gateway to Seven Dials







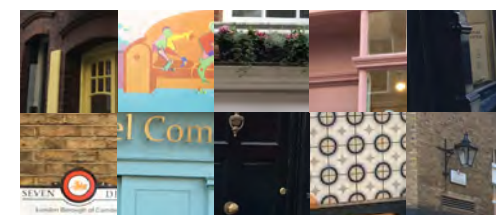
Neal Street is a direct, quick and useful walking connection between Covent Garden and Shaftesbury Avenue.

Neal Street can however fail to entice people moving along the route into the surrounding streets and spaces.

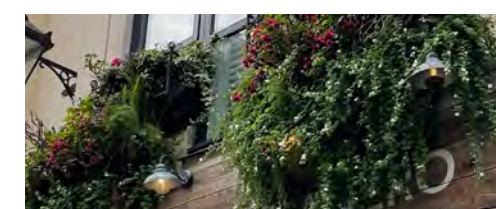
Given its importance as a walking route the cross section and yellow lines infer a vehicular dominance



Human Scale cross section but nowhere to rest or spend time



Richness in architectural detail, colour, texture and patterns



Small amounts of valued greening that reinforce the Seven Dials 'village' feel



Fine grain mix of uses



Poor quality materials insensitive to context



A degraded public realm; standing water, damaged furniture and broken pavements.



Cluttered arrangement of furniture and too many bollards forming a fence that psychologically creates a barrier



