



area
COVENT 3 GARDEN

1st March 2006
ATKINS

FORWARD

COVENT GARDEN AREA 3

This document has been produced by Atkins Limited in response to the City of Westminster's Project Brief : Covent Garden Area 3 Streetscape, dated 13 July 2005 and briefing by the Westminster Project Manager on 14 August 2005.

AIMS OF PROJECT BRIEF

- To produce written streetscape analysis, including reference to the findings of the Covent Garden Area 3 Workshop (2 March 2005) and relevant background information to propose an appropriate seamless streetscape treatment.
- To produce sketch designs for the relevant streets showing all streetscape details for onward development by the Council's Term Contractors.
- Prepare a materials board of proposals to comply with the relevant principles and details of the City Council's "The Westminster Way" documentation and other relevant guidance documents.
- To work in partnership with lighting managers to integrate relevant lighting proposals and also to work in partnership with other related area projects and developments.



Covent Garden is a vibrant area, which attracts high profile retailers and large numbers of shoppers, particularly at weekends. The pedestrian shopping experience is compromised by a poor quality public realm.

CONTENTS



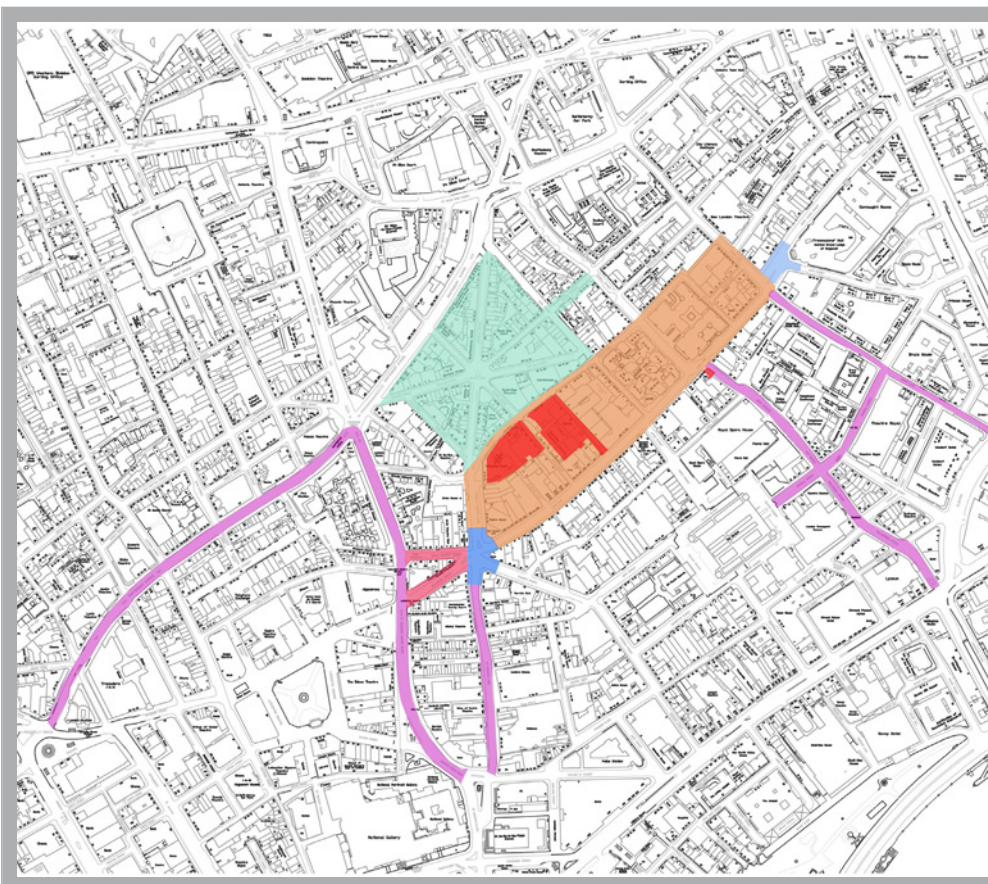
Neal Street (this page) and Long Acre (opposite) are the focus of retail activity within Covent Garden Area 3. They highlight many of the public realm issues within the area- significant street clutter, conflicts between pedestrians and cars and narrow footways.

INTRODUCTION	1.0
CONTEXT	2.0
HISTORICAL CONTEXT	3.0
TOWNSCAPE ANALYSIS	4.0
SCHEME OPTIONS	5.0
OPTION ONE	5.1
OPTION TWO	5.2
OPTION THREE	5.3
CONSTRUCTION DETAILS	6.0
STREET SCENE AUDIT	7.0

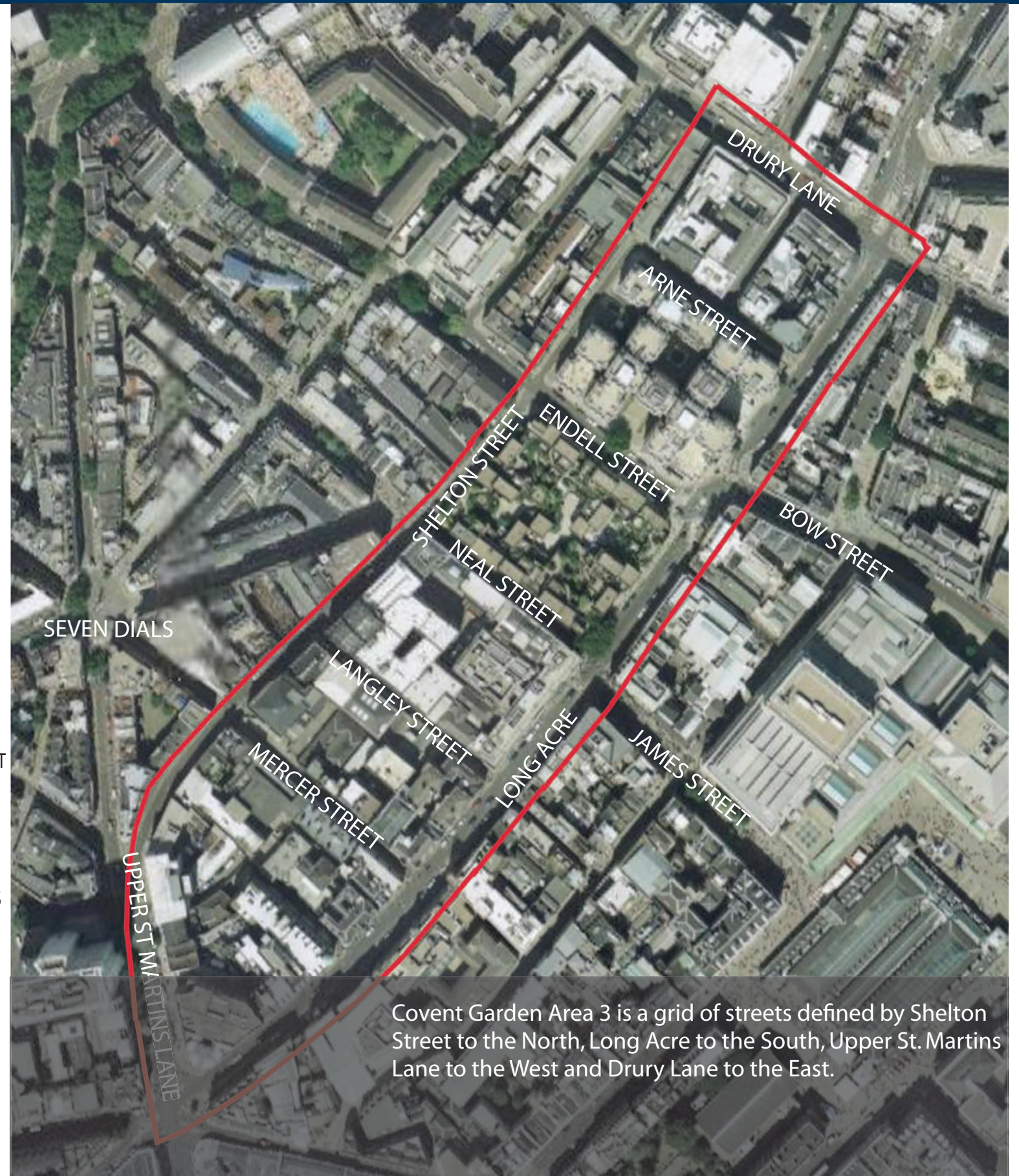
1.0 INTRODUCTION



- Key
- AREA 1
 - AREA 2
 - AREA 3
 - AREA 4



- Key
- AREA 3
 - THEATRELAND PROJECT BRIEF 'STREETS'
 - CHRISTIAN GARNETT SCHEME UNDER CONSIDERATION
 - REDEVELOPMENT SITES WITH CONSENTS
 - MONMOUTH STREET IMPROVEMENTS



Covent Garden Area 3 is a grid of streets defined by Shelton Street to the North, Long Acre to the South, Upper St. Martins Lane to the West and Drury Lane to the East.

1.0 INTRODUCTION



Shelton Street forms the boundary of London Borough Camden and Westminster. Former warehouse buildings create a sense of scale and enclosure. Narrow footways and sea of bollards impedes pedestrian movement, often resulting in the carriageway being used as an alternative.

Covent Garden is one of central London's most important historic areas and a pioneering example of regeneration based on the conservation of its historic and architecturally important buildings and streetscape.

Westminster City Council's Action Plan for Covent Garden, sets out four principal sub-areas, shown opposite. The aim of these sub-areas is to bring about considered change that is sensitive to the differences across the whole area.

Long Acre and Neal Street were identified in the Action Plan as a focus for retail activity, noting that narrow streets and footways lead to conflict between cars and pedestrians, particularly at the St Martin's Lane junction with Long Acre and on Shelton Street. In addition the Action Plan recognises that it is essential for Westminster City Council to work closely with Camden Council and the Seven Dials Monument Charity and other interest groups, to ensure a consistent and holistic streetscape approach, particularly on the Shelton Street boundary.

There are three freeholders that have significant interests in Covent Garden Area 3, these are The Mercers' Company, Shaftesbury PLC and Schroders Plc. A new joint venture between Mercers and Shaftesbury will aim to develop a site at the junction of Long Acre and Upper St Martins Lane on the Western edge of Area 3.

2.0 CONTEXT

2.1 BACKGROUND INFORMATION

Key reports, local development planning applications, background documentation and related project briefings have helped set the context for the approach and proposals in this report. These are as follows :

- Seven Dials Renaissance - Seven Dials Monument Charity - (revised edition) - 1995.
- Caring For Covent Garden - Covent Garden Area Trust - (revised edition) - 1997.
- Living Streets: "Just 900 Steps - walking between Leicester Square and Covent Garden - October 2004.
- Covent Garden Area 3 Workshop held on 2 March 2005.
- Theatreland Seminar - 28 September 2005.
- London Borough Camden's Clear Zone initiative
- Shelton Street Proposals - Steer Davies Gleave 2004

The following summary identifies significant issues:



Detail of dressed multi-coloured flame setts - Monmouth Street.



Seven Dials/ Covent Garden Lantern - final prototype.

2.2 SEVEN DIALS RENAISSANCE - SEVEN DIALS MONUMENT CHARITY - (REVISED EDITION) - 1995.

The Seven Dials Renaissance Study was produced following extensive consultations and reviews and it was adopted as a material consideration (and granted an Environmental Award) when assessing change in the area by the London Borough of Camden. The aim of the document was to identify streetscape improvements that respect the historic form of buildings and spaces, making use of authentic materials, forms of construction and street furniture designs.

Improvements as a result of the recommendations can be found in Earlham Street (West) and Short's Gardens and most recently in Monmouth Street. The following materials have been used :

- Footways - Textured surface "Greenmoor Rustic", predominantly cream, russet, grey-blue, York stone in 600mm and 900mm gauge widths, random lengths at 75mm depth.
- Carriageways generally - Reclaimed granite (mixed colours), level top face setts, nominally 100 x 200 x 100mm depth experimentally recessed (Earlham Street) and flush pointed (Short's Gardens) with sett drainage channels.
- Kerbs generally - New and reclaimed granite kerbs normally silver grey - 150 x 300mm with upstand kerb faces averaging 125mm or increased heights to deter footway parking.
- Vertical alignment changes at key pedestrian crossings and gathering locations at street/alley junctions - indication of alignment changes in 100 x 100 x 100mm split new silver grey granite setts laid in stack bond.

- Earlham Street/Neal Street/Shelton Street junction/ shared /carriageway surface - laid in Porphyry nominally grey-brown granite, nominal 100 x 100 x 100mm with dressed level top face, flush pointed.
- Street lighting generally - Lamp columns - Seven Dials format column based on Mercer Street shaft and modified authentic St.Giles Parish bollard as base, with Windsor style lantern and white light source.
- Bollards - Seven Dials heraldic motif added to authentic cannon style, St. Giles Parish bollard based on surviving examples.

A principle in Seven Dials mixed use streets has been generally to retain kerb lines with upstand faces, unlike Neal Street (north of Shelton Street in concrete blocks) and south of Shelton Street (as a restricted service vehicle access street). Vertical alignment changes for safety, convenience and linking principal walking routes have been a continuing strategy of the 1990 Seven Dials Renaissance. This report recommends this approach is expanded to Covent Garden Area 3.



The successful use of multi-coloured dressed setts and York stone paving on Monmouth Street to be continued into Area 3. Large Seven Dials-style bollards should not be used south of Shelton Street (north side, street junction only).

2.0 CONTEXT



The junction of Long Acre, James Street and Neal Street is Covent Garden Area 3's most significant pedestrian link. Crossing from North to South, it also has a strategic location adjacent to Covent Garden underground station, and connects the high activity areas of Covent Garden market and Neal Street. There is often conflict between pedestrians and vehicular traffic, and would benefit from a pedestrian priority tabled crossing.

2.3 IMPROVEMENTS IN MONMOUTH STREET (IN PROGRESS)

The following have updated and modified parts of the original Seven Dials Renaissance palette :

- Footways - Diamond sawn "White Rock" quarry York stone, predominantly cream-grey (from Marshalls) in 600 mm gauge width and random lengths, with build out details and flat channels in various York stone sett modules.
- Carriageways generally - Dressed top face new granite setts (from Marshalls) in 5 standard colours including silver grey, mid grey, dark grey, pink and browns, nominally 100 x 200 x 100mm depth, flush pointed. This dressed granite and colour specification should replace the original carriageway strategy for the whole Seven Dials area streets and key spaces.
- Kerbs generally - Reused nominal 150 x 300 mm depth with dressing for reuse, and some new silver grey granite and precast concrete, 300 x 300 mm (adjacent precast concrete tactile paving sections).
- Vertical alignment changes at key pedestrian crossing and gathering locations at street/alley junctions - indication of alignment changes in 100 x 200 x 100mm setts laid to carriageway pattern within new silver grey granite kerbs 150 x 300 mm depth.
- Street lighting generally - (as a general replacement strategy for the current Holborn Borough large lamp columns and the Seven Dials Columns). Wall mounted purpose-designed, large Windsor-style lantern on decorative wall bracket and authentic details, with white light source.

The Seven Dials Monument Charity and London Borough of Camden consider these modifications as reflecting a positive experience and it is recommended that these details will also be applied in future to Area 3 where relevant.

2.0 CONTEXT

2.4 CARING FOR COVENT GARDEN - COVENT GARDEN AREA TRUST - (REVISED EDITION) - 1997

Caring For Covent Garden was produced following extensive consultation and review and adopted as a material consideration when assessing change in the area by Westminster City Council. It applies to the Piazza and principal approach streets. It's streetscape strategy coordinated in part with the Seven Dials palette, of York stone for footways, level topped granite sett carriageway paving, updated with new dressed granite as used in James Street (north) and reclaimed and new silver grey granite kerbs.

- Street Lighting generally - Historic Rochester-style lanterns on Eddystone style columns on the Piazza and approach streets. Existing historic wall mounted gas lighting to be retained in Windsor style lighting. New electric luminaire (where relevant) sources to be in white light.
- Bollards for vehicle access restrictions - Rising bollards as used in James Street north were to be applied elsewhere in a coordinated plan to replace sign only vehicle restrictions and gates/barriers.
- Bollards generally to use the St. Paul's style authentic cannon designs and timber bollards to be phased out.

The approach to universally accessible walking routes in the central Covent Garden area has identified the need for level surface granite setts across the piazza, and continuity of York stone (and decorative patterns at the Royal Opera House arcade) continuously linked across street junctions. Where tactile paving is thought essential York stone panels are the preferred material, without colour contrasts or tails across footways. This differs with the most recent Seven Dials improvements on Monmouth Street.



Mercer Street and Shelton Street junction provides a significant link from North to South, which would be further promoted through a proposed development between Mercer Street and Langley Street. Highway and footway treatments which reflect its status and future status would create a more coherent and accessible public realm.

2.0 CONTEXT

2.5 LIVING STREETS :“JUST 900 STEPS” - WALKING BETWEEN LEICESTER SQUARE AND COVENT GARDEN - OCTOBER 2004.

This document sets out the results of a Community Street Audit process applied to a circular route from Leicester Square to Covent Garden Piazza via Cranbourn Street, Long Acre, James Street, King Street, Garrick Street. Stakeholder workshops and day and evening walkabouts were organised in carrying out the audit.

The report concludes that the walking route is difficult due to the road layouts, determined by vehicle needs. Along the routes there is a lack of space; and natural direct walking routes are interrupted, particularly at poorly organised road crossing points. Street clutter dominates and there is some evidence of long-term damage and poor maintenance of equipment such as traffic signage. The amount of space allocated to on-street vehicle parking is substantial compared with the space available for pedestrians, this limits the accessibility. There is a coordinated system of existing finger signage and some map guidance (at underground stations) although the size and form does not aid the appreciation of the area.

Relevant recommendations for Covent Garden Area 3 include that there should be special consideration for St. Martin's Lane at the junction with Long Acre. This should include consideration of footway widening with continuity of surface quality and material and reduced clutter of street furniture generally and an improved layout of essentials, with new surface level crossings. The changes could help in creating a new gateway character and space for seating (which ideally should be available every 50 metres throughout the route) and an information map point.

In maintaining streetscape cleanliness, repairs and quality, a street checklist approach is recommended as part of a plan of action.

The report identifies that personal safety is determined in part by one or more of the following, in combinations :

- Good lighting levels
- Clear sight lines
- Natural surveillance
- Presence of exit and gateway routes
- A lack of anti-social behaviour

Long Acre meets some of the needs of good personal security in general lighting terms, together with CCTV but suffers from street urination, rough sleeping and begging.

In summary the report states :

“...Despite the unique attractiveness...the area...faces a number of challenges. Its aesthetic potential as a great place for people to visit and linger is compromised by :

“The dominance of motor traffic provision, and excessive on-street car parking.”

“Few spaces or ‘natural meeting points’ to rest and linger away from traffic intrusion en route...”

“The poor footway widths in some places reduces opportunities to stop and appreciate...”

“The visual dominance of traffic-related street furniture - e.g. oversize traffic signs, or extensive armies of bollards used to guard precious public space.”

