

Committees: Streets and Walkways Committee <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: 16 September 2025 14 October 2025
Subject: Smithfield Area Public Realm and Transportation Programme (Phase 1b) Unique Project Identifier: PV Project ID: 11956	Complex Issue Report (last report Gateway 3 Issue Report)
Report of: Executive Director Environment Report Author: Clarisse Tavin and James Aggio-Brewe, City Operations	For Information
<h1 style="text-align: center;">PUBLIC</h1>	

1. Status update	Project Description: <p>The Smithfield Area Public Realm and Transportation Programme aims to provide a holistic vision and coordinated approach to the delivery of new public spaces and improved environment in the Smithfield area. This is to be delivered in line with the Transport Strategy, the Climate Action Strategy and Destination City. It responds to the anticipated increase in the number of visitors to the area following the opening of the new London Museum (LM), the redevelopment of the Annexe Buildings, and the future transformation of the Meat Market.</p> <p>This project is developed in phases (see below) and this report relates to Phase 1b of the programme - Wider public realm improvements - which is part of a phased approach to align with the London Museum development and associated S278 improvements (see Phasing Plan in Appendix 3).</p> <ul style="list-style-type: none"> • <u>Phase 1a (S278 project): Improvements to pavements around the future London Museum to be covered by the S278 Agreement</u>, together with interim public realm
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	<p>improvements on West Smithfield. The aim is for this phase to be completed in time for the opening of the London Museum General Market site, which is planned for summer 2026.</p> <ul style="list-style-type: none"> • <u>Phase 1b: Wider public realm improvements around the new Museum site</u> (both General and Poultry Markets). This includes the potential closure of West Smithfield and associated pedestrianisation of that street, with additional public realm improvements including planting, seating and historical interpretation. Phase 1b is programmed to be completed around the time of the full opening of the London Museum (expected Q4 2028), subject to any change to the programme required to accommodate the redevelopment of the Annexe Buildings. This phase is the subject of this report. • <u>Phase 2: Public realm improvements in the area surrounding the Meat Market site.</u> Delivery will be coordinated with the redevelopment of the Meat Market. <p>RAG Status: Amber (last report: Green)</p> <p>Risk Status: Medium (last report: Low)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: £ 1.3m</p> <p>Costed Risk Provision Utilised: £0</p> <p>Funding Source: OSPR</p> <p>Slippage:</p> <p>The project has slipped by approximately six months. This is in part due to:</p> <ul style="list-style-type: none"> • Focussing staff resource on finalising the S278 legal agreement and design and engagement with the Museum on the emerging public realm design.(Phase 1a). The legal agreement still needs to be signed by the London Museum. The S278 requirements needed to be finalised in order to encompass them within the wider Phase 1b design. • Discussions with TfL are required regarding the potential closure of West Smithfield and the traffic changes required to enable the closure to proceed. The closure of West Smithfield will require changes to the junction of Farringdon Street with Snow Hill and/or the Charterhouse St junction. Farringdon Street is part of the Transport for London Road network (TLRN). It is necessary for both us and TfL to be comfortable that these changes are feasible ahead of any large scale public consultation.
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<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 4 - Detailed Options Appraisal (Complex)</p> <p>2.1 Progress to date on Phase 1b</p> <ul style="list-style-type: none"> • The detail design (RIBA Stage 3) for the public realm area surrounding the new London Museum (Phase 1b) is currently being developed. Early engagement with internal stakeholders and with the London Museum board have taken place. • The traffic changes needed to be able to close West Smithfield as proposed are understood. Detailed work to get the necessary approvals from TfL and ensure that the new layout is optimised needs to be undertaken and is the main reason for the request for additional funding within this report. • The lighting element of the project was progressed to detailed design stage, and a lighting trial was delivered in June 2025. It is anticipated that the lighting will be delivered to align with the phased opening of the General Market and Poultry Market as part of the Museum's opening timeline. • Long Lane COLSAT completed. <p>2.2 Requested Decisions:</p> <ul style="list-style-type: none"> • That an additional budget of £325k is approved for the Smithfield Area Public Realm project, funded from the approved in principle £12m OSPR project funding,. • Agree the revised current project budget of £1.945m (excluding risk). • Provide delegated approval to the Executive Director Environment for funding to be received from the Culture Mile BID to support temporary enhancements delivered as part of Phase 1a (see paragraph 6.4). <p>2.3 Project Update (phase 1b)</p> <p>2.3.1 A Gateway 3 Issue report was approved in July 2024 and provided an update on the progress made to date. It was agreed for this project to restart and run in parallel with the requirements for London Museum S278 project.</p> <p>2.3.2 The July 2024 report noted that RIBA Stage 3 public realm design would commence once the scope of the London Museum S278 agreement was understood. This has progressed and has been developed focusing</p>
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	<p>on the needs of the public realm for this area. The traffic management requirements to facilitate this are understood but now need to be fully detailed and start their approvals process before the public realm design can be consulted upon.</p> <p>2.3.3 The next stage of work involves completion of the detailed design, traffic modelling and engagement with TfL and LB of Islington. This will be followed by the submission of the Gateway 4 report in early 2026 and a public consultation on the preferred option.</p> <p><u>Museum of London S278 project</u></p> <p>2.3.4 The General Market building is anticipated to open to the public in 2026. As part of that phase of opening, West Poultry Avenue will be stopped up and closed to traffic permanently and become the main entrance to the Museum. The second part of the museum opening for the Poultry Market building is planned for Q4 2028.</p> <p>2.3.5 The S278 project (Phase 1a) and this public realm project (Phase 1b), will have to dovetail with the Museum developments timescales, accommodating the use of highway for the completion of the building works where needed post 2026.</p> <p>2.3.6 The aim is to deliver the S278 works around the General market in 2026 and complete the S278 works around the Poultry Market and the wider public realm works in 2028. See indicative Phasing Plan in Appendix 3.</p> <p>2.3.7 There has been a delay in the Museum signing the S278, with a high associated risk of delay to the delivery programme and works. This may mean that the S278 works are not fully completed in time for the planned Museum opening in July 2026.</p> <p>2.3.8 It is also proposed to collaborate with the Culture Mile Business Improvement District (BID) on interim proposals aimed at enhancing the area during the construction period. These may include temporary installations such as seating, greening, pavement treatments, murals, artistic features, and lighting installations. The BID has indicated that they may be prepared to contribute to the cost of delivering interim improvements. Delegated approval to receive these funds is sought as part of this report.</p> <p>2.3.9 The London Museum have expressed that they would like to see West Smithfield closed to traffic when the General Market of their site opens in 2026. Officers will investigate if this is possible, however it has only</p>
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	<p>been recently confirmed by the London Museum that they did not require the use of West Smithfield for the continuation of their construction for the Poultry Market and operation of the General Market building. As a result, it will be very challenging to deliver an earlier closure, particularly given the complexity of changing access from Farringdon Street, and that closing this street will require a statutory consultation process, as highlighted elsewhere in the report.</p> <p><u>Annexe and Meat Market programme</u></p> <p>2.3.10 The project team has continued to liaise with the City Surveyor’s and in particular the new Market Sites Regeneration Programme team on both the Phase 1 improvements around the Museum site and the longer-term public realm improvements around the Meat Market area post any redevelopment (Phase 2). Engagement continues whilst plans for this area are developed.</p> <p>2.3.11 Timings for the Annexe development need to be confirmed once the preferred developer is in place. The City Surveyor Team is working with the Environment Team to ensure alignment between both schemes. There is a risk that the construction requirements for the Annexe Buildings may impact on delivery of some of the wider public realm improvements. These requirements and any impacts are not yet known, but ongoing engagement is taking place.</p> <p>2.3.12 It is expected that the full public realm vision for the whole area will not complete until at least the mid-2030s, following the redevelopment of the Meat Market area.</p>						
3. Budget	<p>Funding requested to reach the next Gateway.</p> <p><i>Table 1: funding table to reach next gateway</i></p> <table><tr><th>Item</th><th>Reason</th><th>Cost (£)</th></tr><tr><td>Consultant Costs (fees)</td><td>Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment</td><td>£225,000</td></tr></table>	Item	Reason	Cost (£)	Consultant Costs (fees)	Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment	£225,000
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	P&T Staff Costs	Project management	£50,000
	P&T Highways	Design engineering costs	£50,000
	Total		£325,000
	<p>1) Fees for consultancy services – to be used on TfL engagement, design work and traffic surveys and modelling, as well as stakeholder engagement. Consultants will be procured through the usual procurement guidelines and procedures.</p> <p>2) Staff time for 2 days per week for 6 months (combined with the S278 report to make around 3 days per week for 6 months)</p> <p>3) Staff time for a highways engineer to carry out detailed design work.</p> <p>Costed Risk Provision requested for this Gateway: £0k</p> <p>See detailed Funding tables in Appendix 2.</p>		
4. Issue (update) description	<p>4.1 It was anticipated that a Gateway 4 report would be presented to members in the summer of 2025.</p> <p>4.2 However, as noted above, there has been a slippage of approximately six months due to focussing staff resource on trying to finalise the S278 design and agreement, and in understanding what the traffic requirements would be to be able to progress a closure on West Smithfield to begin meaningful discussions with TfL.</p> <p>4.3 The Gateway 4 report will now be submitted in mid 2026.</p> <p>4.4 In order to get to Gateway 4 further funding will be required for the following items:</p> <ul style="list-style-type: none"> • Carrying out the required traffic modelling and audit process with TfL on the potential traffic changes required to enable the closure of West Smithfield to traffic. This will include optioneering for the right design for the junction of West Smithfield/Snowhill and Farringdon Street to allow for required turning movements and improve the junction for people walking and Wheeling. Options for a right turn from Farringdon Street to Charterhouse Street will also be explored an alternative access point to the area. • Ongoing engagement with local stakeholders in the area • Finalising the public realm design for the area around the Museum site and key routes to the Museum. • Preparing for public consultation, which is planned to take place immediately after Gateway 4 approval. <p>4.5 Following the COLSAT assessment carried out for Long</p>		