Narrow constrained pedestrian movement



Layout and marking infer a vehicular priority



Neal Street North, looking North



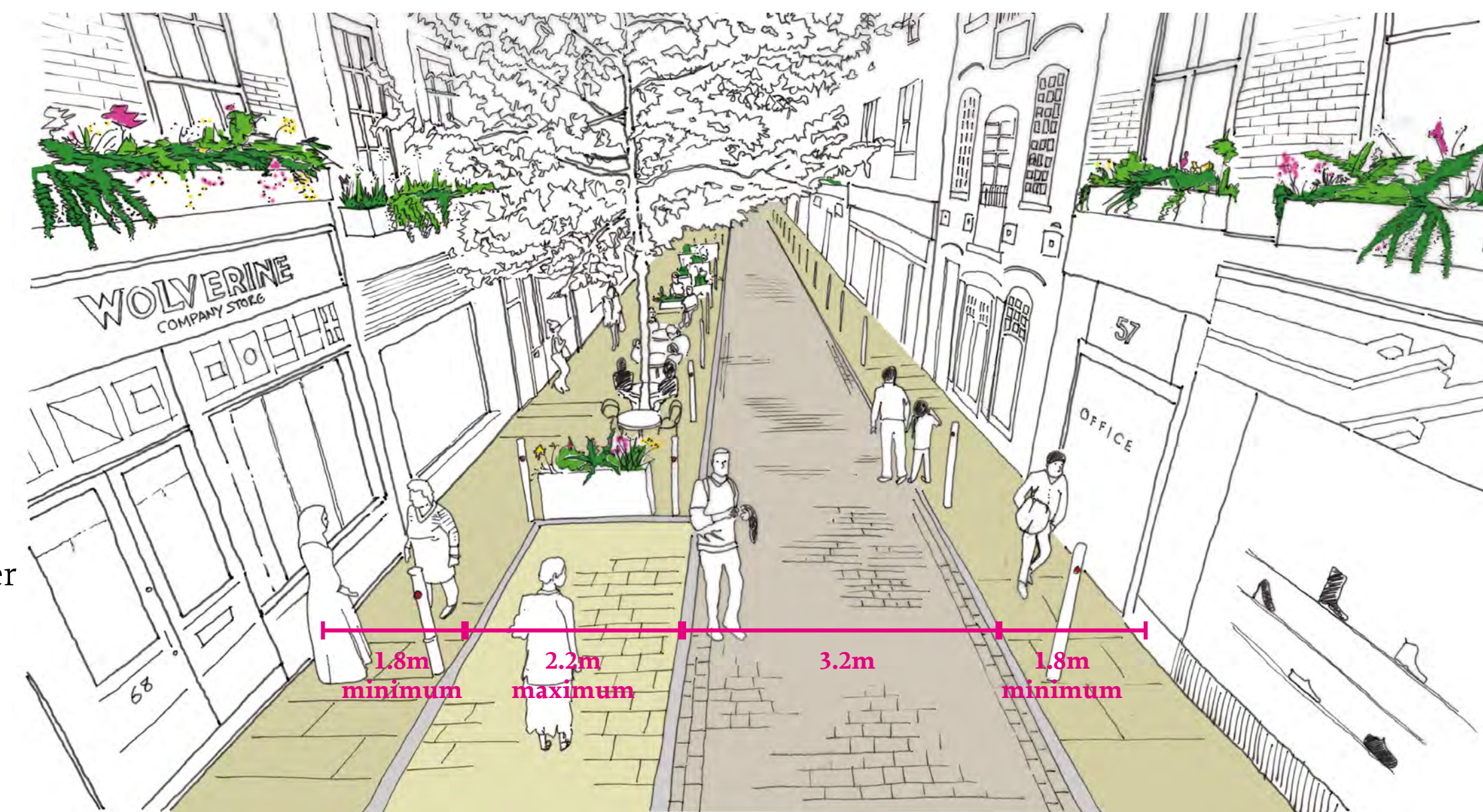
Neal Street North, looking South



Neal Street South, looking North



Neal Street Square



Typical Section, Neal Street North



Typical Section, Neal Street South



**SEVEN DIALS**  
PUBLIC REALM ENHANCEMENT

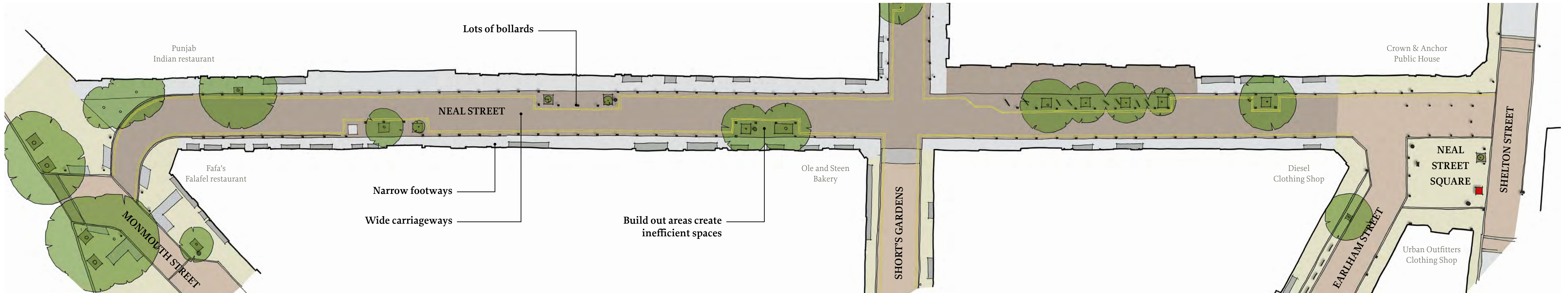
# Neal Street Public Realm

A beautiful connection which celebrates the identity of Seven Dials as a high quality, curious and delightful place. A timeless classic