2.6 COVENT GARDEN AREA 3 WORKSHOP 2 MARCH 2005.

Participants were asked to identify their vision for the area, this produced some common themes although there are a variety of different users and residents with different needs, including residents, businesses and tourists. These also had to be balanced with retaining a “village” or community feel for the area. The visions included :

- Quiet at night, busy by day.
- High quality design that accommodates residents/ businesses/ tourist activity, enhances the historic character and unifies the area.
- Planning for people/ shopping/ loading/ living/ safety/ cleanliness/ cars/ streetscape lighting/ conservation and the underground station.
- Strong village or community feel that welcomes people from outside but is not overwhelmed by them.
- Alternative retail “village” with independents. Mixed use including leisure.
- A variety of street quality.
- Green/ clean/ fumeless/ reasonably quiet, fun but civilised.

A limited streetscape palette should aim to give consistency for :

- Paving and kerbs
- Tactile paving
- Tree surrounds and protection
- Lighting
- Signage

Another key issue was encouraging permeability (with enhanced lighting, paving, road crossings and signage) for pedestrians along under-utilised streets (and away from main routes such as Neal Street) such as :

- Mercer Street
- Langley Street
- Shelton Street

Key map locations were identified for the Covent Garden “Gateways” as :

- St. Martin's junction with Long Acre (also potential as a “Gateway to Theatreland”).
- Earlham Street (west) junction with Shelton Street.
- Monmouth Street (south) junction with Shelton Street.

2.0 CONTEXT

Specific issues were identified for the following streets :

SHELTON STREET - KEY ISSUES

- A main traffic route through Area 3.
- A key issue is how to encourage more permeability for pedestrians through streets connecting Shelton Street with Long Acre.
- Consideration to be given for improved junction treatments on Mercer Street and Langley Street.
- Consideration as to how to widen the footways on Shelton Street, particularly near Langley Street.
- Rubbish collection points and associated evidence of drug use.

LONG ACRE - KEY ISSUES

- Acts as the main pedestrian route through Area 3.
- Consideration for signage to increase use of Mercer Street and Langley Street by pedestrians.
- Black Macadam and asphalt surfaces dominate the character.
- James Street/ Long Acre junction is a 'hotspot' for pedestrian and vehicle conflict.
- Rickshaw cycles, add to pedestrian congestion.

UPPER ST. MARTIN'S LANE - ISSUES

- St.Martin's Lane junction with Long Acre/ Cranbourne Street/ Great Newport Street/ Garrick Street - needs pedestrian access and safety improvements.
- Anonymous in character compared with other active frontage areas.
- Empire and Wellington House frontages are hotspots.

MERCER STREET - ISSUES

- Key opportunity for increased pedestrian permeability to Seven Dials area.
- Lack of retail frontages, due to scarcity of retail premises.
- Need for improved signage, paving and lighting.
- Shelton Street junction is a hotspot (from CGA3 workshop notes 02/03/05).

LANGLEY STREET - ISSUES

- Key opportunity for increased pedestrian permeability to Seven Dials area.
- Lack of retail frontages, due to low level of retail .
- Narrow footways result in pedestrians using highway.

NEAL STREET - ISSUES

- Very overcrowded at times. A capacity issue.
- Maintenance issues exacerbated and compromised by crowds.
- Nuisance caused by cycle rickshaw activity - particularly late at night.

ENDELL STREET - ISSUES :

- A principal traffic route with significant vehicle flows.
- Anonymous architectural character.
- Potential for new trees or other greening between Endell Street and Arne Street - office frontages on Endell Street have set back, under used space.
- Pedestrian and vehicle conflict hotspot at constricted junction (and narrow footways) with Long Acre (west).

ARNE STREET - ISSUES :

- Unattractive office frontages on Arne Street.
- Backwater street with few active frontages.

DRYDEN STREET - ISSUES :

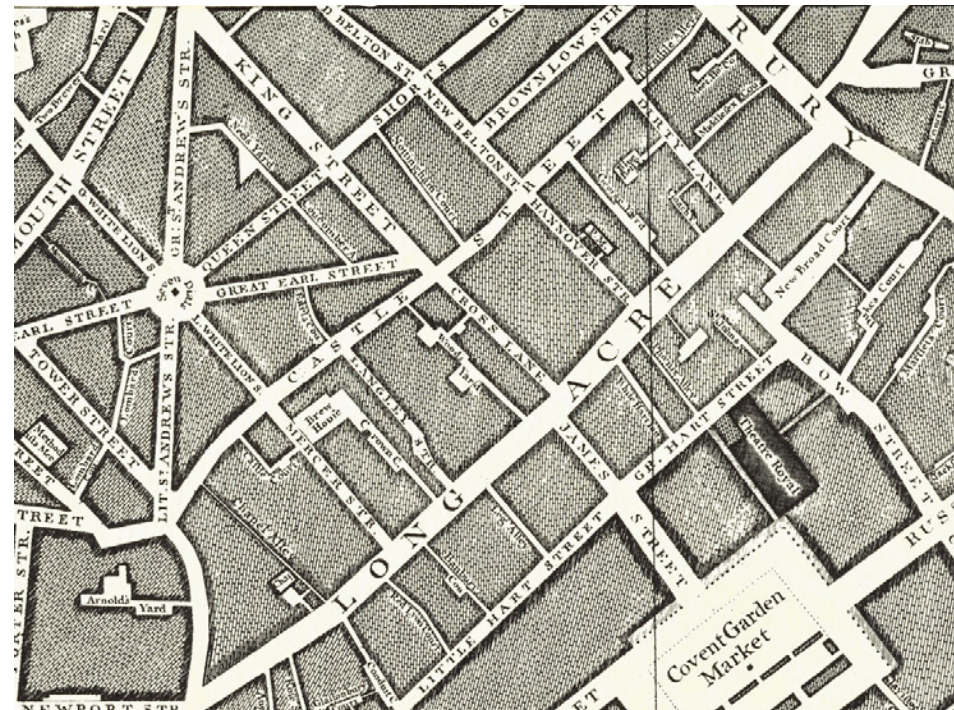
- Similar character to Arne Street area.
- Narrow in character.
- An under-utilised link street.

DRURY LANE - ISSUES :

- Junction of Long Acre and Drury Lane needs action for safety/ street clutter improvements.
- West side has independent retail frontages.
- East side has anonymous character.



3.0 HISTORICAL CONTEXT



1746 - Area 3's block pattern is recognisable, with Long Acre and Castle Street (now Shelton Street) being the main thoroughfares. Langley and Mercer Street are lined with warehousing.



1888 - Little has changed as warehousing/brewery buildings dominate the northern edge of Area 3, with smaller plots towards Long Acre. Neal Street can be seen for the first time, formerly called Cross Lane.



1792- The northern ends of Langley and Mercer Streets are dominated by brewery buildings, with smaller plot sizes and residential character towards the main thoroughfare of Long Acre.



Long Acre/ James Street junction, 1920 on market day. Even then there was a conflict between vehicle'd and pedestrian's negotiating their way across Long Acre.

1920

Today, little has changed as there is still conflict between vehicles and pedestrians as they cross Long Acre between Covent Garden and Neal Street.

2006



In contrast to Long Acre, Mercer Street has much lower pedestrian activity, but with a proposed new development, it's narrow footways will be unable to accommodate increased pedestrian footfall.

4.0 TOWNSCAPE ANALYSIS

* The character areas have been identified by our team of professionals taking account of urban design, landscape, conservation and public realm research following an assessment of the Area 3 workshop/ walkabout comments, historic reference material and also the 7 Dials Monument Charity assessment (where applicable to Shelton Street etc.)



CHARACTER CORRIDOR TYPES

KEY

- A ST MARTINS LANE & LONG ACRE
- B MERCER STREET, LANGLEY STREET, ARNE STREET AND DRYDEN STREET
- C NEAL ST
- D ENDELL STREET AND DRURY LANE
- E SHELTON STREET ALLEY
- F SHELTON STREET

CHARACTER TYPE A: ST MARTINS LANE AND LONG ACRE

Primary traffic routes. Commercial and leisure uses ensure high pedestrian usage. Pavements are wider than elsewhere in Area 3, though are still unable to accommodate high numbers of people particularly at weekends. Poor and inconsistent footway treatment, particularly on Long Acre and significant street clutter, particularly around junctions. A high level of on-street parking and traffic flows can create a somewhat intimidating pedestrian environment. The street is wide in character with some high quality traditional and contemporary facades.

The night-time character is generally well lit, with good natural surveillance from adjacent uses. However, there remains the opportunity for improvements to street lighting, particularly around junctions and for the introduction of more dramatic and imaginative lighting on some of the more striking building facades, entrances to alleyways, and blank facades.

CHARACTER TYPE B: MERCER STREET, LANGLEY STREET, ARNE STREET AND DRYDEN STREET

Secondary traffic routes, used mostly for servicing and access. There is moderate pedestrian activity. Despite moderate usage there is the potential for enhancement to become strategic pedestrian routes, particularly given new developments proposals for adjacent sites which would encourage greater pedestrian activity.

The streets are linear in character, the adjacent buildings being primarily 19th Century warehouse conversions, giving a strong sense of place. Footways are consistently narrow to non-existent, therefore compromising the pedestrian experience. Inconsistent and poor quality footway treatments. Poor night-time character, can be intimidating due to the lower street activity levels. Generally under-lit with



Long Acre is dominated by retail frontages, its footway is often unable to accommodate the large number of pedestrians, particularly around the underground station. Pedestrian movement is further compromised by street clutter and poor crossings.

4.0 TOWNSCAPE ANALYSIS



some historic gas lighting. Dramatic facade lighting would significantly add to the character and ensure the area's feel more lively and accessible.

CHARACTER TYPE C: NEAL STREET

Significant pedestrian activity and strategic pedestrian links to wider area. Restricted vehicle access (between 11am-11pm) and paved with granite setts to give a strong pedestrian character. The pedestrian experience is compromised at the junctions with Shelton Street and Long Acre due to pedestrian and vehicle conflict. Significant crowding is made worse by a high concentration of street clutter, particularly wooden bollards. The character is narrow, with some high quality 18th/19th Century warehouse style conversions to the West and the rather stark 1970's Oldhams Walk development to the East. Footways are high quality reclaimed, large module granite setts in good condition, 20 years from installation. It is generally well lit at night, with some facade lighting which would benefit from more imaginative solutions.

CHARACTER TYPE D: ENDELL STREET, DRURY LANE

A wide secondary traffic route, with medium traffic and pedestrian flows. There is very little retail, shops are generally service trades. Clutter is variable, only being significant at junctions, and would benefit from being rationalised. Footways are wide and able to accommodate existing pedestrian flows and some on-street parking. The quality of the built environment is variable, with some good quality traditional frontages interspersed between some variable, larger 20th Century developments. Generally well lit at night, but with medium pedestrian traffic flows. The greater massing and high quality architecture of some of the buildings (the Freemasons Hall) provides the opportunity for some exciting lighting opportunities.

CHARACTER TYPE E: SHELTON STREET ALLEYWAY

An under-utilised pedestrian link. The pedestrianised alleyway is very dark and narrow in character suffering from poor lighting, creating an intimidating and enclosed character with poor natural surveillance. This is particularly apparent at night-time and would benefit significantly from a bolder lighting scheme. There is a significant public art opportunity along blank ground floor walls. The alleyway would benefit from a higher quality surface treatment such as York stone to make it more reflective at night.

CHARACTER TYPE F: SHELTON STREET

A visually prominent yet under utilised walking route. Pedestrian flows are lower, mostly due to a high proportion of inactive frontages and non-retail land-uses. Despite this it has a strong character and sense of place, the former warehouse buildings creating a sense of scale and enclosure. Vehicular traffic achieves high speeds along the straight sections of the street. Footways are narrow, with inconsistent surface treatments and there is a high level of street clutter, bollards being the most significant obstructions. New development proposals, and proposed land-use changes would have an adverse impact. The existing footway configuration would struggle to cope with increased pedestrian usage and conflicts with increases in traffic speeds and volumes. The street is generally well lit. Large non active-frontages to the old warehouses offer the opportunity for some bold light installations, promoting Shelton Street as a link, improving it's accessibility by day and night.

4.0 TOWNSCAPE ANALYSIS

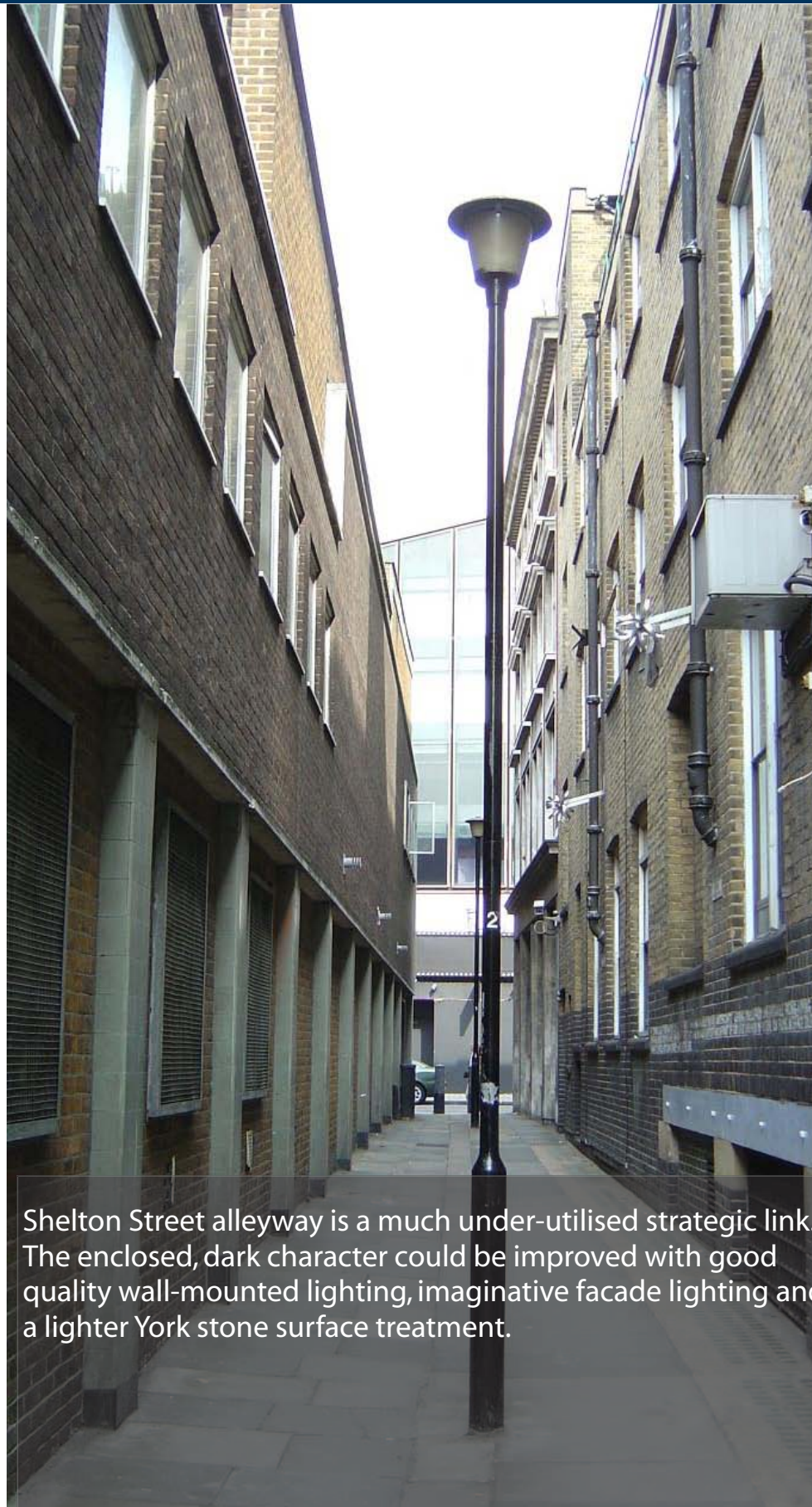


Drury Lane forms the eastern boundary of Area 3 and is dominated by the Drury Lane/ Shelton Street junction. Proposals for its re-configuration are currently being reviewed by the London Borough of Camden. Footways are generally narrow and it suffers from street clutter, which could be rationalised.



Improvements to Neal Street were implemented between 1987-88. The tarmac road was re-surfaced with reclaimed dressed level granite setts. Timber bollards completed the scheme and matched those implemented by the London Borough of Camden on the northern section of Neal Street in 1985. The scheme has weathered well, although the number of bollards could be rationalised to remove obstructions.

4.0 TOWNSCAPE ANALYSIS



Shelton Street alleyway is a much under-utilised strategic link. The enclosed, dark character could be improved with good quality wall-mounted lighting, imaginative facade lighting and a lighter York stone surface treatment.

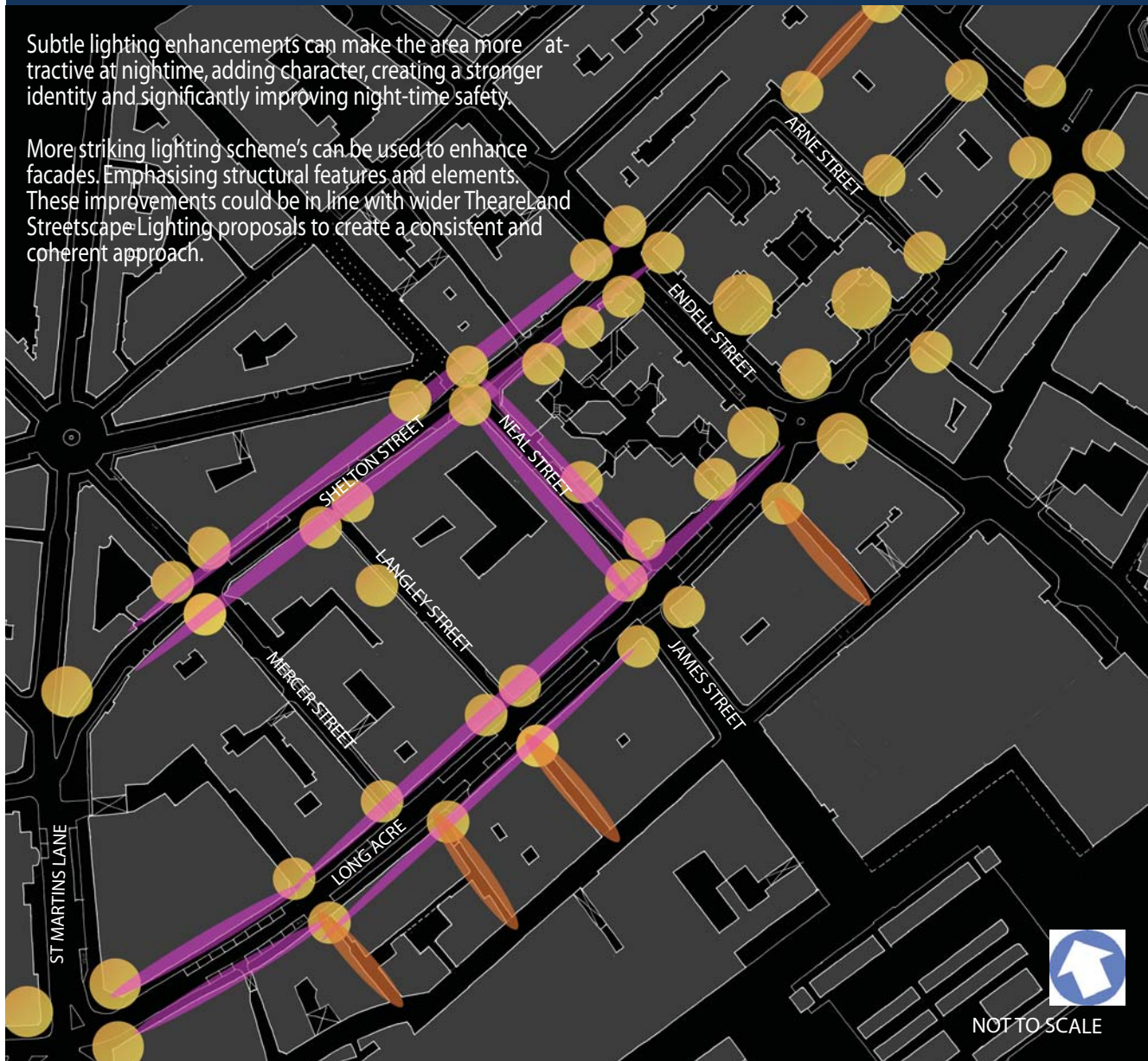





Dominated by the strong character of the 19th Century warehouses, Shelton Street has a very strong sense of place. This could be enhanced through restoration of the former brewery buildings and public realm improvements, including tabled crossings, and wider and better quality footway treatment.

