

Committee(s): Markets	Date: 9 May 2018
Subject: Farringdon Pavement Width – Smithfield Impact	Public
Report of: Director of Markets & Consumer Protection	For Information
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Summary

December 2018 marks the opening of Crossrail Farringdon East station adjacent to Smithfield East Market. Farringdon Station is undergoing a major redevelopment to increase capacity, improve accessibility and upgrade interchanges as part of the building of Crossrail. Urban realm developments are due to start in the area in June 2018 and latest estimate conclude in April or May 2020. This report aims to inform Members of the likely impact of the station opening on the operations of Smithfield Market.

Recommendation(s)

Members are invited to note the contents of this report.

Main Report

Background

1. Construction and development of Crossrail Farringdon East has been ongoing since 2009. The demolition of previous properties on Lindsey Street commenced in 2010 followed by construction of the new station street-level shell in 2016. Appendix A location plan red area refers.
2. During the demolition phase, the market lost the use of 3 loading bays on the east side of Lindsey Street to facilitate the introduction of a delivery yard for Crossrail construction plant and machinery. This is shown in 2 photographs (Appendix B) in relation to Lindsey Street and the East market. The delivery yard is still in use whilst Crossrail fit-out the station over the coming months.
3. The Smithfield Market Tenants' Association (SMTA) made representation to the Department for the Built Environment (DBE) during 2016 with concerns about the urban realm designs and the impact they would have on market operations. In particular this focused on loading bays, the swept path at the junction of Charterhouse Street and Lindsey Street, and the location of cycle stands. These issues were discussed at the Markets Committee on 30 November 2016.

4. The Superintendent and the SMTA met with officers from DBE in March 2017 to discuss these concerns and agree a range of amendments to the draft design. These included the production of tracking plans for articulated vehicles turning into Lindsey Street from Charterhouse Street, the tracking of both articulated and rigid vehicles into a proposed new loading bay, the relocation of cycle stands and junction re-alignments following a safety audit of Charterhouse, Fox and Knot Streets.
5. Following amendments to the vehicle tracking exercise and a site visit with the SMTA, the Superintendent wrote to DBE in August 2017 raising outstanding concerns. The proposal to build-out additional pavement of 2.75m beyond the existing red line pavement into Lindsey Street (Appendix C) at the expense of roadway and swept path availability, created a significant pinch point and very little room for HGV vehicle manoeuvre, with a 6metre long van park in the adjacent loading bay (Appendix D).
6. This was additionally demonstrated during Christmas 2017 with evidence of HGVs struggling to negotiate the pinch-point, before the proposed 2.75m build-out. (Appendix E). This information was shared with DBE.

Current Position

7. The Director of M&CP and Superintendent met representatives from DBE and the Markets Committee and Planning and Transportation Committee Chairmen on the 1st February to discuss and agree the way forward on the outstanding urban realm issues in relation to the swept-path proposals.
8. The Superintendent made further evidenced representation for a reduction in the proposed 2.75m pavement build-out and was invited by DBE to table the market preference of kerb and roadway demarcation. This was presented to DBE, who committed to re-work the design proposal to meet the concerns and needs of the market. (Appendix D red hatch area). DBE is currently awaiting works funding release from Crossrail. From these funds, DBE will place orders and finalise works dates.
9. Additional consultation at the market with the Superintendent and the SMTA will take place from 23 April 2018 and this will include the proposed revisions to the Crossrail pavement width at the junction of Charterhouse and Lindsey Street. This particular phase of work is currently planned from August 2019 until May 2020. This is recorded in the Gateway 5 Authority to Start Work Main Report from the Transportation and Public Realm Director to the Streets & Walkways and Projects Sub-Committees.

Conclusion

10. The focus of DBE at present is to complete the detail design of Long Lane which is the location of the station main entrance, thereby enabling the build and completion in time for opening. The revised design proposal for the north end of Lindsey Street will be available from DBE in the latter part of 2019. The Superintendent will continue to monitor progress of the urban realm

works to ensure the operational concerns of the market are addressed. Further verbal updates will be provided to Committee as and when appropriate in the future.

Appendices

- Appendix A – Crossrail Farringdon impact area
- Appendix B – Crossrail delivery yard
- Appendix C – Crossrail proposed 2.75m kerb build-out
- Appendix D – Swept path HGV modelling
- Appendix E – HGV pinch-point at Crossrail delivery yard entrance

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