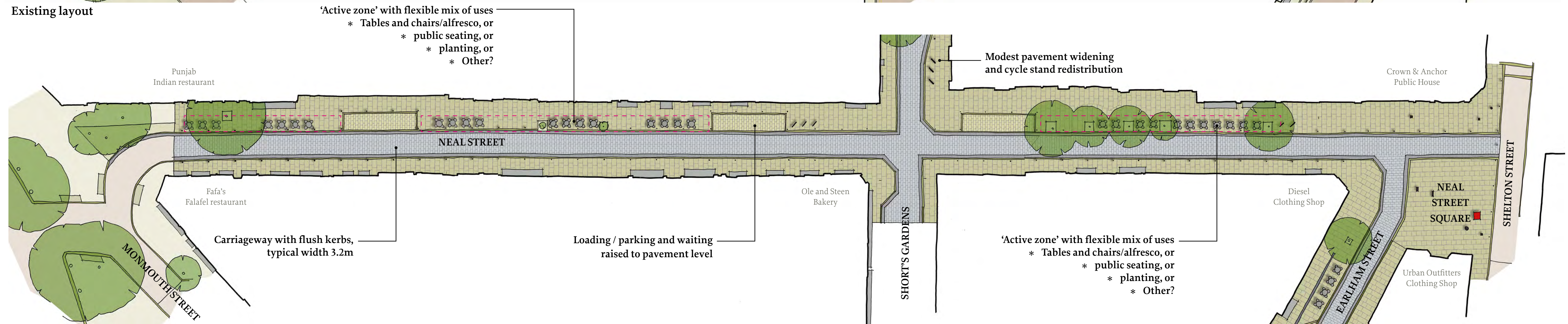
Scan the QR code and tell us what you think!