4.0 TOWNSCAPE ANALYSIS

Subtle lighting enhancements can make the area more attractive at nighttime, adding character, creating a stronger identity and significantly improving night-time safety.

More striking lighting schemes can be used to enhance facades. Emphasising structural features and elements. These improvements could be in line with wider Theatrel and Streetscape Lighting proposals to create a consistent and coherent approach.



-  Wall mounted lighting opportunity.
-  Primary bold facade lighting opportunity.
-  Secondary facade lighting opportunity - courts and alleyways.



Shelton Street alleyway could be made more accessible with facade lighting and wall mounted Covent Garden Lanterns.

4.0 TOWNSCAPE ANALYSIS

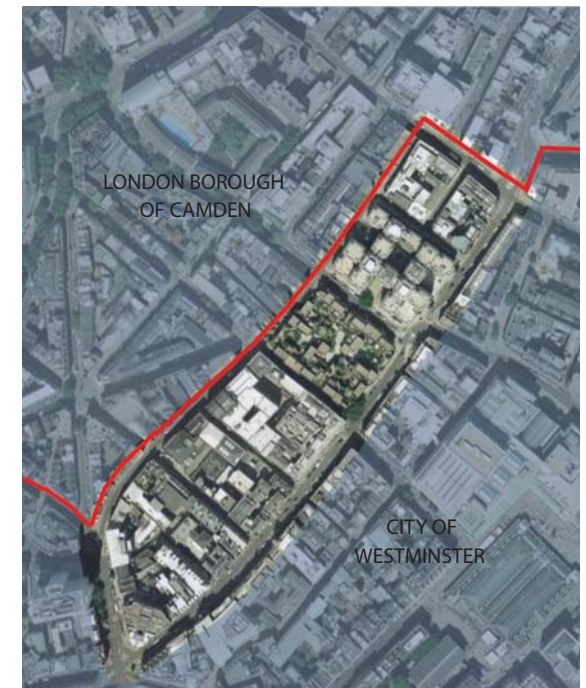


KEY

- SECONDARY PEDESTRIAN/VEHICLE ROUTES.
- PRIMARY PEDESTRIAN/VEHICLE ROUTES.
- PEDESTRIAN LINKS.
- NON ACTIVE FRONTAGE.
- LOW/MEDIUM ACTIVITY FRONTAGE.
- MEDIUM/HIGH ACTIVITY FRONTAGE.
- HIGH ACTIVITY FRONTAGE.
- ACTIVITY NODES: AREA OF PEDESTRIAN & VEHICULAR CONFLICT.



NOT TO SCALE



4.0 TOWNSCAPE ANALYSIS



Neal Street - A lack of cycle parking results in haphazard use of street furniture adding to the visual clutter.



Long Acre - Concentrations of motorcycle parking create a visual and physical barrier. Evenly dispersed parking and service bays could reduce their impact.



Shelton Street - Guardrail can cause an unnecessary physical obstruction and add to visual clutter. This is particularly noticeable on Shelton Street.



Shelton Street - Bollards line narrow footways, creating a pedestrian obstruction, pedestrians often having to resort to using the highway to avoid bollards and other pedestrians.



Long Acre - The relationship between cellar lights and the footway is often crude. A more sensitive approach (e.g. a trim of York stone setts) would make a more attractive solution.



Long Acre/Endell Street - Street clutter can be rationalised by combining different elements and through considered locations of street furniture.

4.0 TOWNSCAPE ANALYSIS



Long Acre - Guardrail and ill-placed telephone kiosks cause a significant physical barrier.



Shelton Street - Rows of bollards of different designs are a main characteristic of Shelton Street. These are often unnecessary and hinder rather than aid movement. There is the potential to reduce the numbers needed and use a single design form.



Shelton Street - Guardrail provides a home for of bicycle parking, creating an unnecessary barrier and a wall of clutter. Dedicated cycle racks on safe sites and removal of guardrail would greatly improve Shelton Street.



Neal Street/ Shelton Street - The crossing could be improved by extending it to better accommodate the significant number of pedestrians which use it, and reducing vehicle speeds.



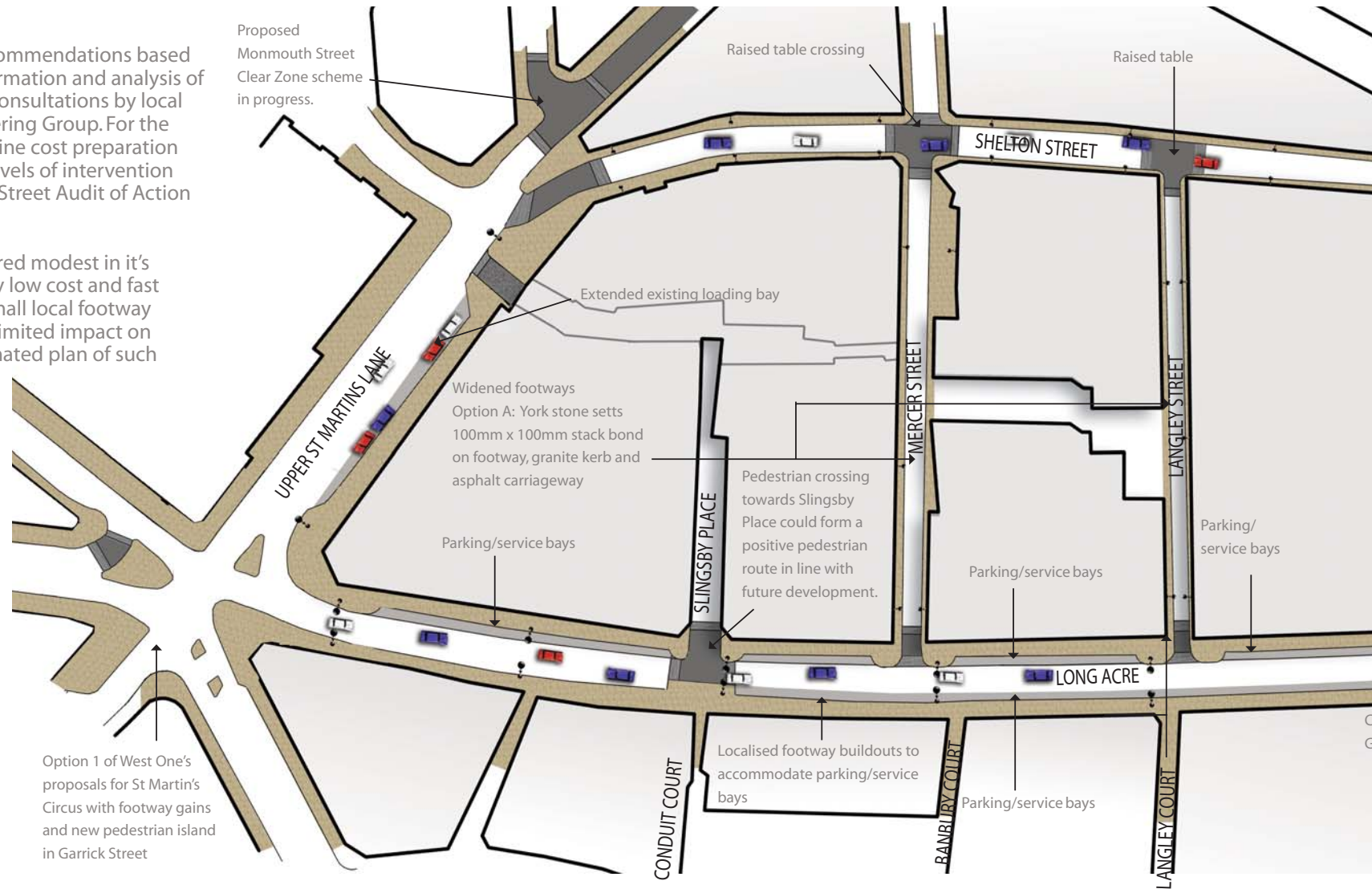
Long Acre/Endell Street - Significant signage clutter, including posts without signage attached. These could be rationalised and incorporated onto a single post.

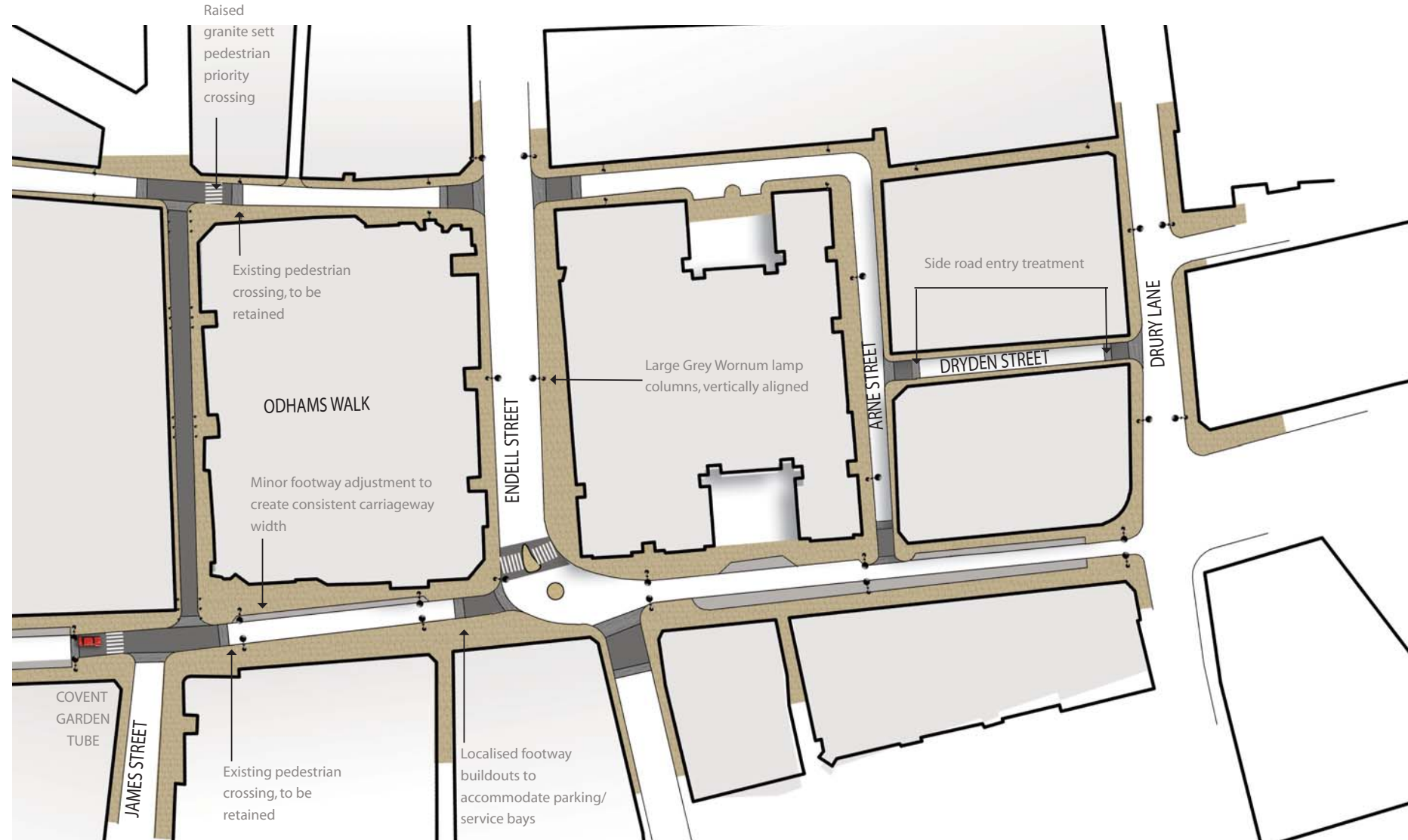
5.1 SCHEME OPTIONS

OPTION 1:

The following outline plans are recommendations based on a synthesis of the site audit information and analysis of the relevant previous studies and consultations by local interest groups and the Area 3 Steering Group. For the basis of further discussion and outline cost preparation the proposals are shown at three levels of intervention (similar to the classifications in the Street Audit of Action Priority A, B or C):

Option 1 - This is generally considered modest in its scope of improvements, is relatively low cost and fast to implement. Examples include, small local footway widening opportunities that have limited impact on vehicle parking or access. A coordinated plan of such interventions, all in the agreed quality of streetscape surfaces and equipment could help remedy minor problems on parts of Long Acre, Shelton Street and St. Martin's Lane.





NOT TO SCALE

5.1 SCHEME OPTIONS



MERCER STREET PROPOSAL - ARTIST'S IMPRESSION (right)

Natural stone surfaces are appropriate to Area 3 streets, shown here in Mercer Street, paving is dressed coloured granite setts, and York flagstone footway.

Underground or construction constraints may dictate that York stone setts are more practical for the footway.

There are opportunities to enhance the night-time character with wall-mounted lights and bold facade lighting.



5.1 SCHEME OPTIONS

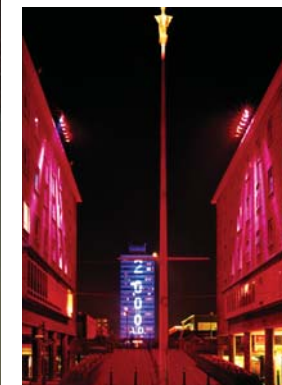


MERCER STREET PROPOSAL - ARTISTS IMPRESSION

Lighting could be used to define the footway and pavement using light bollards or LED surface marker lights. This approach would promote pedestrian routes and enhance night-time character. Subtle low glare façade lighting could also be used to enliven building frontages.



Example of bold facade lighting and projections which can enliven un-engaging frontage.



Striking facade lighting.