	<p>Lane, design work on improvements to this street will also be undertaken and included in the forthcoming Gateway 4 report. The aim of this work is to improve accessibility and comfort for people walking and wheeling to the museum from the Farringdon East Elizabeth Line entrance and from the Barbican tube station. There is also a S278 agreement with a hotel development on Long Lane, and therefore these works can be coordinated to achieve a wider improvement.</p>
	<p>Next steps:</p> <p>The key next steps are:</p> <ol style="list-style-type: none"> 1. Continue the development of the design for the wider public realm around the Museum boundary and for improvements to Long Lane. These will be progressed to detailed design to be presented at Gateway 4 2. Continue stakeholder engagement where needed, including engagement with the London Museum and Culture Mile BID. 3. Develop the design for the interim public realm improvements that will be in place for the museum opening. 4. Carry out the Healthy Streets Design Check and undertake an EQIA assessment on the developing design for the Smithfield Area. 5. Pedestrian and traffic modelling to be developed and start the appropriate approvals with TfL to assess the potential traffic changes in the area, aligning with TfL processes and standards 6. Start to prepare materials for public consultation with the intention to undertake public consultation on the proposed design for the area after Gateway 4 approval.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance tables
Appendix 3	Location and Phasing Plan (Upon request due to size)
Appendix 4	Risk Register

Contact

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