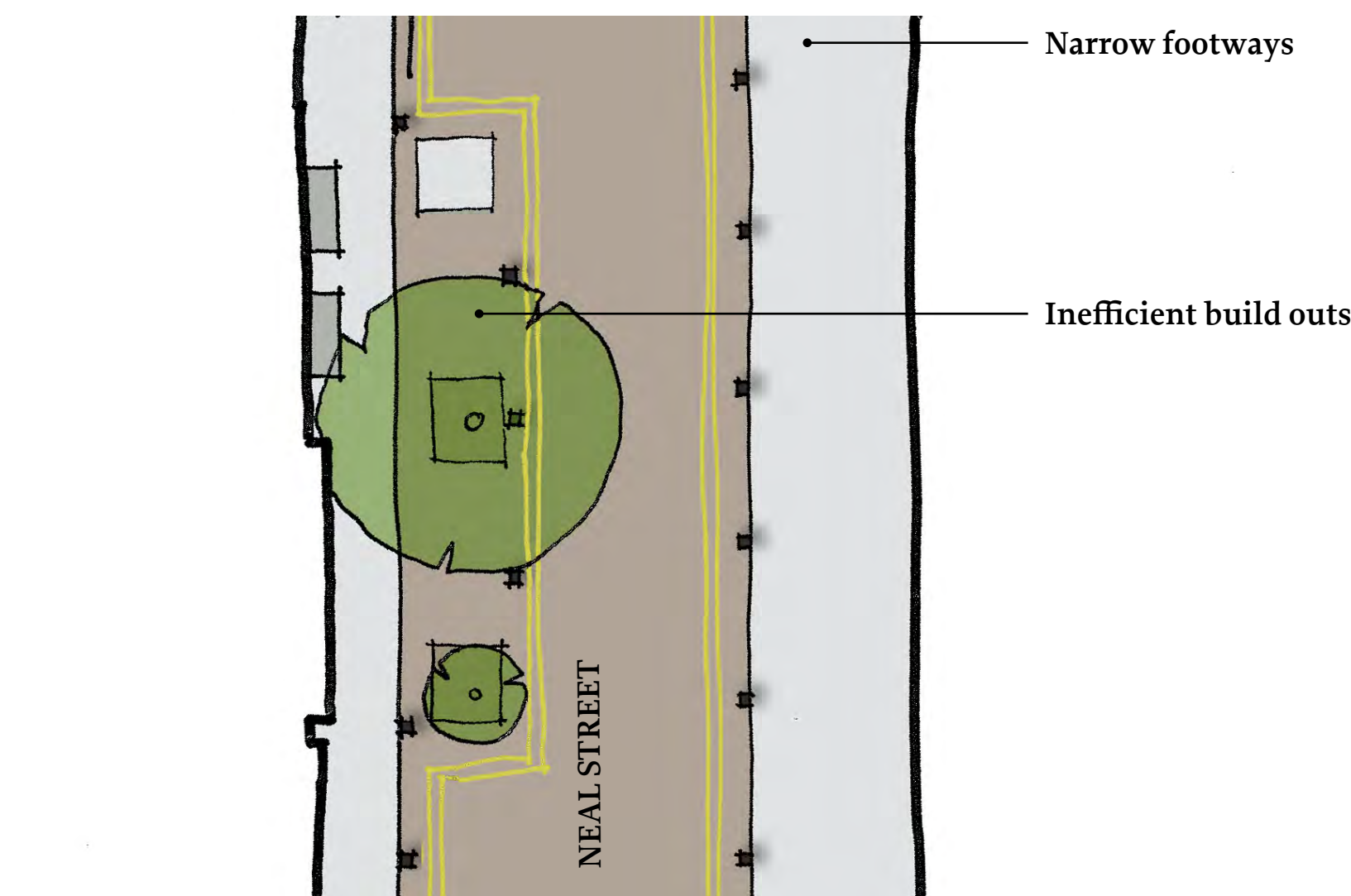




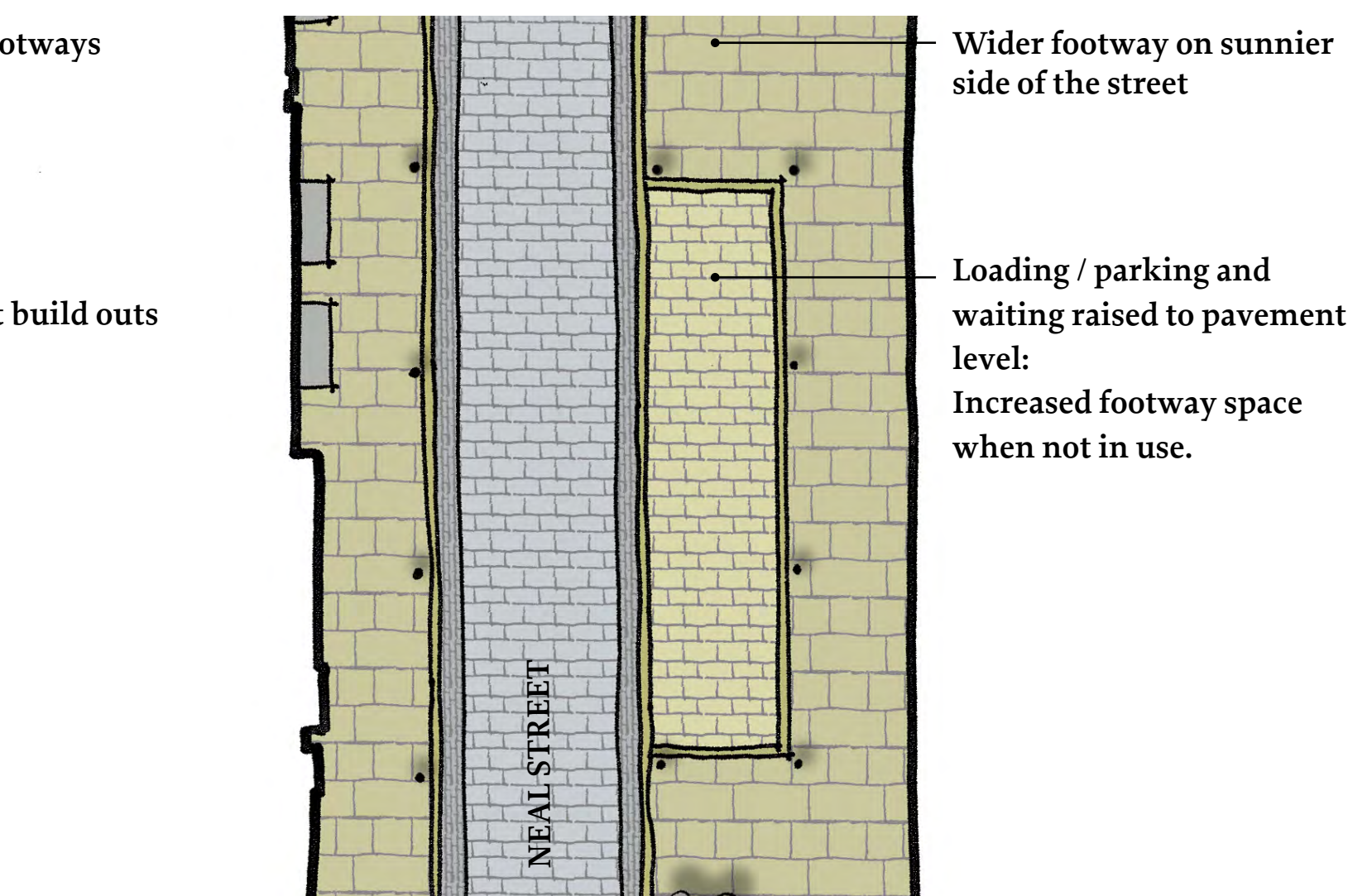
Existing layout



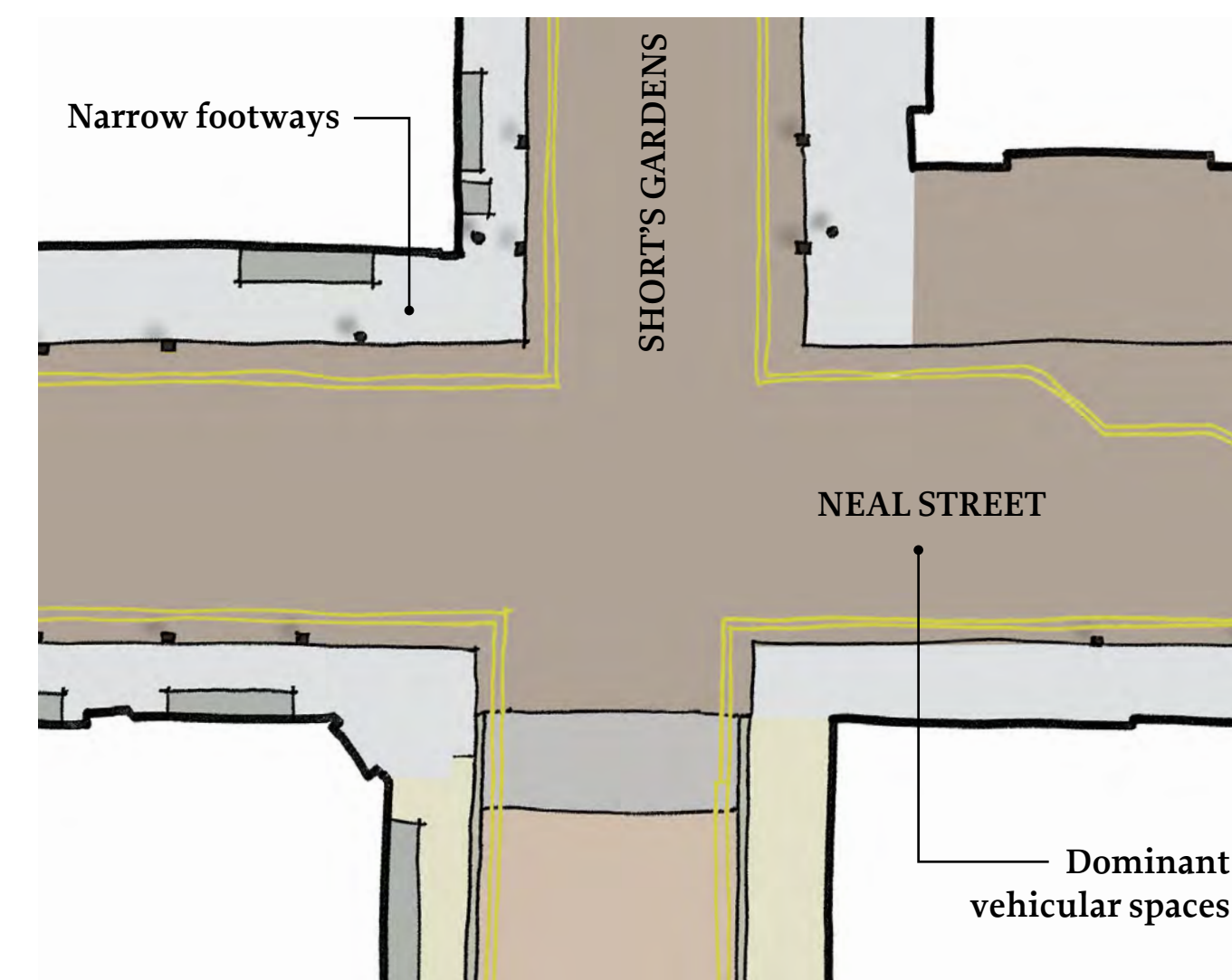
Draft sketch arrangement



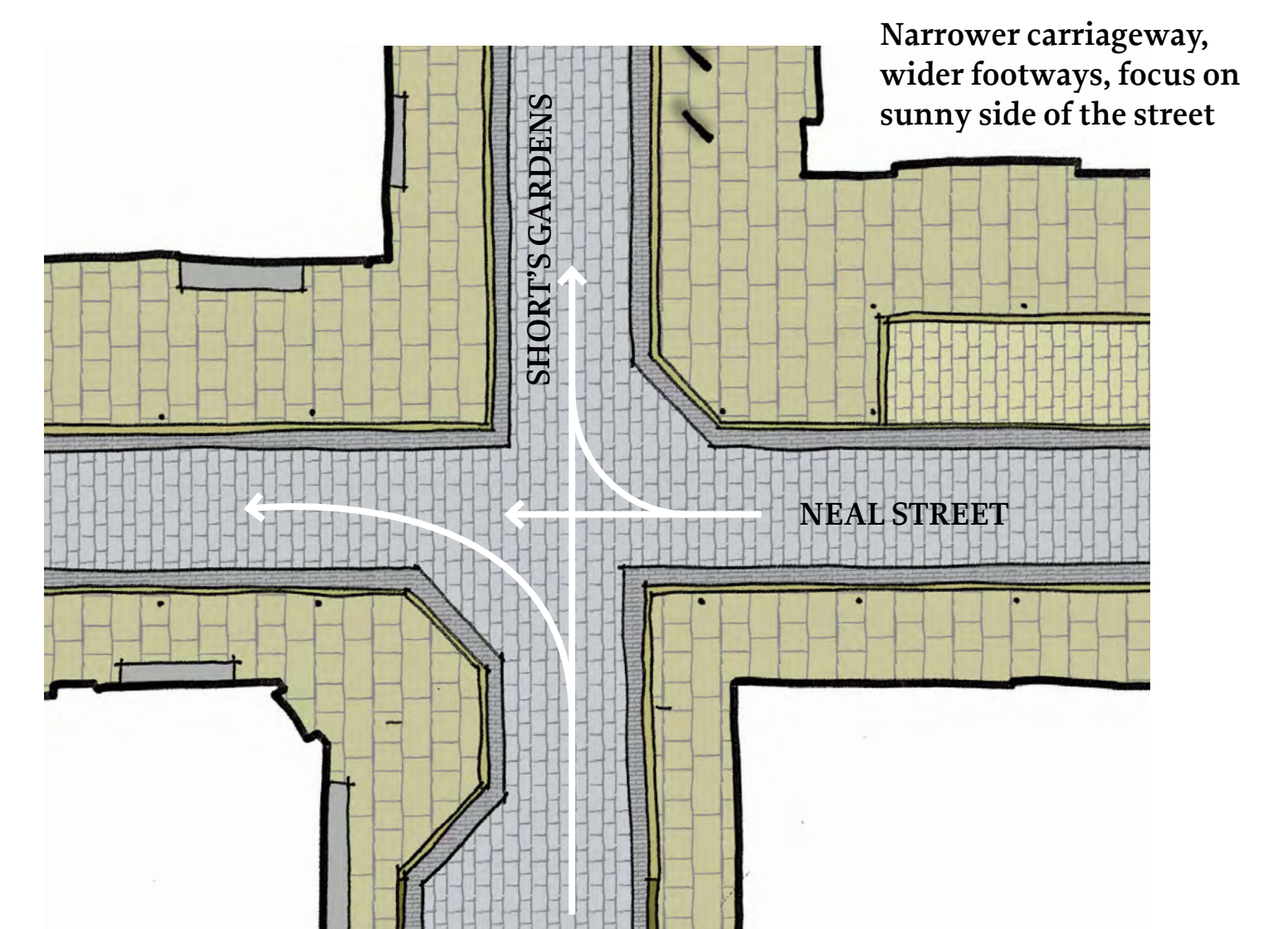
Existing layout



Draft sketch arrangement



Existing layout



Draft sketch arrangement



**SEVEN DIALS**  
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# Neal Street Public Realm

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Scan the QR code and tell us what you think!