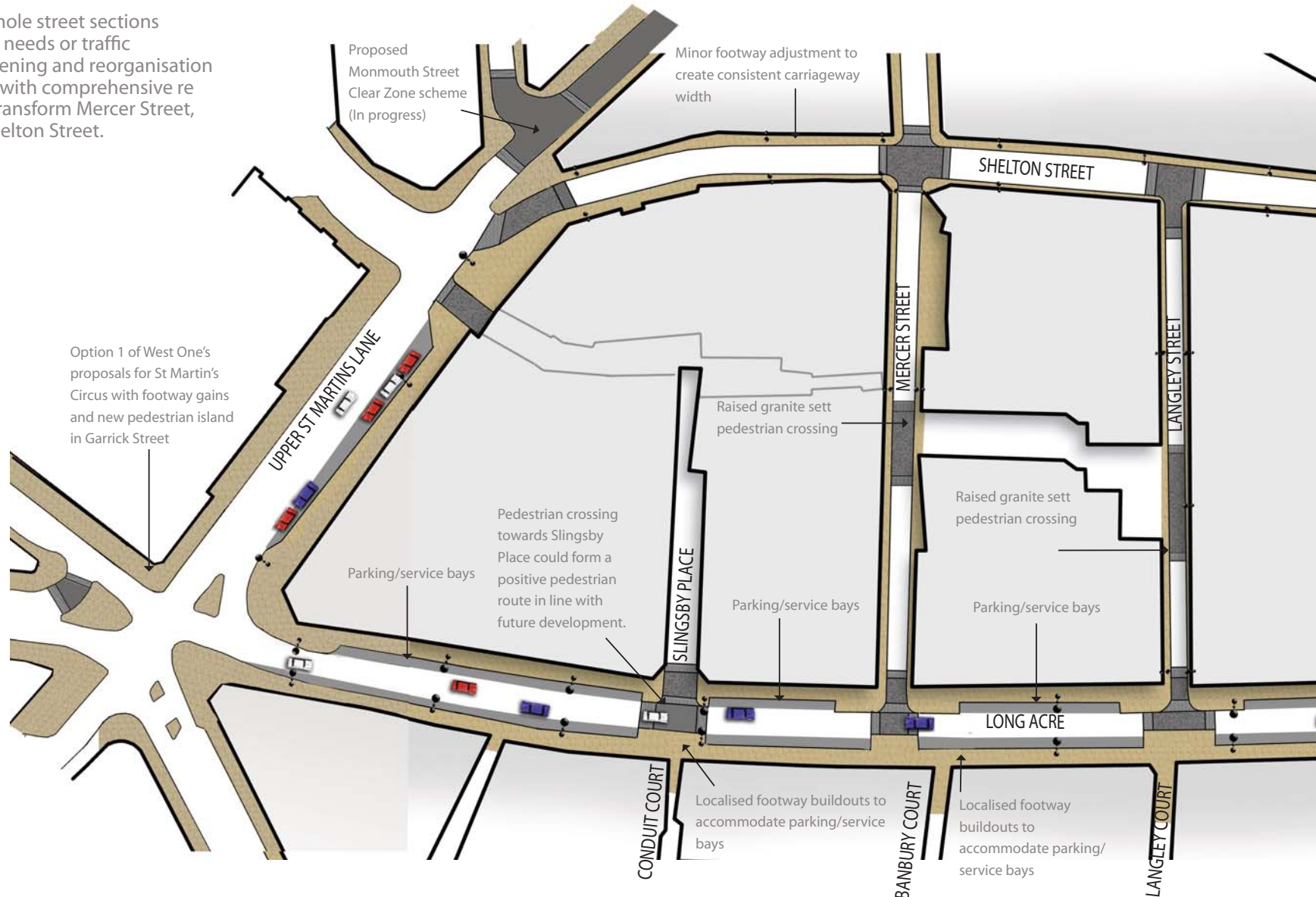


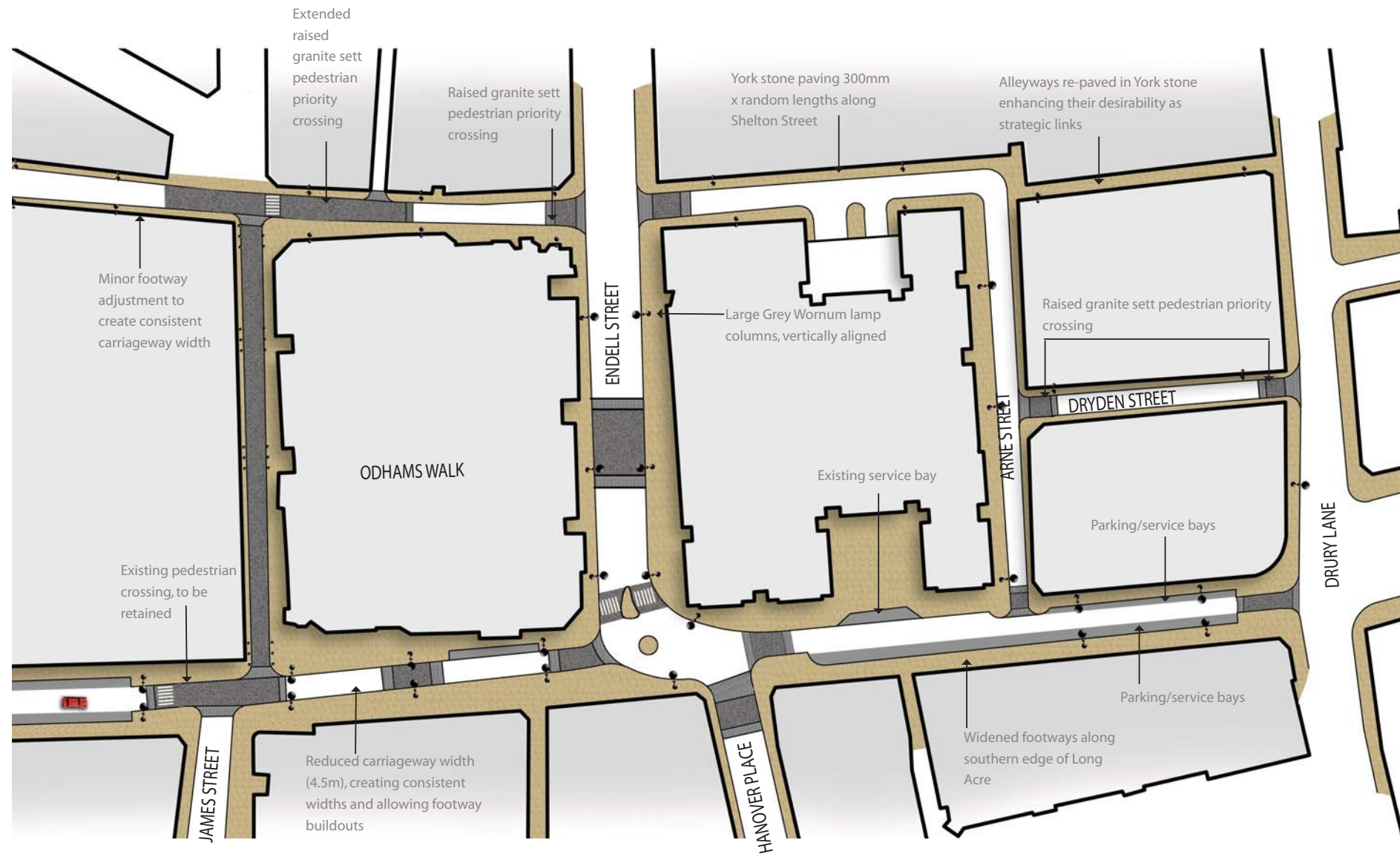
LEDs uplighters .

5.2 SCHEME OPTIONS

OPTION 2:

The proposal aims to improve whole street sections without major impact on vehicle needs or traffic management. Local footway widening and reorganisation of some street parking, together with comprehensive re-paving and street furniture will transform Mercer Street, Langley Street, Long Acre and Shelton Street.



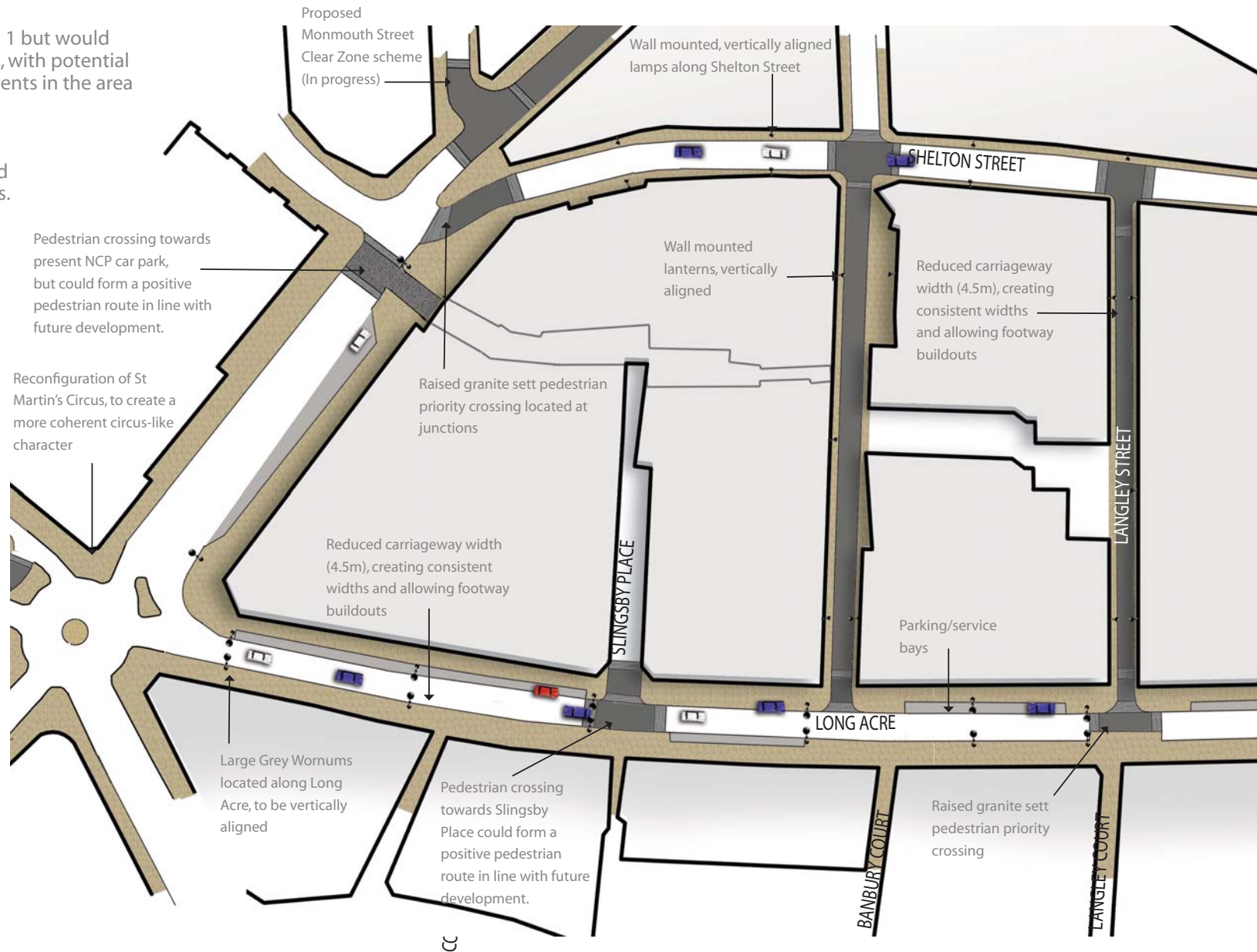


5.3 SCHEME OPTIONS

OPTION 3:

This approach is similar in scope to Option 1 but would also involve traffic management initiatives, with potential changes to the quantity of vehicle movements in the area and limits on turning, parking and access.

Significant consultation, design modelling and analysis will be required to understand the benefits and impacts of such proposals.





NOT TO SCALE

5.3 SCHEME OPTIONS



LONG ACRE PROPOSAL - ARTIST'S IMPRESSION (Right)

Natural stone surfaces are appropriate to Area 3 streets. Monmouth Street is shown with dressed coloured setts raised crossing, and York stone flag footway.

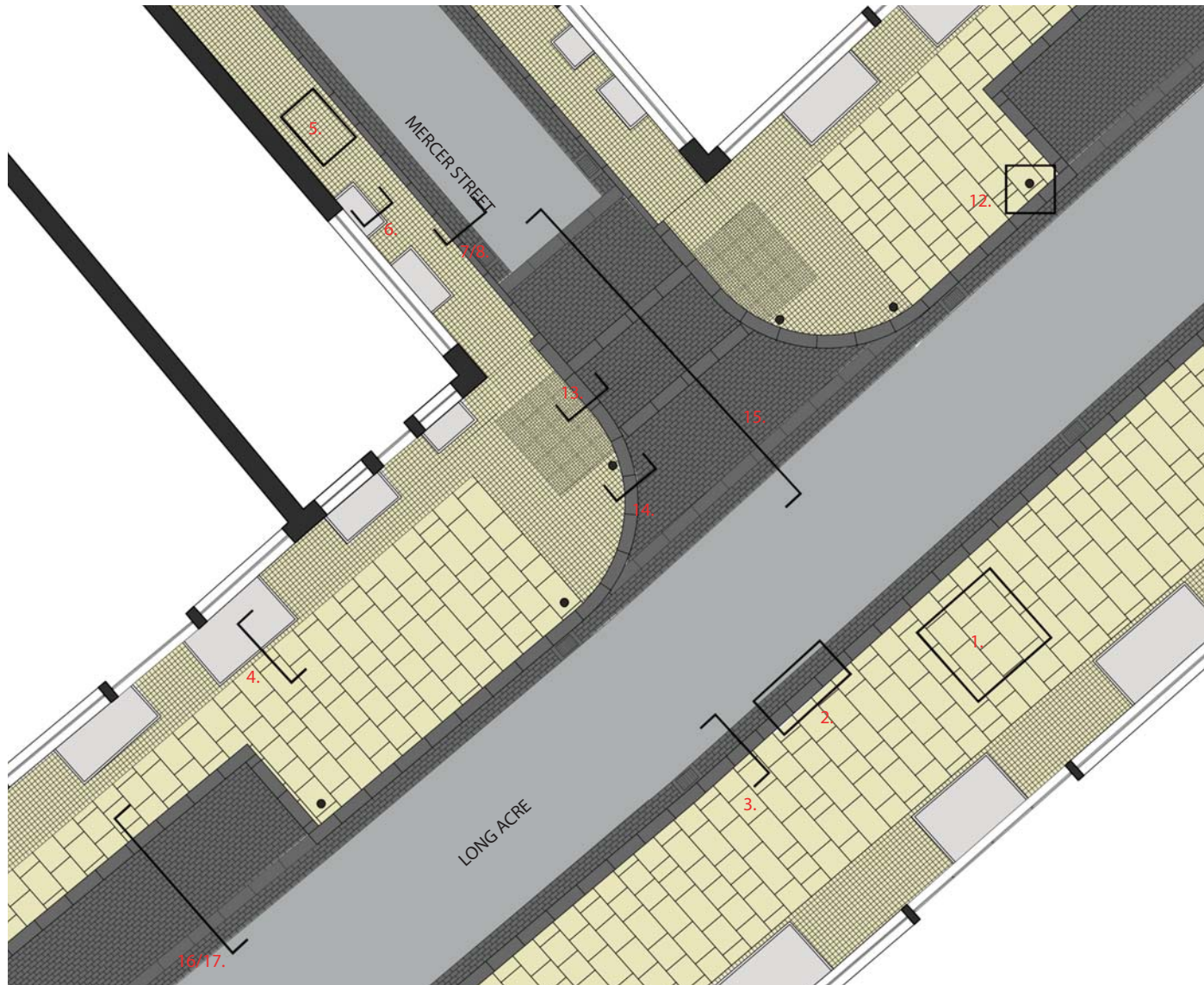
Footway widening and tabled crossings at strategic locations (shown here leading to Slingsby Place which would form a new link as part of development proposals).

Tree planting may be appropriate at carefully selected locations along Long Acre to soften the streetscape without becoming visual or physical obstructions.



AS PROPOSED

6.0 CONSTRUCTION DETAILS



1. YORK STONE PAVING - OFFSET BOND PATTERN
2. YELLOW LINE ROAD MARKINGS - SETTING OUT.
3. KERB & PAVING SECTIONAL DETAIL.
4. CELLAR LIGHT SECTIONAL DETAIL.
5. YORK STONE SETTS - STACK BOND PATTERN.
6. CELLAR LIGHT SECTIONAL DETAIL.
9. YORK STONE PAVING - OFFSET BOND PATTERN
12. CANNON BOLLARD - SECTIONAL DETAIL.
13. PEDESTRIAN PRIORITY CROSSING - TACTILE PAVING SECTIONAL DETAIL.
14. PEDESTRIAN PRIORITY CROSSING - KERB & SLOPED PAVING SECTIONAL DETAIL.
15. PEDESTRIAN PRIORITY CROSSING - LONG SECTION.
16. PARKING/LOADING BAY - SECTIONAL DETAIL .
17. SLOPED PARKING/LOADING BAY - SECTIONAL DETAIL .

TYPICAL JUNCTION KEY PLAN

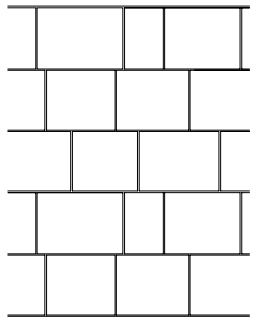
SCALE 1:100 @:A3

6.0 CONSTRUCTION DETAILS

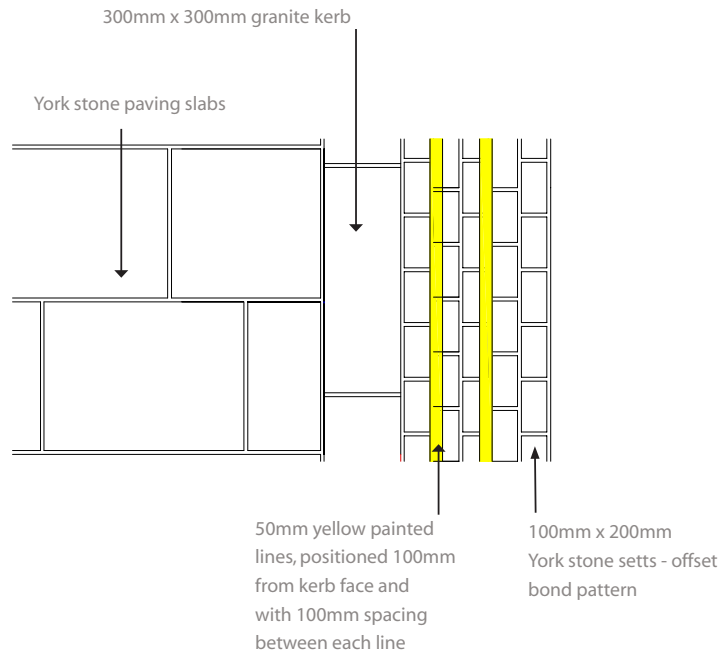
1. YORK STONE PAVING - OFFSET BOND PATTERN (LONG ACRE/SHELTON ST/ENDELL ST)

YORK STONE PAVING 75MM THICK, 600MM WIDTH X RANDOM LENGTHS, LAID IN RUNNING BOND. NO JOINTS TO ALIGN, MINIMUM 150MM BETWEEN JOINTS TO OFFSET.

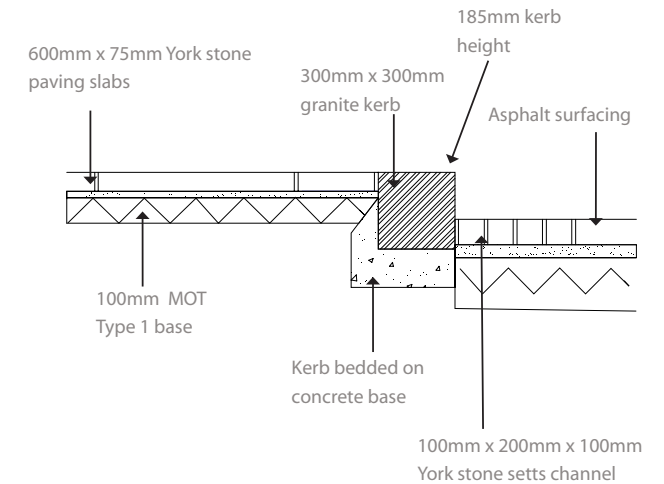
(SEVEN DIALS RENAISSANCE VARIATION 600MM AND 900MM WITH RANDOM LENGTHS)



2. YELLOW LINE ROAD MARKINGS - SETTING OUT (ALL STREETS WHERE APPLICABLE)

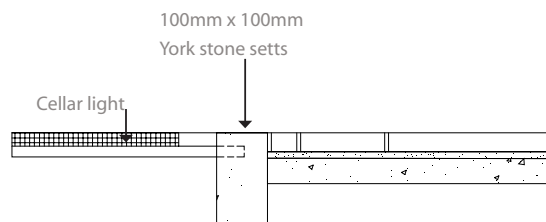
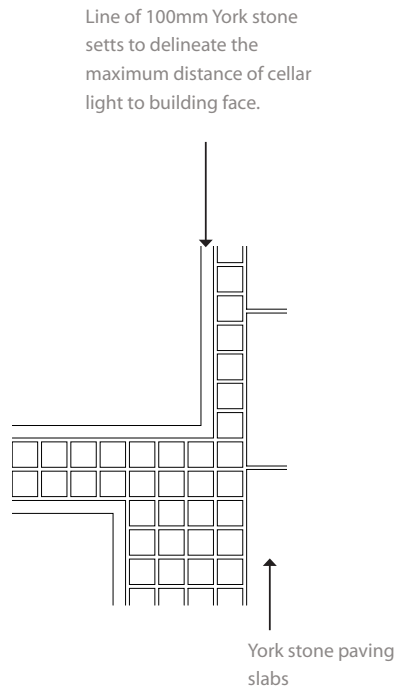


