

December, 2011.

Response by Broadway Market Traders' and Residents' Association to the Streetscene scheme for Broadway Market.

Broadway Market Traders' and Residents' Association thanks Hackney Council for the opportunity of responding to the plans for rebuilding Broadway Market, and congratulates officers for the care they have taken with the design.

The views of our operating company, Broadway Markets Projects cic, have been taken into account in the formulation of this response. Individual residents and business have been encouraged to make their own representations, should they so wish.

We look forward to working together for the benefit of the neighbourhood and the borough of Hackney.

The association has the following comments.

Trees

BMTRA is in favour of retaining the existing trees on the street. However the association believes that more trees will cause further obstructions, attract litter and will become de facto bike racks. We welcome the council's proposal to plant more trees and suggests that they are planted in London Fields.

We are informed that plans and photographs exist showing cellars beneath the proposed site of trees at the Dericote Street junction. There are also cellars at No.79 Broadway Market running beneath the piazza which may affect the siting of the tree outside No.75.

Piazza at London Fields crossing

The association welcomes the concept but has a number of concerns over details.

The piazza should be designated a special policy area and an alcohol-free zone. There is considerable concern over the number of people who congregate here at night. The noise and litter have become unacceptable to residents and businesses. The more attractive the space, the more people will be attracted to it.

Delivery space is minimal. There is one bay to service the public house at No. 76, two busy grocery stores at Nos 63 Westgate St (next to the public house) and 85 Broadway Market, and other smaller shops. We recommend a second delivery bay on the piazza as close as possible to No. 85.

Cyclists crossing at high speed are a present danger. The single surface, while welcome, would also serve to encourage dangerous cycling. Rumble strips on each side of the crossing - as used on the canal towpath - would help to slow high-speed cyclists and thus improve safety for pedestrians.

Cycle racks

We welcome Ms Kenny's assurance (email, 19 Dec) that cycle racks will be placed on the side roads and not along the main route of Broadway Market. The siting of a cycle rack on the piazza in the concept design was of particular concern. We believe the need for more cycle racks (not on the main street) has been amply demonstrated.

Closure of the junction with Welshpool St

The association welcomes the decision to retain the Dericote Street junction. The closure of the Welshpool Street junction will inevitably add to the volume of traffic from Welshpool House and the Hackney Homes depot using Dericote Street, Croston Street and the restricted junction of Croston Street and Lansdowne Drive. To reduce congestion and consequent danger at this junction we recommend that Hackney Homes is requested to use the Trederwen Road access to their depot wherever possible.

Access to the Welshpool Street junction for market stallholders loading and unloading on market days should be preserved. Access should also be preserved for the recycling and waste teams.

Performance area

Welcomed.

Width of carriageway

There is concern over what appears to be a narrowing of the road between Nos.29-33. This is further obstructed by the siting of trees outside No.24 (The Dove) and No.33. Since deliveries are to be maintained this will create a potentially dangerous bottleneck.

Parking bays

The association notes that there will be a reduction in parking spaces and is concerned that several bays, as presently planned, may further restrict existing shopfront seating areas - Climpsons and Gossip cafes and Bella Vita restaurant, for example. Pavement seating is considered essential to the regeneration of local high streets. The association therefore proposes that bays should be located in areas of the street where there is no demand for seating.

In our view a clear solution would be to replace part of the seldom-used doctors' parking space in Benjamin Close and add more parking spaces here to replace those lost, or inconveniently placed, on the street.

394 Bus

The association has welcomed the Council's support for moving the route of the 394 bus from Ada St. We understand the drivers' reported problems with a clear line-of sight coming out of Andrews Road. We have devised an alternative solution which we propose to put to other residents' associations before submitting it to the Council in the New Year. We note that a delaying a decision on the 394 route will not affect the bulk of the roadworks or the start date.

Maintaining the 394 route into Ada Street will destroy the concept of reunifying Broadway Market. The existing dangerous junction at Ada St will remain because cars will continue to use it as a cut-through in unacceptable numbers. The existing visual distinction between the Andrews Rd – Ada St stretch and Broadway Market “proper” will (rightly) be removed, thus encouraging even more cars and lorries to drive straight through Broadway Market.

In our view, maintaining the existing bus route would nullify many of the benefits of the proposed scheme and hence would not be acceptable.

Toilets

The association wholeheartedly welcomes the proposal to install toilets at the

preferred site in London Fields. The lack of facilities has become a hazard to public health.