# Tell us what you think? Mood board

You now have the opportunity to comment on these emerging ideas and add some of your own by visiting [Camden.gov.uk/sevendials](https://Camden.gov.uk/sevendials) or by scanning the QR code at the lower right corner.

We are particularly interested to understand how you feel the Seven Dials can meet the demands of the immediate and long term future.

- \* How can we transform Seven Dials to improve walking and cycling?
- \* Do we introduce wider footways? If so, how do we balance space to allow for servicing, residents parking and other uses at the right time of the day?
- \* Should there be more planting and trees? in what form should this be and where?
- \* Should there be more places to rest? how should these look and feel, where should they go?
- \* Is shelter important? Accessing sunshine in winter and cool space in summer?
- \* Introduce a high quality public realm material palette providing a comfortable and legible public realm improvements to make sure the area is somewhere people want to be? Do you have any specific thoughts on materiality?

Some ideas but not exhaustive, all ideas welcome...

## Material quality?



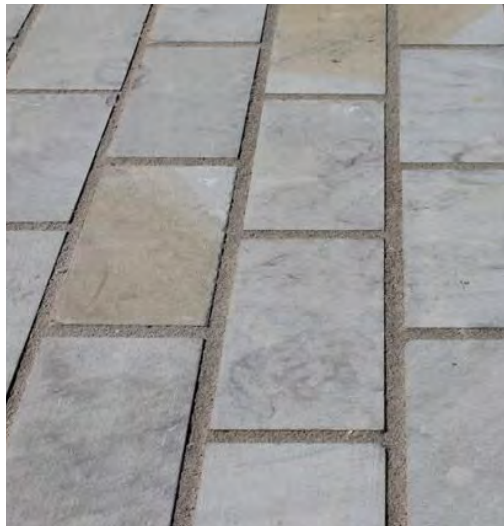
Yorkstone paved footways?



Limestone kerbs?



subtle blend of sawn granite in the vehicular spaces?



Sawn yorkstone sett paved loading spaces?



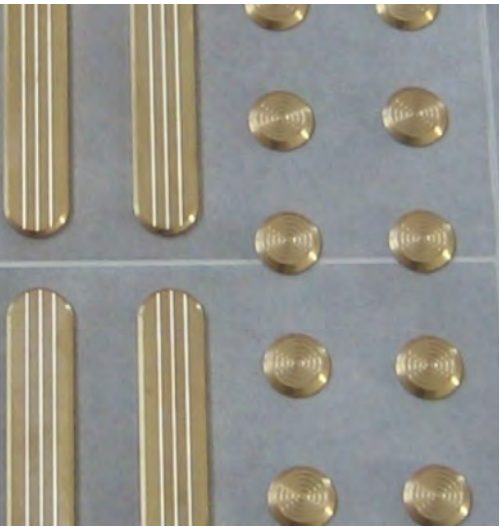
Cubic granite setts at gateway spaces?



A recessive public realm: Seven Dials Studs used to demarcate space?