3. KERB & PAVING SECTIONAL DETAIL (LONG ACRE/SHELTON ST/ENDELL ST)

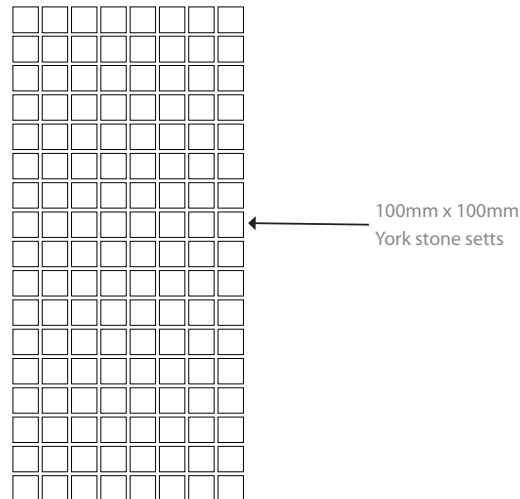


6.0 CONSTRUCTION DETAILS

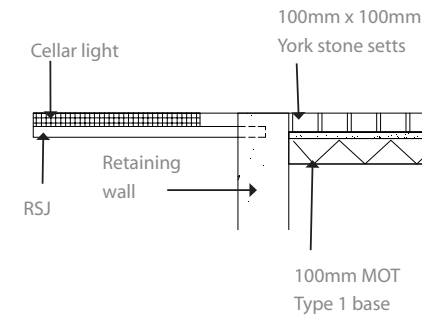
4. CELLAR LIGHT DETAIL
(LONG ACRE/SHELTON ST/ENDELL ST)



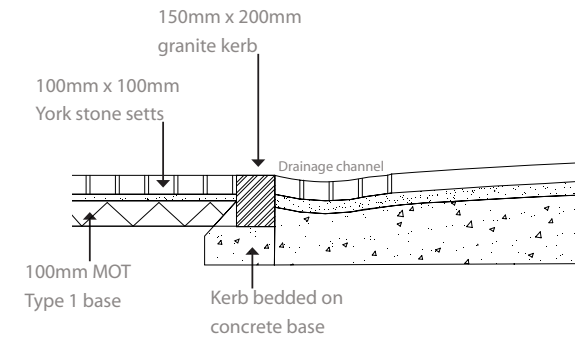
5. YORK STONE SETTS - STACK BOND PATTERN
(MERCER ST/LANGLEY ST)



6. CELLAR LIGHT SECTIONAL DETAIL
(MERCER ST/LANGLEY ST)

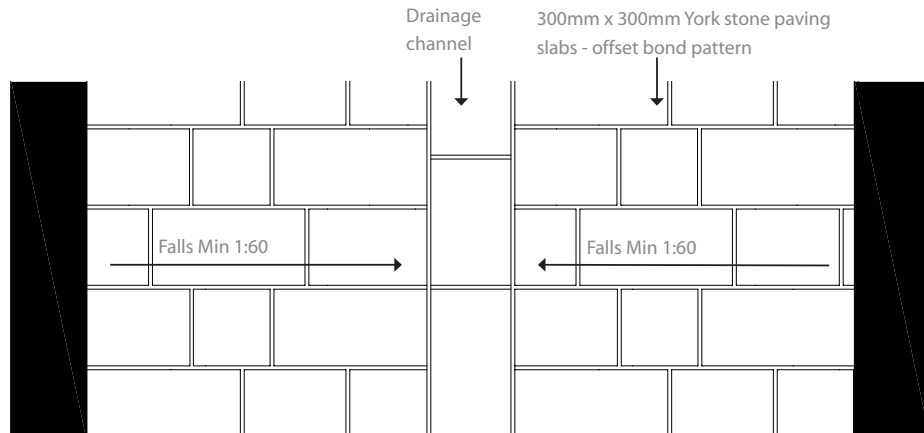


8. KERB SECTIONAL DETAIL - FLAT CHANNEL (OPTION B)
(MERCER ST/LANGLEY ST)

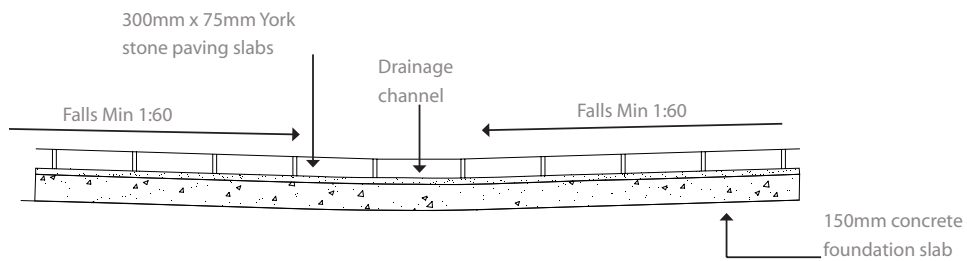


6.0 CONSTRUCTION DETAILS

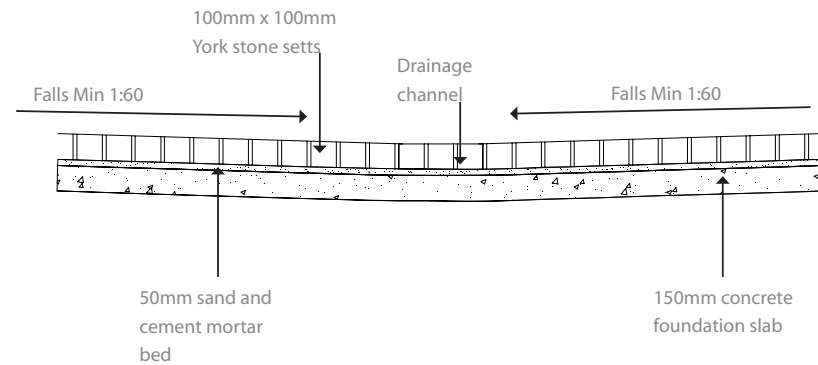
9. YORKSTONE PAVING - OFFSET BOND PATTERN
(SHELTON ST - ALLEY)



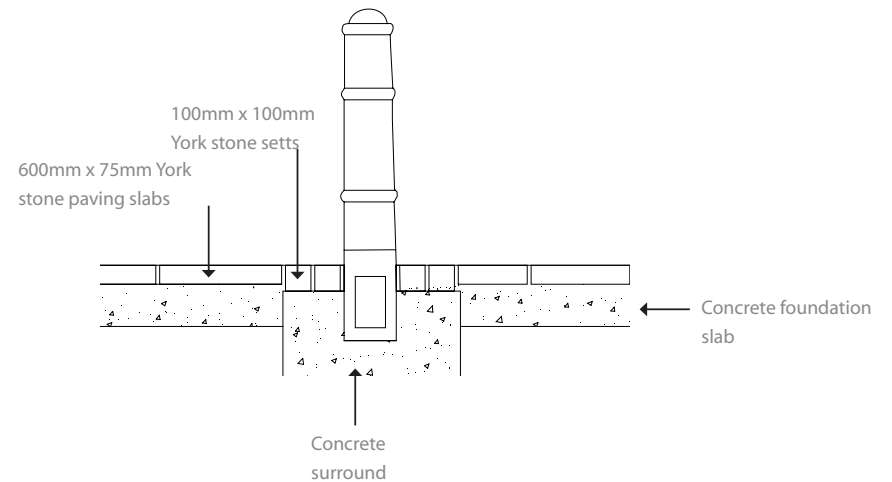
10. YORKSTONE PAVING & DRAINAGE CHANNEL - SECTIONAL DETAIL (OPTION A)
(SHELTON ST ALLEY)



11. YORKSTONE SETTS & DRAINAGE CHANNEL - SECTIONAL DETAIL (OPTION B)
(SHELTON ST ALLEY)

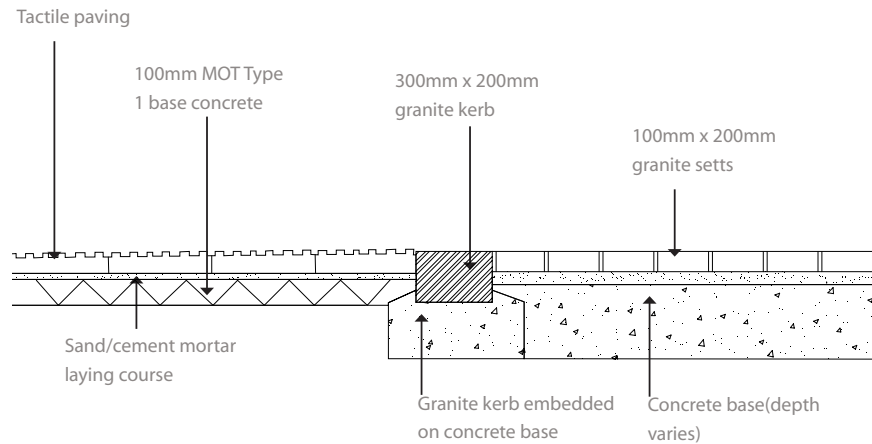


12. CANNON BOLLARD - SECTIONAL DETAIL
(WHERE APPLICABLE)

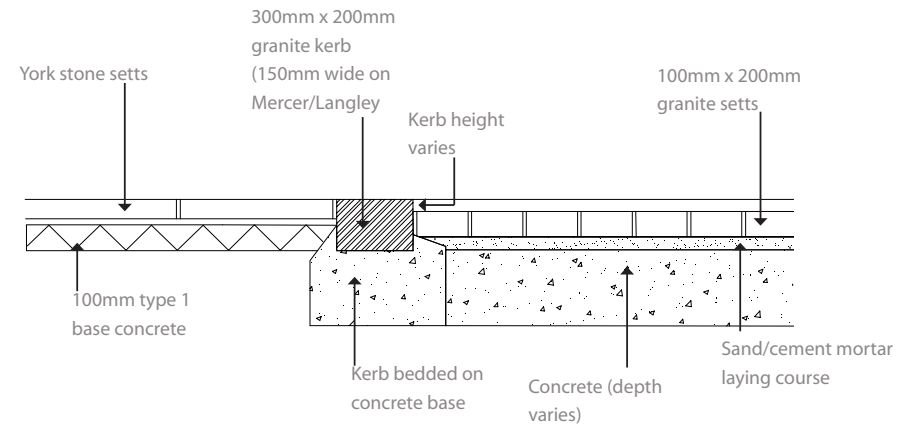


6.0 CONSTRUCTION DETAILS

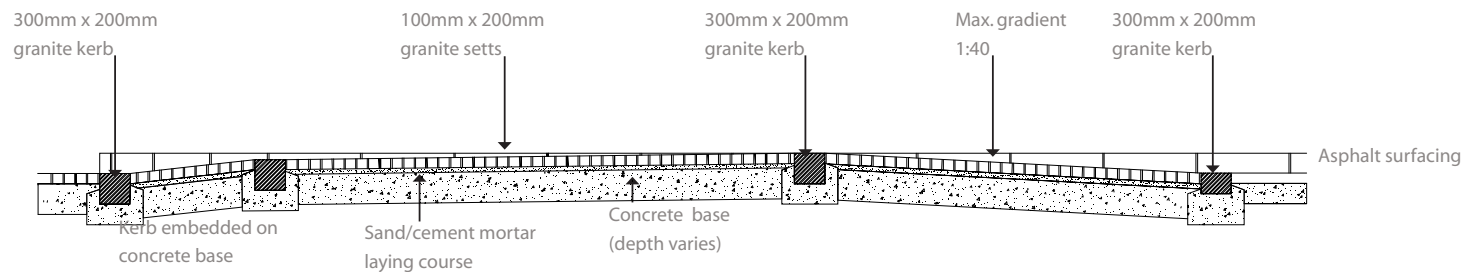
13. PEDESTRIAN PRIORITY CROSSING
(WHERE APPLICABLE)



14. PEDESTRIAN PRIORITY CROSSING
(WHERE APPLICABLE)

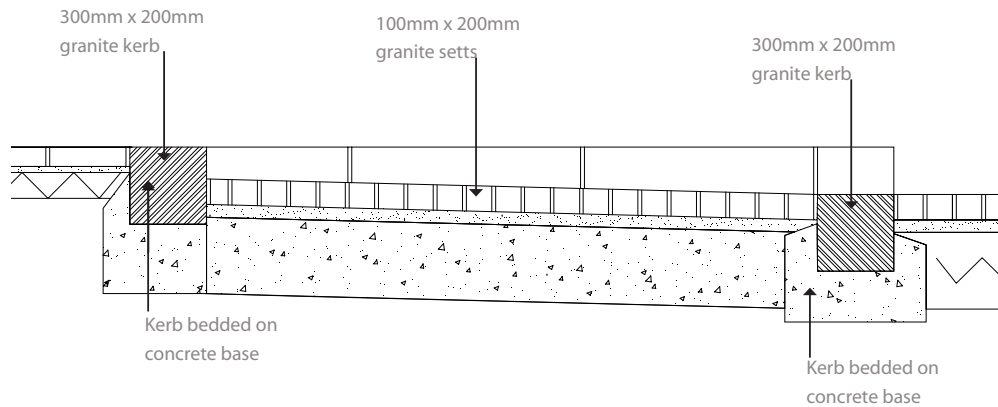


15. PEDESTRIAN PRIORITY CROSSING - LONG SECTION
(WHERE APPLICABLE)



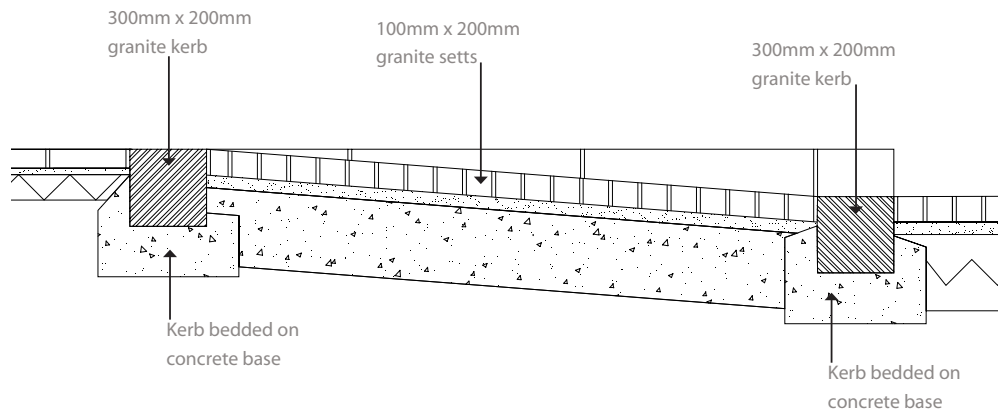
6.0 CONSTRUCTION DETAILS

16. SLOPED PARKING/SERVICE BAY - PLAN
(LONG ACRE)

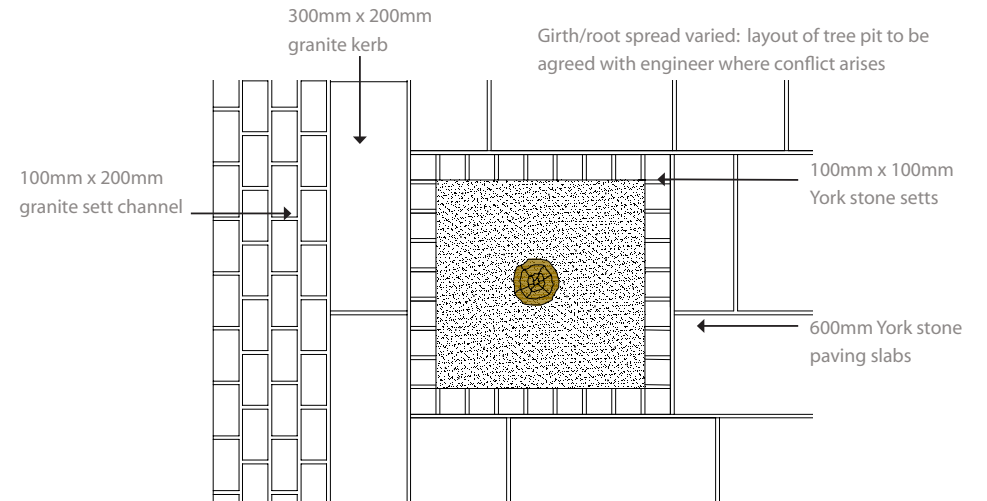


17. SLOPED PARKING/SERVICE BAY - SECTIONAL DETAIL
(LONG ACRE)

SCALE 1:20 @ A3

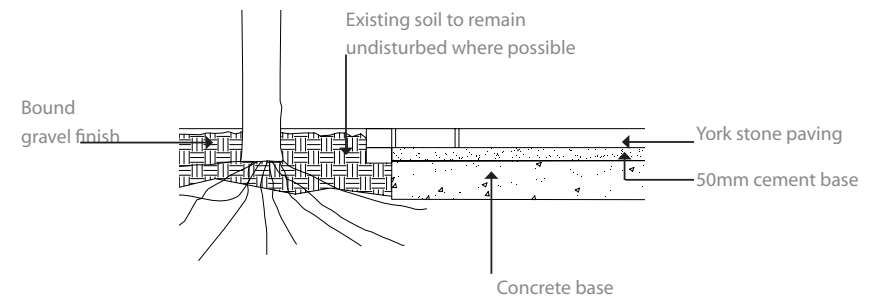


18. TREE PIT - PLAN
(LONG ACRE)



19. TREE PIT - SECTIONAL DETAIL
(LONG ACRE)

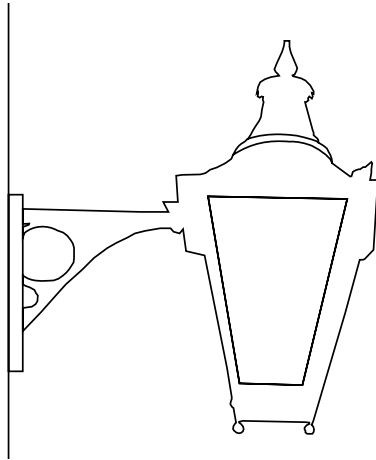
SCALE 1:20 @ A3



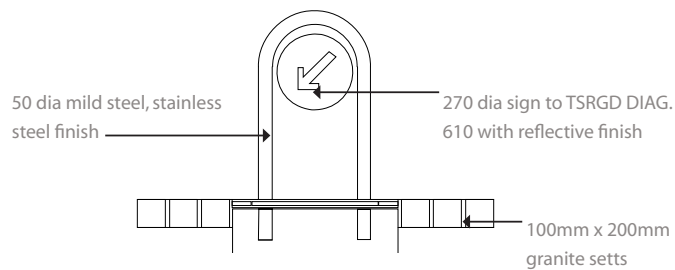
6.0 CONSTRUCTION DETAILS

20. WALL MOUNTED LANTERN
(WHERE APPLICABLE)

NOT TO SCALE

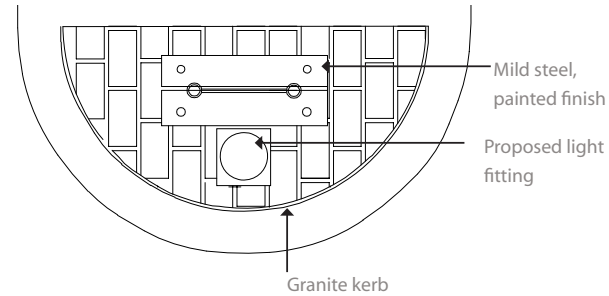


21. DIRECTIONAL BOLLARD - PLAN



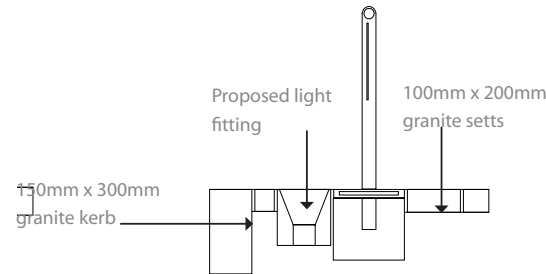
22. DIRECTIONAL BOLLARD - SECTION

SCALE 1:20 @ A3



23. DIRECTIONAL BOLLARD - SECTION

SCALE 1:20 @ A3

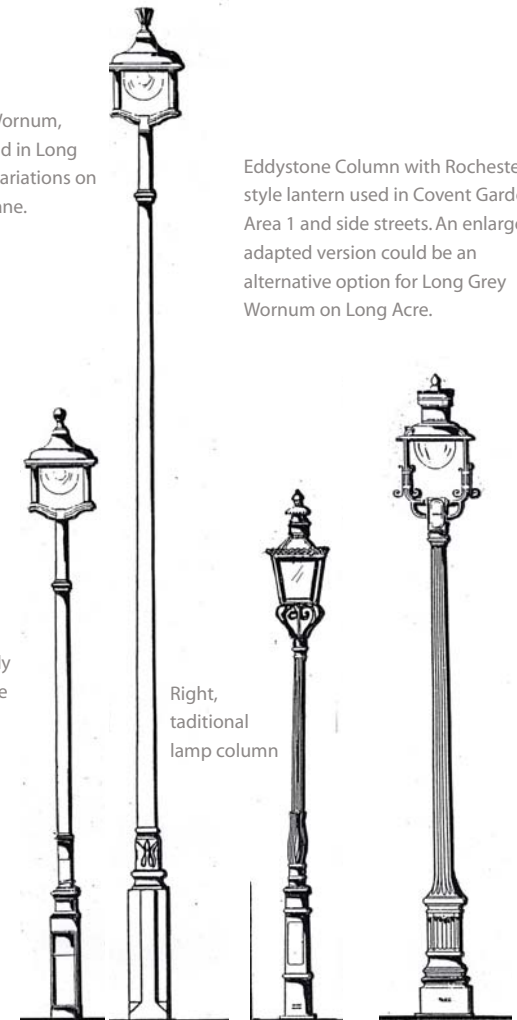


24. COVENT GARDEN LAMP COLUMNS AND
NOT TO SCALE.

Large Grey Wornum, currently used in Long Acre and in variations on St. Martins Lane.