Drainage

The association seeks to be assured that drainage channels, and the drains themselves, will be sufficient to cope with rainfall.

Pavements

Residents continue to be concerned about the need for improved support over cellars and would wish to be involved in decisions about the materials used for pavements.

Market gates

The association notes that the existing Saturday market gates do not appear in the concept design. While they were originally welcomed, they have proved expensive to maintain and broken locks mean they are often left unsecured. They are used as bike racks causing potential obstructions for emergency vehicles, and making it difficult - sometimes impossible - for inspectors to open and close them.

We welcome Ms Kenny's assurance (email, 19 December) that barriers at the entrance to the street market will be as unobtrusive as possible. The association's preference would be for pop-up posts of the type used at the Duncan Road junction. An alternative would be for Broadway Market Projects CIC to provide crowd-barriers at junctions on Saturdays, manned at appropriate times to allow stallholders to load and unload.

It is clear that the existing gates on Broadway Market next to what will become the piazza will be unnecessary obstructions. The existing Welshpool St gates will also be redundant once the road is closed. The siting of the gates towards the canal end of the street cannot be decided until the issue of the 394 bus has been resolved.

Power for street market stall lights

Ms Kenny notes (email, 19 December) that there is insufficient money in the budget to provide power points to light stalls, however she gives a welcome assurance that Streetscene will ensure that the infrastructure for power points will be installed within the carriageway.

The provision of power points for stall lights on Broadway Market was one of the most important recommendations to the Council in the report on street markets by The Retail Group. Power points are already installed in Hoxton Street and Ridley Road. We can see no reason why Broadway Market should be denied this facility.

A cheaper option would be to provide power points on lamp posts (as installed in Hoxton Street). Details of the power required to light stalls, and the type of bulbs to be used, has been given to the Markets Department. This could – and in our view should – be financed from the savings generated by cancelling the proposal to mark stall pitches (see below).

Markings for stall pitches

As we noted in our email to Ms Kenny of 9 December – and we have indicated in preliminary conversations with Ms Feryal Demirci, Mr Tom McCourt, and Ms Letitia Davidson - BMTRA is utterly opposed to permanent marks on the street delineating stall pitches – whether they be white lines or brass studs.

We are still waiting for the promised meeting to discuss this issue.

We have been given legal advice that under the 1990 London Local Authorities Act councils are not obliged to install such markings.

An identical proposal was discussed by the Markets Department and BMTRA soon after the current market was reborn seven years ago. It was dismissed by all sides on the basis that it would impose unworkable restrictions on the layout of stalls. It was agreed that while there must be a detailed plan, the layout must remain flexible to cope with everyday changes – trader absences, for example – and the long-term strategic aims of a thriving 21st century market. The layout will change to accommodate the redesigned road.

Permanent markings will inevitably generate the unacceptable gap-toothed appearance of older, less successful London street markets.

We note that consultants from The Retail Group, in their report for Hackney Council, urged the Markets Department to resist the temptation of involving itself too much in the day-to-day running of Broadway Market. We concur.

We suggest that the money saved by forgoing the temptation of installing pitch markings would easily pay for the provision of power points to light stalls.

Deliveries to retailers

Despite previous assurances, several retailers remain concerned that deliveries will be curtailed. We would welcome a renewed assurance that this will not be so.

Water and sewage pipes

We welcome Ms Kenny's assurance (email, 19 December) that the improvements will be co-ordinated with utility companies. (We note that the hole in the middle of the street at the Duncan Rd/Welshpool St junction is about to reappear and that several drains remain blocked).

Programme of works

We welcome Ms Kenny's repeated assurance that all works and road closures will be co-ordinated with BMTRA and Broadway Market Projects cic. We in turn will strive to ensure that residents and businesses are kept informed. We will raise this at our scheduled meeting with the Markets Manager in January.

Scale plan

We understand that a scale plan can not be provided until the plans are finalised. We look forward to receiving one in due course. We were surprised to be informed (Ms Kenny's email, 19 December) that Market Services had taken measurements of stalls on a Saturday . We were unaware of this. We would be grateful if we could be informed on which Saturday measurements were taken because (as we indicate above) the layout of stalls changes almost every week. Clearly plans which are crucial to the social and economic future of Broadway Market should be based on the most accurate and up-to-data.

BMTRA Executive, December 2011.