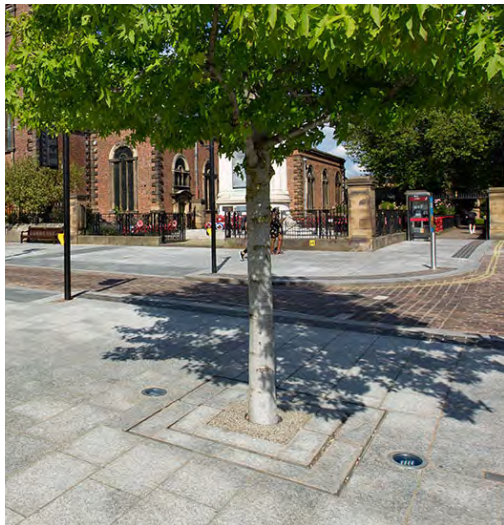


A thin version of the Seven Dials Bollard?



A recessive public realm: bronze studs used for corduroy and blister tactile paving?

## More planting? In what form? Where? How much?



New street trees?



Hanging baskets?



Green columns/living pillars?



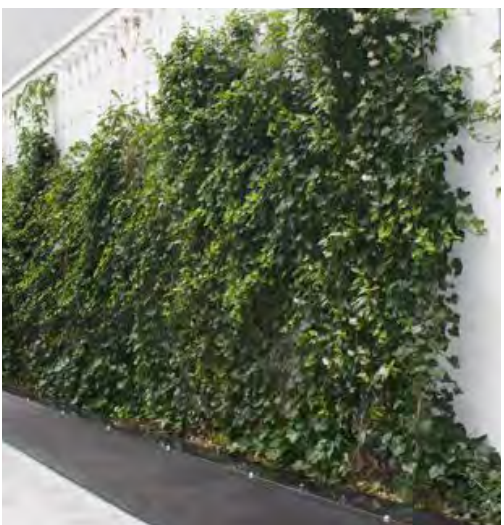
Giant flowerpots?



Oversized planters?



Seater and planter combinations?



Green walls or climbers?



Window boxes?

Note: below ground constraints are extremely prohibitive so locations will need to be tested.

## Next Steps

After assessing feedback and further development, we aim to formally consult on proposals in early 2023.

This engagement will be linked to the consultation on whether the current Covent Garden Experimental Traffic Order (ETO) should be made permanent.

## If public seating, where? How much? what should it look and feel like?



Folding?



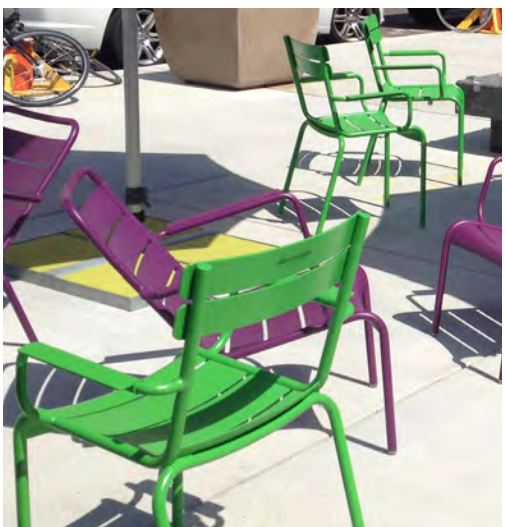
Folding seats and tables for public use?



Gravity fixed, weighted moveable seating? (moveable by events teams only)



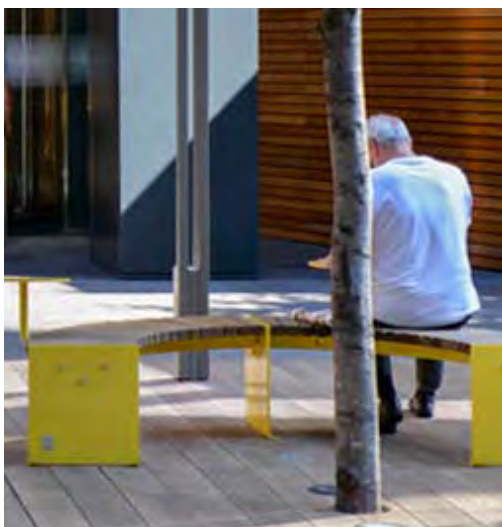
Combinations of planters and seating?



Temporary, managed, flexible?



Highly sociable?



Designed for more private and intimate moments?



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# Thank you

Scan the QR code and tell us what you think!