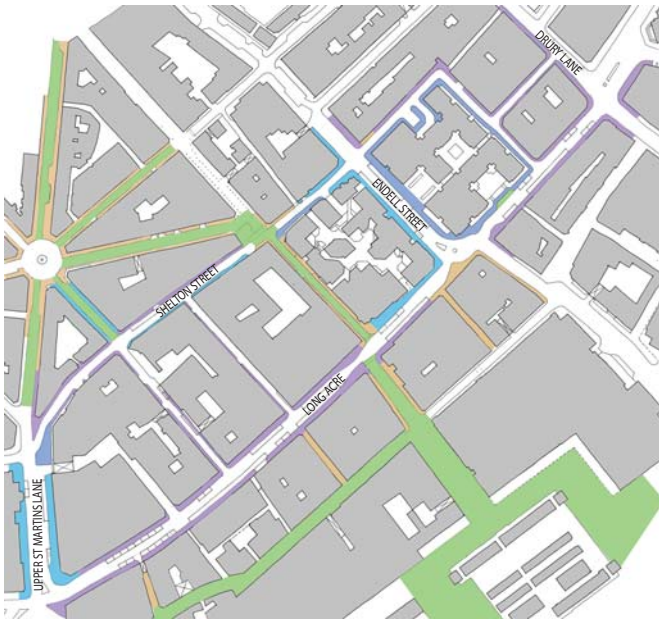
Eddystone Column with Rochester style lantern used in Covent Garden Area 1 and side streets. An enlarged adapted version could be an alternative option for Long Grey Wornum on Long Acre.

Short Grey Wornum currently used in some side roads.



7.0 STREETSCENE AUDIT

PAVING SURVEY



- ASPHALT
- CONCRETE SLAB - SMALL MODULE
- CONCRETE SLAB - LARGE MODULE
- YORK STONE
- GRANITE SETTS



↑
NOT TO SCALE

7.0 STREETSCENE AUDIT

STREET FURNITURE AUDIT:

The Street Audit of Covent Garden Area 3 was undertaken in August and September 2005, by our team of landscape, highways and public realm specialists, in discussion with officers of the City of Westminster. The purpose of the audit was to document the key elements of street furniture and lighting, together with an overview of paved surface types. The results clearly demonstrate substantial variations in style, quality, product types and character and a significant quantity of equipment, some of which are redundant, damaged or unnecessary.

When reviewing the audit three categories of Action (Priority A, B or C) have been used to classify elements of street furniture.

Category A - These items are considered relatively quick and low cost to remedy. Generally they will be maintenance items, repair or removal. Examples include replacing damaged paving and damaged or defaced signs, or removing redundant poles and signs.

Category B - These items may require more consideration and some coordinated design. Examples include substantial areas of damaged paving, replaced with better quality paving; replacing street furniture with superior quality products and combining signs or traffic signals on lamp columns.

Category C - This category is comprehensive and will involve innovative action, which may take a longer period, with specialist advisors and consultations and have significant capital cost implications. All the Category A and B actions would be incorporated to minimise street clutter and use the consistent quality of surfaces and equipment. Major developments and highway changes can transform the character and function by day and night, of small streets or connected major routes across the area. In Area 3, developers and other stakeholders will be encouraged to contribute to agreed proposals and adopt the consistent details from the outline options and streetscape proposals in the (Scheme Options section).

Covent Garden Area 3	Total	Action Priority A	Action Priority B	Action Priority C	Outline Cost
Barriers	36	6	5		874.5
Lighting (Columns and wall mounted)	83	7	4		£1,947.50
Litter, Rubbish and cleaning					
Bins	22	3	5		£318.00
Signage	75	16	15	2	£1,940
Traffic control (Signals and ticket machines)	26	3	4	1	£15,100
Bollards	111	1	56	2	£3,338.50
Telephone Kiosks	17	1	3		£200
Miscellaneous	40	2	3	5	£315
Trees	21	1	2	1	£250
Cycle racks	6		1		£265
Totals	437	39	98	11	£24,548.50

THE EXISTING COVENT GARDEN AREA 3 PALLETTE



Cylindrical Bin.



Standard Guard rail.



Dressed Granite sett vehicle cross-over - Endell Street.



Reclaimed Granite sett carriageway - Neal Street.



Rochester Lantern.



Large Grey Wormum.



Small Grey Wormum.



Wall-mounted Windsor Lantern.



Windsor Lantern.



Cannon Bollard.



'Townscape' hardwood Bollard.



City Bollard.

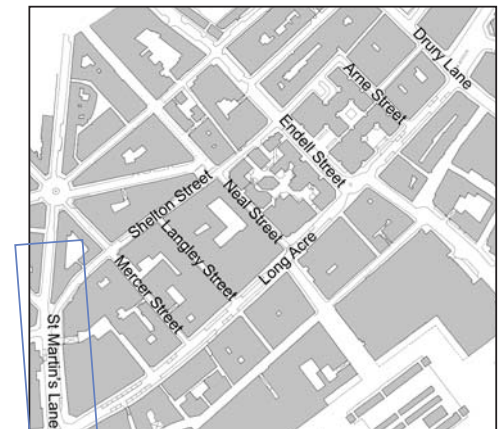
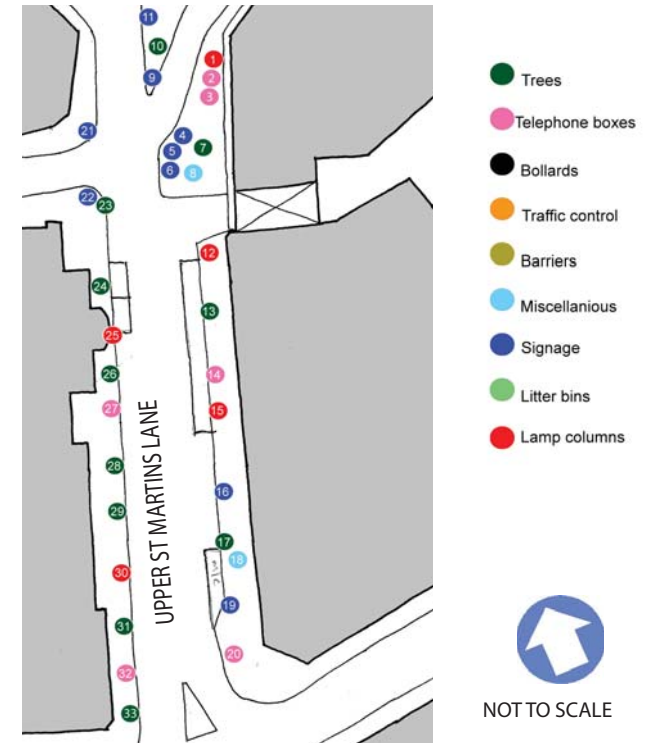


Historic Listed Bollard.

7.0 STREETSCENE AUDIT

ST MARTINS LANE

Location	Upper St Martin's Lane	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
	Barriers			0						
2										
	Lighting									
1		Standard Lamp Column	1							
12		Standard Lamp Column	1							
15		Standard Lamp Column	1							
25		Standard Lamp Column	1							
30		Standard Lamp Column	1							
	Subtotal			6						
	Litter, Rubbish and cleaning			0						
	Signage									
4		Signage	1		Welcome to Westminster sign. Visual Obstruction	Relocate	C			£53
5		Signage Post	1		No sign attached. Unnecessary	Remove	A			£53
6		Signage	1		"Give Way" sign					
9		Signage Post	1		"No right turn", Bent	Replace	A			£53
11		Signage Post	1		No sign attached. Clutter	Remove	A			£53
16		Signage Post	1		"Tram" sign attached					
19		Signage Post	2		Directional, blue finger attached					
21		Signage Post	1		"No entry" sign attached					
22		Signage Post	1		"No entry" sign attached. Obscured by tree	Trim tree canopy	A			£50
	Subtotal			10			4		1	£262
	Traffic control									
	Telephone kiosks									
2		Telephone Box	1		Red, Traditional style. Obstructs Movement					
3		Telephone Box	1		Red, Traditional style. Obstructs Movement					
14		Telephone Box	1		Red, Traditional style					
20		Telephone Box	1		Black, uncoordinated with others					
27		Telephone Box	1		Red, Traditional style					
32		Telephone Box	1		Red, Traditional style					
	Subtotal			6						
	Miscellaneous									
7		Tree pit	1		Recently Planted tree					
8		Cycle Racks	5		Grouping creates clutter	Rationalise		C		£132.50
10		Tree pit	1		Recently Planted tree					
13		Tree pit	1		Semi Mature tree - good condition					
17		Tree pit	1		Recently Planted tree					
18		Pillar Box	1		Red, Traditional style	Needs re-painting	A			£15
23		Tree pit	1		Mature Tree, good condition. Obscures signage	Trim tree canopy	A			£50
24		Tree pit	1		Mature Tree, good condition					
26		Tree pit	1		Mature Tree, good condition					
28		Tree pit	1		Mature Tree, good condition					
29		Tree pit	1		Mature Tree, good condition					
31		Tree pit	1		Semi Mature tree - good condition					
33		Tree pit	1		Semi Mature tree - good condition					
	Subtotal			17			2		1	£197.50
	Overall Totals			39			2		2	£459.50



KEY PLAN

7.0 STREETSCENE AUDIT

LONG ACRE

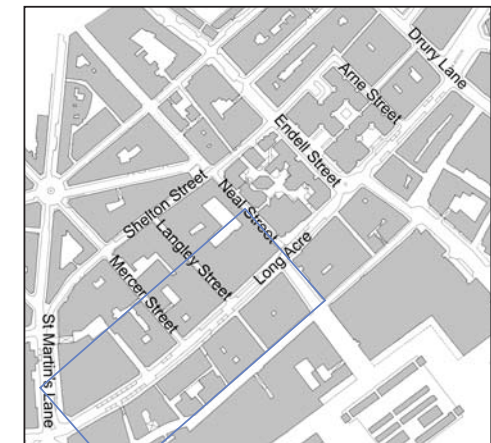
Location	Long Acre	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
87	Barriers	Guard rail	1		Obstruction	Remove		B		£26.50
90		Guard rail	7panels		Obstruction	Remove		B		£185.50
	Subtotal			8				2		£212
6	Lighting	Lamp column	1		Large Grey Wornum					
9		Lamp column	1		Large Grey Wornum					
16		Standard lamp columns	1		Pay and display signage attached					
21		Lamp column	1		Large Grey Wornum					
25		Lamp column	1		Large Grey Wornum					
35		Lamp column	1		Large Grey Wornum					
40		Belisha beacon	1							
41		Lamp column	1		Large Grey Wornum, CCTV equip attached					
44		Lamp column	1		Large Grey Wornum					
45		Belisha beacon	1							
50		Lamp column	1		Short Grey Wornum					
53		Lamp column	1		Small Grey Wornum, hanging baskets attached					
56		Lamp column and lamp	1		Large Grey Wornum					
57		Standard lamp column	1		Residents permit sign attached, damaged equip box	Replace equip cover	A			£300
64		Lamp column	1		Large Grey Wornum/directional signage attached					
68		Lamp column	1		Short Grey Wornum/street sign attached					
79		Lamp column	1		Large Grey Wornum					
84		Lamp column	1		Large Grey Wornum/at any time sign attached					
91		Lamp column	1		Large Grey Wornum					
93		Belisha beacon	1							
94		Light box	1							
99		Lamp column	1		Large Grey Wornum					
	Subtotal			22			1			£300
1	Litter, Rubbish and cleaning	Standard black bin	1							
8		Standard black bin	1		Clutter	Relocate				£26.50
10		Standard black bin	1							
18		Standard black bin	1							
22		Standard black bin	1							
29		Standard black bin	1							
31		Standard black bin	1							
36		Standard black bin	1							
51		Standard black bin	1							
59		Standard black bin	1							
63		Standard black bin	1		Ill-placed/clutter	Relocate/rationalise		B		£26.50
85		Standard black bin	1		Clutter	Remove		B		£26.50
97		Standard black bin	1		Clutter			B		£26.50
101		Standard black bin	1					B		£26.50
	Subtotal			14				4		£132.50
4	Signage	Signage post	1		Pay and display sign attached 2 hours max return prohibited within 1 hour					
7		Signage post	1		Pay and display sign attached 2 hours max return prohibited within 1 hour					
11		Signage post	1		Pay and display sign attached 2 hours max return prohibited within 1 hour					
15		Signage post	1		Pay and display sign attached 2 hours max return prohibited within 1 hour					
17		Signage post	1		Pay and display sign attached 2 hours max return prohibited within 1 hour					
20		Signage post	1		No sign attached/clutter	Remove	A			£53
23		Signage post	1		Barbours Court sign attached					
24		Signage post	1		Parking permit sign attached					
28		Signage post	1		No sign attached/clutter	Remove	A			£53



Concentration of bicycle parking creates a visual and physical barrier.



Clusters of street furniture at Long Acre/Endell Street junction.



KEY PLAN

7.0 STREETSCENE AUDIT



- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns



NOT TO SCALE

7.0 STREETSCENE AUDIT

LONG ACRE

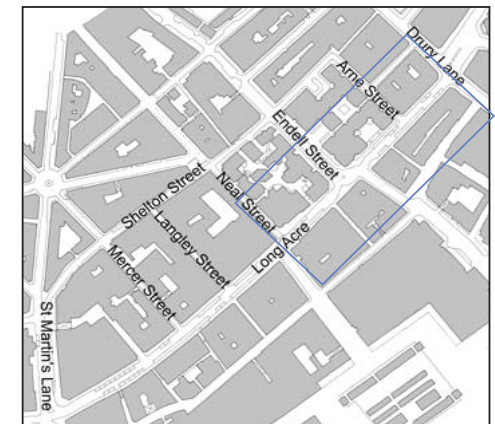
Location	Long Acre	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
30		Signage post	1		Resident parking sign attached					
32		Signage post	1		No entry sign attached. Damaged/ Unsightly	Replace	A			£53
34		Signage post	1		Permit holders only sign attached					
37		Signage post	1		No entry sign attached					
39		Signage post	1		Pay and display sign attached					
42		Signage post	1		Permit holders only sign attached					
43		Signage post	1		Permit holders only sign attached					
47		Signage post	1		No entry sign attached.					
49		Signage post	1		Pedestrian zone signage attached					
54		Signage post	1							
55		Signage post	1		Resident permit holders only sign attached					
58		Signage post	1		No signage attached/clutter	Remove	A			£53
61		Signage post	1		No entry signage attached/clutter					
65		Signage post	1		Pedestrian zone signage attached/clutter	rationalise group			C	£53
66		Signage post	1		Directional signage					
71		Signage post	1		Resident permit holders only sign attached/clutter	Remove		B		£53
76		Signage post	1		Resident permit holders only sign attached					
78		Signage post	1		Resident permit holders only sign attached					
83		Signage post	1		New road layout ahead/clutter	Remove		B		£53
88		Signage post and lamp	1							
92		Signage post and lamp	1		Roundabout sign/lamp broken	Fix lamp		B		£53
95		Signage post and lamp	1		No entry sign and roundabout/clutter			B		£53
96		Traditional finger post sign	1		Covent Garden and Holborn and WC/Clutter					
98		Signage post	1		New road layout ahead/clutter			B		£53
100		Signage post	1		Resident permit holders only sign attached/clutter			B		£53
102		Signage post	1		Disabled permit holders/Clutter			B		£53
103		Traditional finger post sign	1							
105		Signage post and lamp	1		Direction sign bent/Door missing/Clutter	Remove		B		£53
Subtotal				37			4	8	1	£889
Traffic control										
2		Pay and display machine	1		Black flaking paint	move			C	£3,000
3		Large black bollard	1		Black, pedestrian obstruction/clutter	Remove			C	£26.50
5		Pay and display machine	1		Stickers attached/unsightly	Remove stickers	A			
12		Large black bollard	1							
13		Small black bollard	1							
14		Pay and display machine	1							
26		Pay and display machine	1							
27		Pay and display machine	1							
38		Pay and display machine	1							
46		Cannon bollard	1							
48		Cannon bollard	1							
52		Cannon bollard	1							
60		Pay and display machine	1							
69		parking meter	1		Clutter	Remove		B		£3,000
70		parking meter	1		Clutter	Remove		B		£3,000
72		Traffic signal	1							
73		parking meter	1							
74		parking meter	1							
77		parking meter	1							
80		parking meter	1		Clutter			B		£3,000
82		parking meter	1		Clutter			B		£3,000
Subtotal				21			1	4	2	£15,026.50
Telephone kiosks										
19		Telephone kiosk	2		Traditional red					
33		Telephone kiosk	2		Traditional red					
89		Telephone kiosk	2							
Subtotal				6						
Miscellaneous										
62		Tree	1		Recent planting good condition. Minor obstruction					
67		Utilities box	1		Clutter	rationalise group			C	£100m
81		Semi mature Tree	1							
86		Mature Tree	1		Some paving damage/peed obstruction				C	
104		Telephone Communication	1		Obstruction	Move			C	£100m
106		Mature Trees	3		Some paving damage/peed obstruction	Repair paving		B		£100m
Subtotal				8				1	3	£300
Overall totals				64			4	10	6	£16,666



Crossing by tube station could be improved to make it more pedestrian friendly.



Footway at Neal Street junction is being dislodged through tree root growth.



KEY PLAN

7.0 STREETSCENE AUDIT



- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns



NOT TO SCALE

7.0 STREETSCENE AUDIT

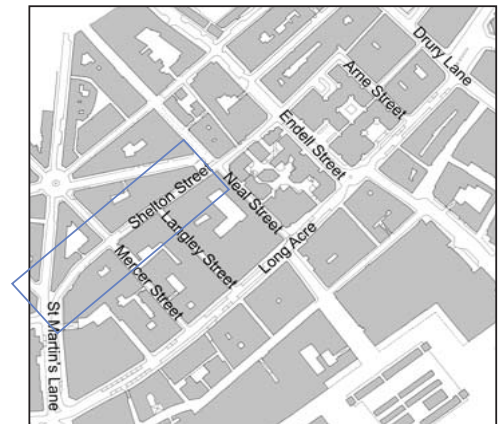
Location	Shelton Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
3	Barriers	Railings	6		6 panels/ Bent. Obstruction	Remove	A			£159
20		Railings	5		Metal/black railings /Bent	Remove	A			£132.50
21		Railings	1		Metal/black railings	Remove	A			£26.50
	Subtotal			12			3			£318
1	Lighting	Short Grey Wornum	1		Paint scratched	Repaint		B		£100
2		Short Grey Wornum	1		Paint scratched	Repaint		B		£100
5		Camden lamp column	1		Paint flaking sign bent With sign no left turn	Change sign		B		£150
7		Camden lamp column	1		With sign straight on/paint flaking	Repaint		B		£100
10		Wall lamp Traditional Electric lamp	1							
13		Wall lamp Traditional Electric lamp	1							
16		Camden lamp Column	1							
18		Belisha beacon	1							
19		Camden lamp Column	1		Hidden in tree	Cut back tree	A			£50
23		Camden lamp column	1							
27		Post top lantern	2							
28		Camden lamp column	1		Paint scratched		A			£198.75
30		Camden lamp Column	1		With bent sign					
31		Camden lamp Column	1		Slightly bent					
35		Standard bracket arm lamp column	1							
40		Belisha beacon	1							
41		Traditional electric lamp column	1							
51		Traditional electric lamp column	1							
55		Standard bracket arm lamp column	1							
56		Traditional electric lamp column	1							
	Subtotal			21			2	4		£698.75
52	Litter, Rubbish and cleaning	Seven Dials black bin	3		Clutter	Move		B		£79.50
	Subtotal		3	3						£79.50
17	Signage	Sign post with lamp	1		No entry sign/obstruction	move		B		£53
24		Sign post	1		Controlled zone					
25		Post and sign	1		Straight on					
32		Post and sign	1		Straight on					
34		Sign post with lamp	1		Left arrow					
57		Sign post	1		Resident permit holders only					
59		Sign post with lamp	1		At any time and straight on					
	Subtotal			7				1		£53.00



Telephone boxes if ill placed can cause a pedestrian obstruction.



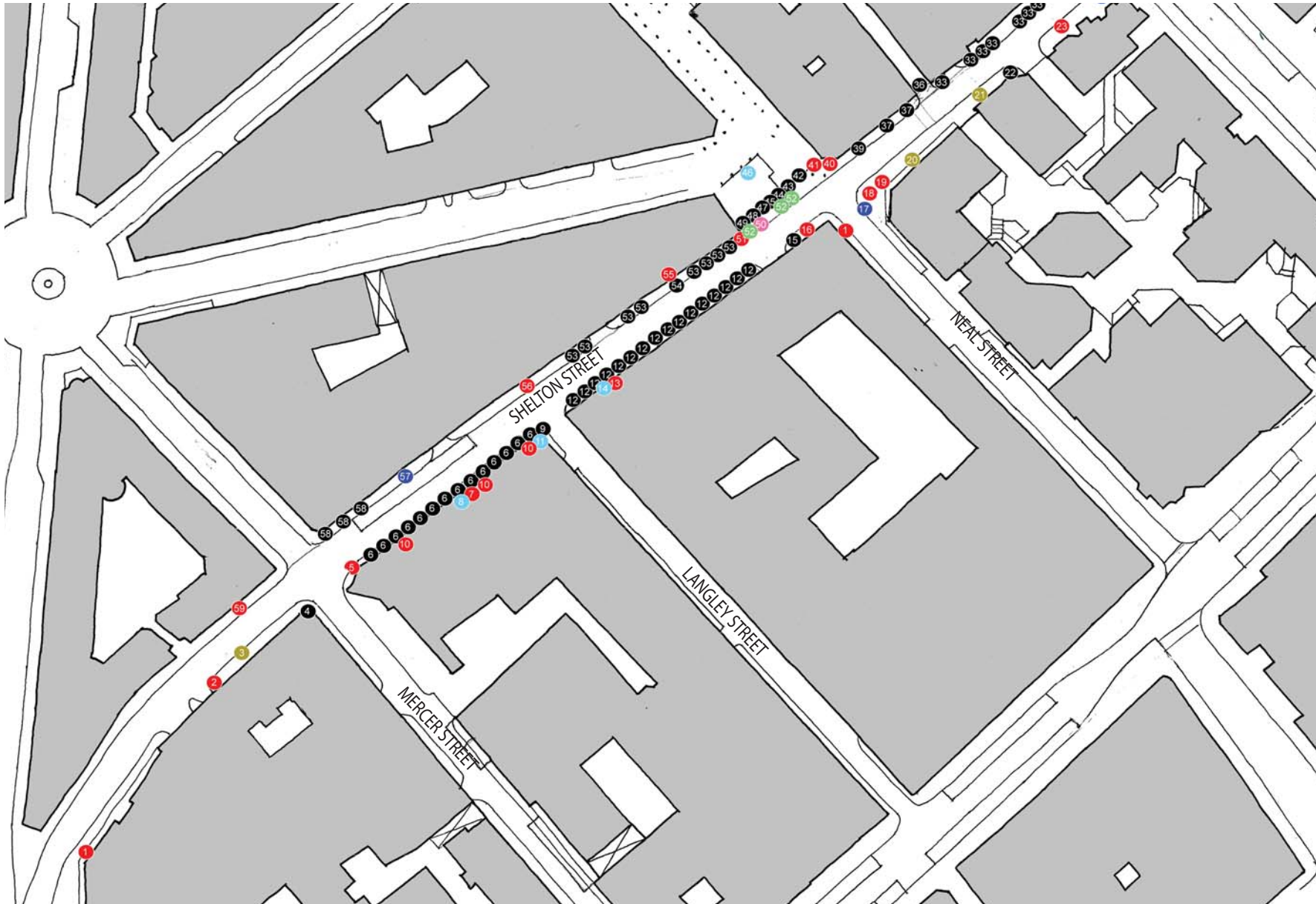
'Townscape' wooden bollards dominate Neal Street and should be rationalised.



KEY PLAN

7.0 STREETSCENE AUDIT

SHELTON STREET



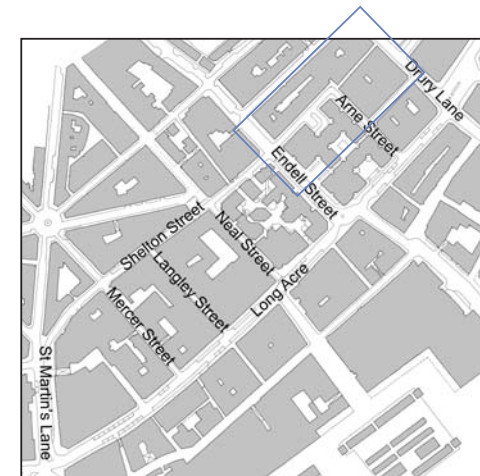
NOT TO SCALE

- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

7.0 STREETSCENE AUDIT

SHELTON STREET

Location	Shelton Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
4	Traffic control	Listed bollard	1		Paint flaking	Relocate	A			£26.50
6		City bollards	13		Clutter			B		£344.50
9		Listed bollard	1		Obstruction			B		£26.50
12		City bollard	16		Clutter			B		£424.00
15		St Martins parish style bollard	1		Clutter			B		£26.50
22		Townscape hardwood Bollard	1		Obstruction			B		£26.50
26		City bollard	4							
33		Doric style cast iron bollard	1		Obstruction			B		£26.50
36		Townscape hardwood Bollard	1		Flaking/clutter			B		£26.50
37		Townscape hardwood Bollard	1		Clutter			B		£26.50
38		Townscape hardwood Bollard	1		Clutter			B		£26.50
39		Large 7 dials bollard	1					B		£26.50
42		Seven dials bollard	1		Obstruction			B		£26.50
43		City bollard	1		Obstruction			B		£26.50
44		Small cannon bollard	1		Obstruction			B		£26.50
45		Seven dials bollard	1		Obstruction			B		£26.50
47		Seven dials bollard	1		Obstruction			B		£26.50
48		Seven dials bollard	1		Obstruction			B		£26.50
49		Seven dials bollard	1		Obstruction			B		£26.50
53		City bollard	6		Obstruction			B		£954
54		City bollard	1		Bad repair/Obstruction	Replace		B		£26.50
58		City bollard	3		Obstruction			B		£79.50
	Subtotal			49			1	20		£2,252.00
50	Telephone kiosks	Red traditional	2							
	Subtotal			2						
8	Miscellaneous	Amenity	1		Lighting feeder pillar box					
11		Amenity	1		Electricity feeder box					
14		Amenity	1		Electricity feeder box					
29		Amenity	1		Electricity feeder box					
46		D ring cycle rack	4		Clutter			B		£108
	Subtotal			4						£108
	Overall Totals			95			6	27	0	£3,507.25



KEY PLAN



Damaged City Bollard and footway on Shelton Street.



Wall mounted lighting on Shelton Street, is more practical due to narrowness of footways.



Listed Bollard on Shelton Street.

7.0 STREETSCENE AUDIT



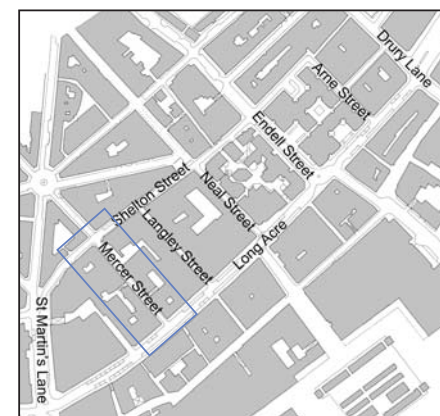
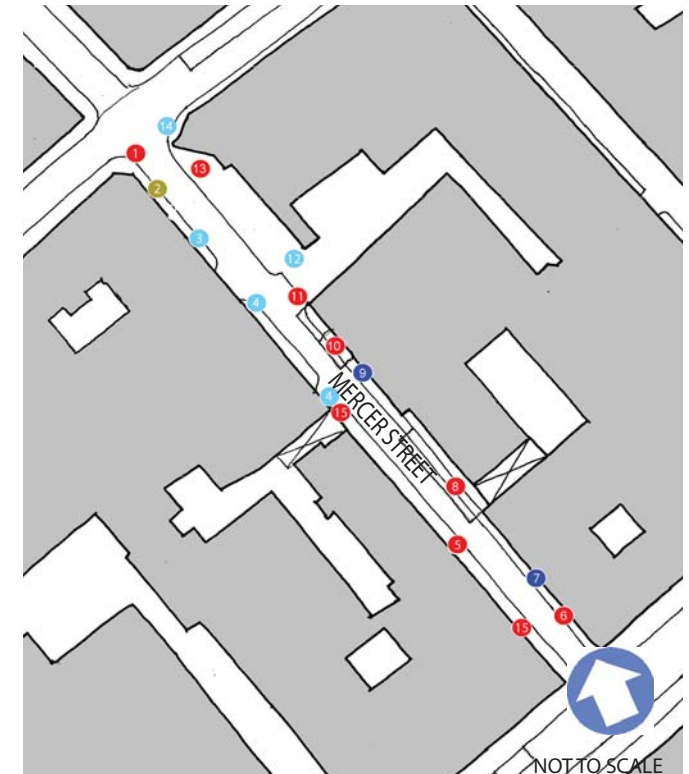
NOT TO SCALE

- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

7.0 STREETSCENE AUDIT

MERCER STREET

Location	Mercer street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
2	Barriers	Guard rail	3		Slightly bent/ unnecessary	Remove	A			£79.50
	Subtotal			3						£79.50
1	Lighting	Wall mounted Windsor style lamp	1		Traditional gas					
5		Wall mounted Windsor style lamp	1		Traditional					
6		Wall mounted Windsor style lamp	1		Traditional					
8		Wall mounted Windsor style lamp	1		Traditional					
10		Wall mounted Windsor style lamp	1		Traditional					
11		Wall mounted Windsor style lamp	1		Traditional					
13		Wall mounted Windsor style lamp	1		Traditional					
15		Wall mounted Windsor style lamp	2		Electric					
	Subtotal			8						
	Litter, Rubbish and cleaning			0						
1	Signage	Sign post	1		Parking sign attached					
7		Sign post	1		Resident permit holders only /Bent	Replace sign	A			£150
9		Sign post	1		At any time/ bent	Replace	A			£150
	Subtotal			3						£300
	Traffic control			0						
	Telephone kiosks			0						
3	Miscellaneous	Amenity	1		Electric/silver feeder box					
4		Amenity	1		Electric/silver feeder box					
9		Amenity	1		Electric/silver feeder box					
12		Amenity	1		Electric/silver feeder box					
14		Amenity	1		Electric/silver feeder box					
	Subtotal			4						
	Overall Totals			18			3			£379.50

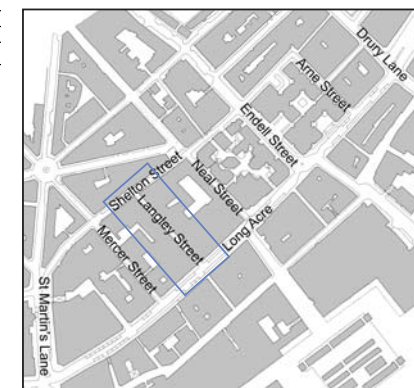
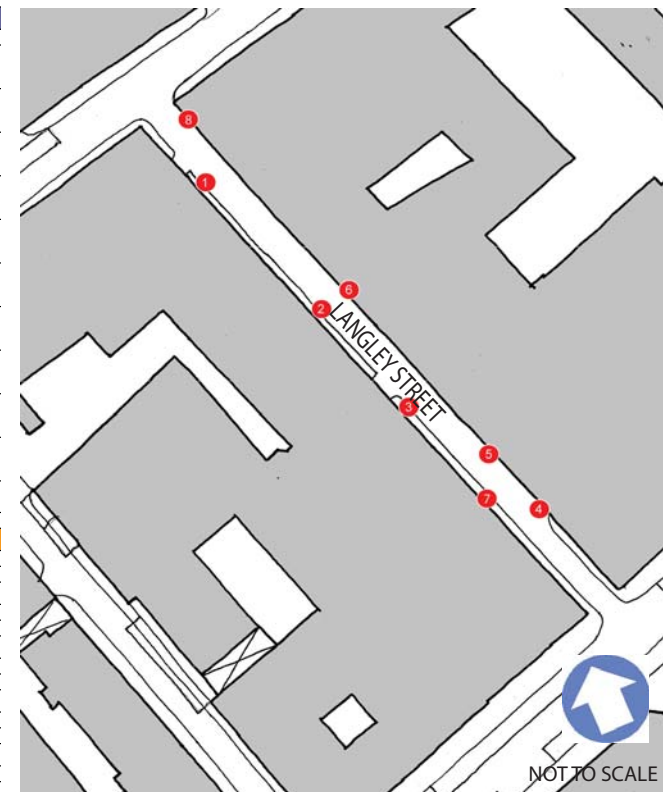


- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

KEY PLAN

7.0 STREETSCENE AUDIT

Location	Langley Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
	Barriers			0						
1	Lighting	Wall mounted Windsor style lamp	1		Gas traditional					
2		Wall mounted Windsor style lamp	1		Gas traditional					
3		Wall mounted Windsor style lamp	1		Gas traditional					
4		Wall mounted Windsor style lamp	1		Traditional wall mounted					
5		Wall mounted Windsor style lamp	1		Traditional wall mounted					
6		Wall mounted Windsor style lamp	1		Traditional wall mounted					
7		Wall mounted Windsor style lamp	1		Gas traditional					
8		Wall mounted Windsor style lamp	1		Traditional wall mounted					
	Subtotal			8						
	Litter, Rubbish and cleaning			0						
	Signage			0						
	Traffic control			0						
	Telephone kiosks			0						
	Miscellaneous			0						
	Overall Totals			8						



- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

KEY PLAN



Wall-mounted Windsor Lantern on Langley Street.

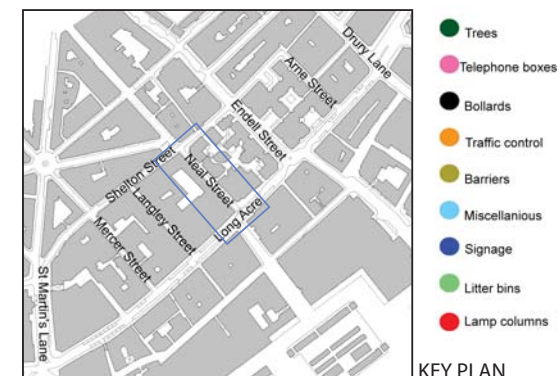
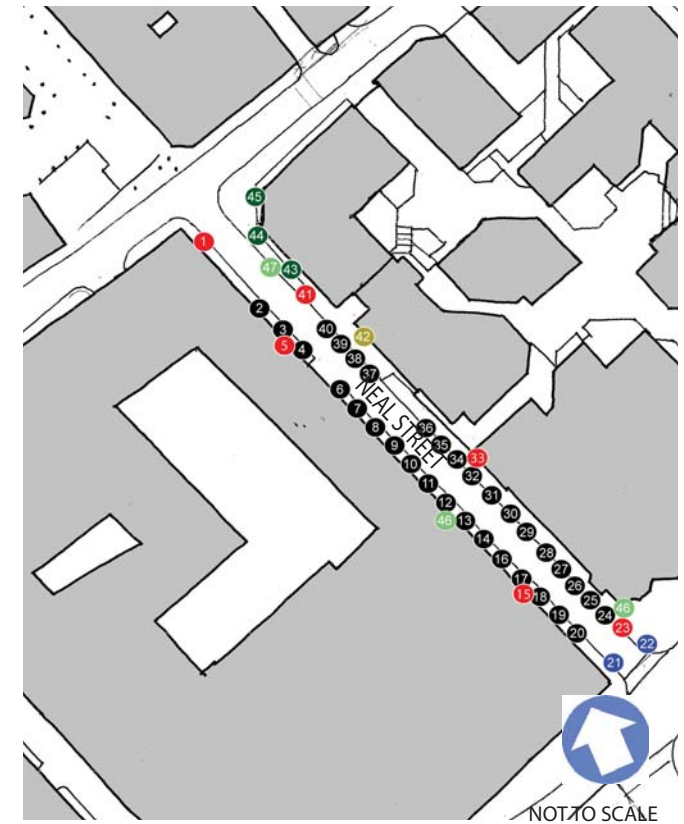


Detail of wall-mounted Windsor Lantern.

7.0 STREETSCENE AUDIT

NEAL STREET

Location	Neal Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
42	Barriers	Metal railing	1		Obstruction	Remove	A			£26.50
	Subtotal			1			1			£26.50
5	Lighting	Wall mounted lamp	1		Rochester Lantern					
15		Wall mounted lamp	1		Rochester Lantern					
23		Short Grey Wornum lamp	1		With sign/ Neal street					
33		Short Grey Wornum lamp	1							
41		Short Grey Wornum lamp	1		Obstruction	Remove				
	Subtotal			5						
46	Litter, Rubbish and cleaning	Standard black open bin	2		Clutter	Move	A			£53.00
47		Standard black open bin	1		Hole in it	Move	A			£26.50
	Subtotal			3			2			£79.50
1	Signage	Lamp and sign	1		No entry sign turned the wrong way	Turn sign round	A			£53
21		sign post with lamp	1		pedestrian zone/at any time sign					
22		sign post with lamp	1		pedestrian zone/at any time sign, turned the wrong way	Turn sign round	A			£53
42		sign post with lamp	1		no entry sign/Obstruction	Move		B		£53
	Subtotal			4			2	1		£159
2	Traffic control	Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
3		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
4		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
6		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
7		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
8		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
9		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
10		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
11		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
12		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
13		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
14		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
16		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
17		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
18		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
19		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
20		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
24		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
25		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
26		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
27		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
28		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
29		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50



KEY PLAN

7.0 STREETSCENE AUDIT

Location	Neal Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
31		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
32		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
34		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
35		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
36		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
37		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
38		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
39		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
40		Bollard townscape hardwood	1		Obstruction	Replace		B		£26.50
Subtotal				33				33		£874.50
Telephone kiosks										
Miscellaneous										
43		Mature Tree	1							
44		Mature Tree	1		Obstruction	Cut back tree		B		£50
45		Mature Tree	1		Obstruction	Cut back tree		B		£50
Subtotal				3				2		£100
Overall totals				49			5	41		1289.5



Lack of dedicated cycle stands result in other street furniture being used.



Lighting at Neal Street junction is somewhat lost within the mature tree canopy.

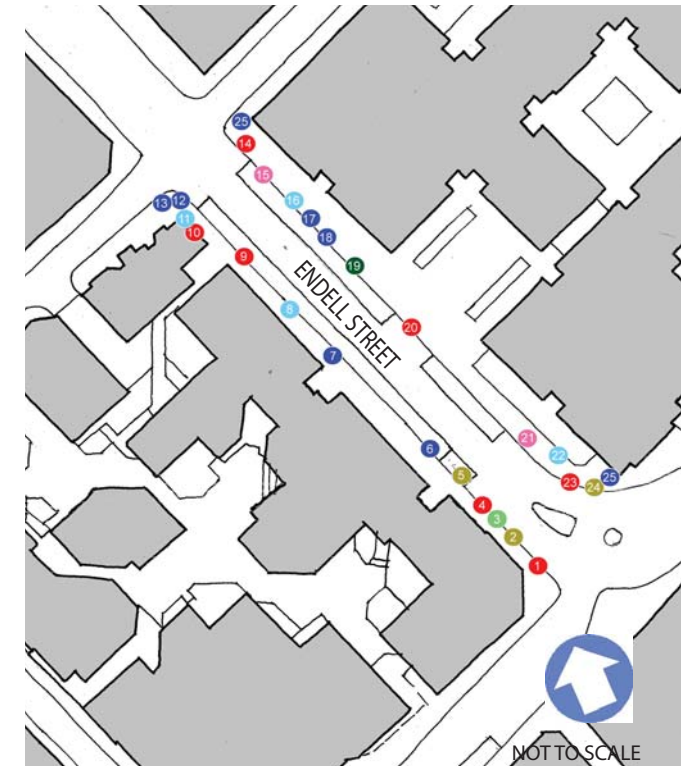


Railings on Neal Street define threshold boundaries and overhanging structures resulting in wasted footway.

7.0 STREETSCENE AUDIT

ENDELL STREET

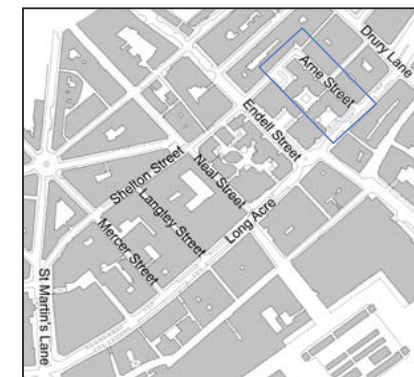
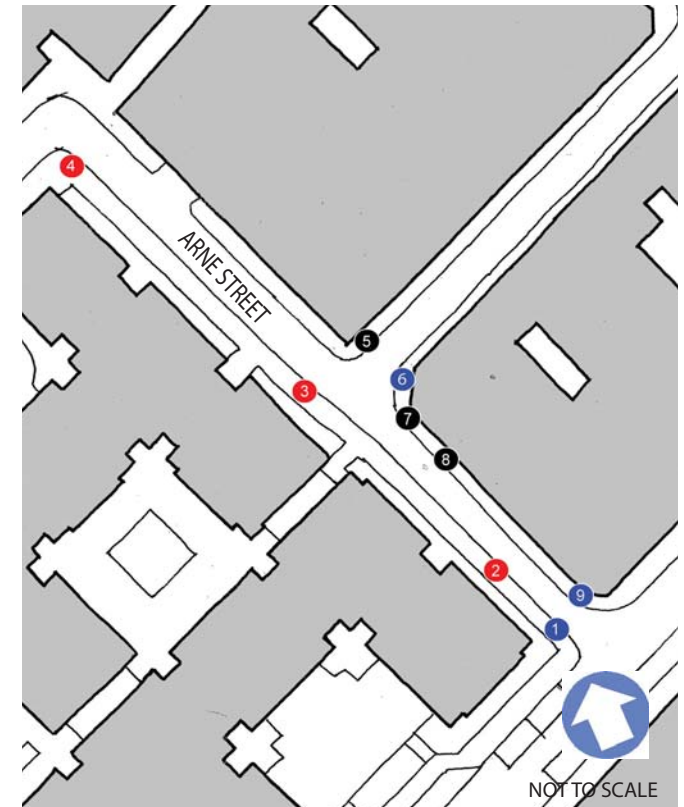
Location	Endell Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
2	Barriers	Guard rail	1		Clutter			B		£26.50
5		Guard rail	4 panels		Clutter			B		£106
24		Guard rail	1		Obstruction	Remove		B		£26.50
	Subtotal			6				3		£159
1	Lighting	Belisha Beacon	1							
4		Standard bracket arm lamp column	1		Lamp missing	Replace lamp	A			£300
9		Standard bracket arm lamp column With decorative base	1		Parking left/Bent sign/dirty signs.	Replace signs	A			£150
14		Standard bracket arm lamp column	1		Parking left/controlled zone/new layout ahead					
20		Standard bracket arm lamp column	1		With sign residents permit /broken door on lamp	Fix	A			£300
23		Belisha beacon	1							
	Subtotal			6			3			£750
3	Litter, Rubbish and cleaning	Cylindrical black bin	1							
	Subtotal			1						
	Signage									
6		Sign post	1		Westminster disabled permit holders. Clutter	Move		B		£53
7		Sign post	1		Resident permit holders only. Clutter	Move		B		£53
10		Sign post	1		Endell Street. Two posts					
12		Sign post and lamp.	1		Sign Soho Mayfair straight on/parking right. Lamp broken	Replace	A			£53
13		Post no sign	1		Clutter	Remove	A			£53
17		Post and signs	1		Resident permit holders only. Clutter	Remove		B		£53
18		Post no sign	1		Nothing on it. Clutter	Remove	A			£53
25		Sign post and lamp	1		Sign roundabout/Lamp broken	Replace lamp	A			£53
	Subtotal			8			4	3		£371
	Traffic control			0						
15	Telephone kiosks	Telephone boxes	2		Internet/telephone	Move		B		£100sm
21		Telephone box	1		Obstruction	Move	A			£100sm
	Subtotal			3			1	1		£200
8	Miscellaneous	Cycle rack	1		Clutter	Relocate		B		£26.50
11		Telephone communication box	1							
16		Telecom communication box	1		Clutter	Relocate			C	£100sm
19		Mature tree	1		Good condition					
22		Amenity black electricity feeder box	1							
	Subtotal			5				1	1	£126.50
	Overall Totals			28			8	8	1	£1,606.50



7.0 STREETSCENE AUDIT

ARNE STREET

Location	Arne Street	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
		Barriers		0						
2		Lighting								
		Short Grey Wornum	1		Small Grey Wornum with turn left sign					
3		Short Grey Wornum	1		Small Grey Wornum with sign					
4		Short Grey Wornum	1							
		Subtotal		3						
		Litter, Rubbish and cleaning		0						
1		Signage								
		Sign with lamp	1		Slightly crooked and bent sign. Obstruction	Move		B		£53
6		Post and sign	1		At any time					
9		Sign with lamp	1		Sign bent. Obstruction	Move		B		£53
		Subtotal		3				2		£106
5		Traffic control								
		Steel tube bollard	1		Unattractive. Remove			B		£53
7		City bollard	1					B		£53
8		City bollard	1					B		£53
		Subtotal		3				3		£159
		Telephone kiosks		0						
		Miscellaneous		0						
		Overall Totals		9				5		£265



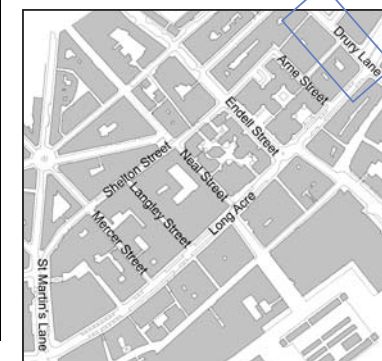
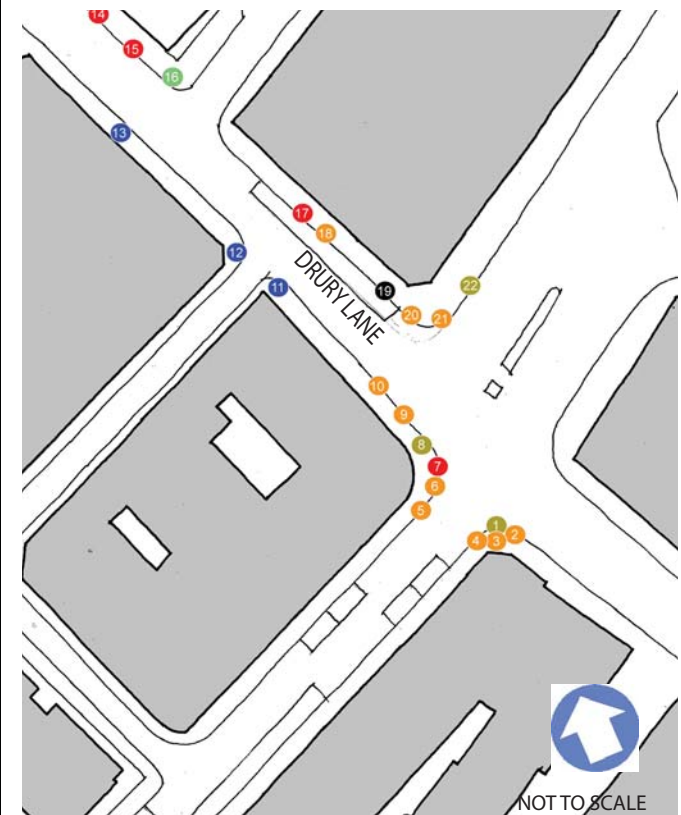
- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

KEY PLAN

7.0 STREETSCENE AUDIT

DRURY LANE

Location	Drury Lane	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
1	Barriers	Guardrail	3 panels		Standard, black. Clutter	Remove	A			£79.50
22		Guardrail	3 panels		Standard, black					
	Subtotal			6			1			£79.50
7	Lighting	Lamp Column	1		Standard, black					
14		Lamp Column	1		Camden lamp column, un-coordinated					
15		Lamp Column	1		No lamp attached/clutter, unsightly	Remove	A			£198.75
17		Lamp Column	1		Camden style, black. Uncoordinated					
	Subtotal			4			1			£198.75
16	Litter, Rubbish and cleaning	Bin	1		Camden style, black. Uncoordinated	Replace A				£26.50
	Subtotal			1			1			£26.50
11	Signage	Signage Post	1		No Entry sign attached					
12		Signage Post	1		No Entry sign attached					
13		Signage Post	1		Controlled Zone signage attached					
	Subtotal			3						
19	Traffic control	Camden style, concrete, damaged	1		Unightly, Uncoordinated	Remove	A			£26.50
2		Crossing Control	1							
3		Traffic signal	1							
4		Crossing Control	1							
5		Traffic signal	1							
6		Crossing Control	1		Damaged post - wires displayed	Replace Pole	A			£3,000
9		Traffic signal	1		Crossing control attached					
10		Traffic signal	1		Crossing control attached		A			£100SM
18		Pay + Display machine	1		Camden style, black. Uncoordinated					
20		Crossing Control	1							
21		Crossing signal	1		Crossing control attached					
	Subtotal			11			3			£3,126.50
	Telephone kiosks			0						
	Miscellaneous			0						
	Overall Totals			25			5	0	0	£3,431.25

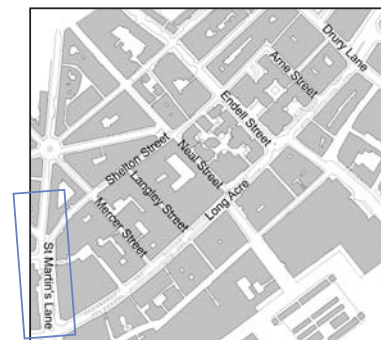
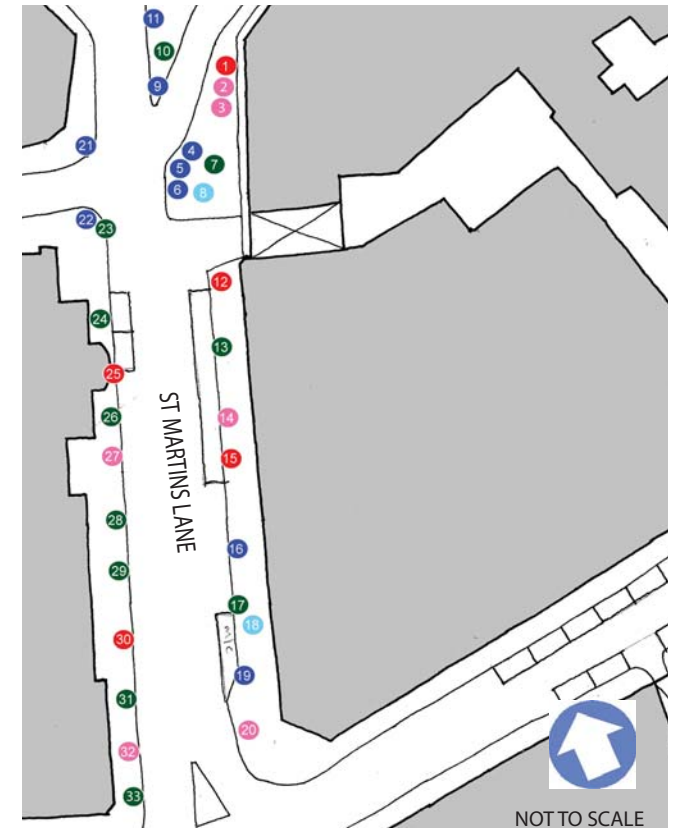


- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

KEY PLAN

7.0 STREETSCENE AUDIT

Location	Upper St Martin's Lane	Item	Quantity	Totals	Description	Action	Priority A	Priority B	Priority C	Outline cost
	Barriers			0						
2										
	Lighting									
1		Standard Lamp Column	1							
12		Standard Lamp Column	1							
15		Standard Lamp Column	1							
25		Standard Lamp Column	1							
30		Standard Lamp Column	1							
	Subtotal			6						
	Litter, Rubbish and cleaning			0						
	Signage									
4		Signage	1		Welcome to Westminster sign. Visual Obstruction	Relocate	C			£53
5		Signage Post	1		No sign attached. Unnecessary	Remove	A			£53
6		Signage	1		"Give Way" sign					
9		Signage Post	1		"No right turn" Bent	Replace	A			£53
11		Signage Post	1		No sign attached. Clutter	Remove	A			£53
16		Signage Post	1		"Taxi" sign attached					
19		Signage Post	2		Directional, blue finger attached					
21		Signage Post	1		"No entry" sign attached					
22		Signage Post	1		"No entry" sign attached. Obscured by tree	Trim tree canopy	A			£50
	Subtotal			10			4		1	£262
	Traffic control									
	Telephone kiosks									
2		Telephone Box	1		Red, Traditional style. Obstructs Movement					
3		Telephone Box	1		Red, Traditional style. Obstructs Movement					
14		Telephone Box	1		Red, Traditional style					
20		Telephone Box	1		Black, uncoordinated with others					
27		Telephone Box	1		Red, Traditional style					
32		Telephone Box	1		Red, Traditional style					
	Subtotal			6						
	Miscellaneous									
7		Tree pit	1		Recently Planted tree					
8		Cycle Racks	5		Grouping creates clutter	Rationalise			C	£132.50
10		Tree pit	1		Recently Planted tree					
13		Tree pit	1		Semi Mature tree - good condition					
17		Tree pit	1		Recently Planted tree					
18		Pillar Box	1		Red, Traditional style	Needs re-painting	A			£15
23		Tree pit	1		Mature Tree, good condition. Obscures signage	Trim tree canopy	A			£50
24		Tree pit	1		Mature Tree, good condition					
26		Tree pit	1		Mature Tree, good condition					
28		Tree pit	1		Mature Tree, good condition					
29		Tree pit	1		Mature Tree, good condition					
31		Tree pit	1		Semi Mature tree - good condition					
33		Tree pit	1		Semi Mature tree - good condition					
	Subtotal			17			2		1	£197.50
	Overall Totals			38			2		2	£459.50



- Trees
- Telephone boxes
- Bollards
- Traffic control
- Barriers
- Miscellaneous
- Signage
- Litter bins
- Lamp columns

KEY PLAN

FOR FURTHER INFORMATION, PLEASE
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